Appendix B

Traffic Impact Study

Prepared by Kaku Associates, Inc. (2002)

TRAFFIC STUDY FOR CABRILLO MARINA PHASE II

NOVEMBER 2002

PREPARED FOR

PORT OF LOS ANGELES

PREPARED BY



TRAFFIC STUDY FOR CABRILLO MARINA PHASE II

November 2002

Prepared for:

PORT OF LOS ANGELES

Prepared by:

KAKU ASSOCIATES, INC. 1453 Third Street, Suite 400 Santa Monica, California 90401 (310) 458-9916

Ref: 1547

TABLE OF CONTENTS

l.	Introduction	1
	Project Description	1
	Study Scope	1
	Organization of Report	4
II.	Existing Conditions	5
	Study Area	5
	Existing Street System	5
	Existing Traffic Volumes and Levels of Service	7
	Existing Transit Service	11
III.	Future Year 2008 Traffic Projections	14
	Cumulative Base Traffic Projections	
	Project Traffic Volumes	
	Cumulative Plus Project Traffic Projections	
IV.	Future Year 2008 Traffic Impact Analysis	33
	Significant Traffic Impact Criteria	
	Cumulative Base Traffic Conditions	
	Cumulative Plus Project Traffic Conditions	
	Project Impacts	
	Mitigation Measures	
	Effectiveness of Mitigation Measures	
٧.	Site Access & Parking Analysis	39
	Site Access	
	Alternative Designs of Miner Street & 22 nd Street	
	Pedestrian Circulation	
	Parking Analysis	
√l.	Summary and Conclusions	44

Appendix A: Appendix B: Appendix C: Intersection Lane Configurations Traffic Count Data

Intersection Level of Service Worksheets

LIST OF FIGURES

<u>NO.</u>		
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	Location of Analyzed Intersections Site Plan Existing Weekday Peak Hour Traffic Volumes Existing Weekend Peak Hour Traffic Volumes Existing Transit Lines Future Weekday Peak Hour Traffic Volumes, Existing Plus Ambient Growth Future Weekend Peak Hour Traffic Volumes, Existing Plus Ambient Growth Location of Related Projects Weekday Cumulative Project Only Peak Hour Traffic Volumes Weekend Cumulative Project Only Peak Hour Traffic Volumes Weekend Cumulative Base Peak Hour Traffic Volumes Project Trip Distribution Weekday Project Only Peak Hour Traffic Volumes Weekend Project Only Peak Hour Traffic Volumes Weekend Project Only Peak Hour Traffic Volumes Weekend Cumulative Plus Project Peak Hour Traffic Volumes Weekend Cumulative Plus Project Peak Hour Traffic Volumes	3 8 9 13 15 16 19 20 21 22 23 27 28 29 31
	LIST OF TABLES	
<u>NO.</u>		
1 2 3 4 5 6 7 8	Existing Surface Street Characteristics Level of Service Definitions for Signalized Intersections Intersections Level of Service Analysis – Existing Conditions (Year 2002) Cumulative Project Trip Generation Project Trip Generation Rates Project Trip Generation Intersection Levels of Service Analysis – Future Conditions (Year 2008) Intersection Levels of Service Analysis – Future Conditions with Mitigation (Year 2008) Parking Requirement and Proposed Supply	10 12 18 25 26 35
9	r arking requirement and Froposed Supply	43

I. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Kaku Associates, Inc., to evaluate the potential traffic impacts of the proposed Cabrillo Marina Phase II project located in the southeastern area of San Pedro, California. A similar project proposed on this site was the subject of a traffic study and environmental impact report in 1998. ¹

PROJECT DESCRIPTION

The majority of the Cabrillo Marina Phase II project is located west of Miner Street and south of 22nd Street in San Pedro, California. A portion of this project is located north of 22nd Street. Figure 1 illustrates the location of the proposed project in relation to the surrounding street system. The proposed re-development of the area would include boat slips, boat storage, retail, restaurants, and offices. The site plan for the project is shown in Figure 2.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed as part of the study approach. The study analyzes potential project-generated traffic impacts on the adjacent street system, assuming completion of the project by Year 2008. The analysis of future year traffic forecasts is based on projected conditions in Year 2008 both with and without the addition of the project traffic. The following traffic scenarios have been developed and analyzed as part of this study.

¹ Draft Supplemental Environmental Impact Report for the West Channel/Cabrillo Marina Phase II Development Project, Environmental Management Division, Los Angeles Harbor Department (November, 1998).

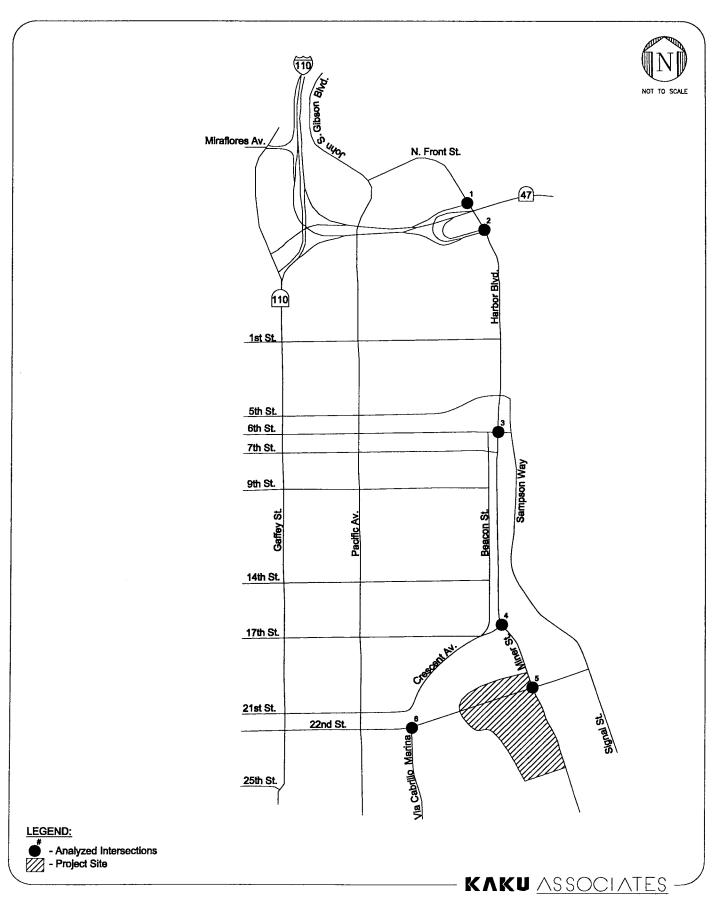
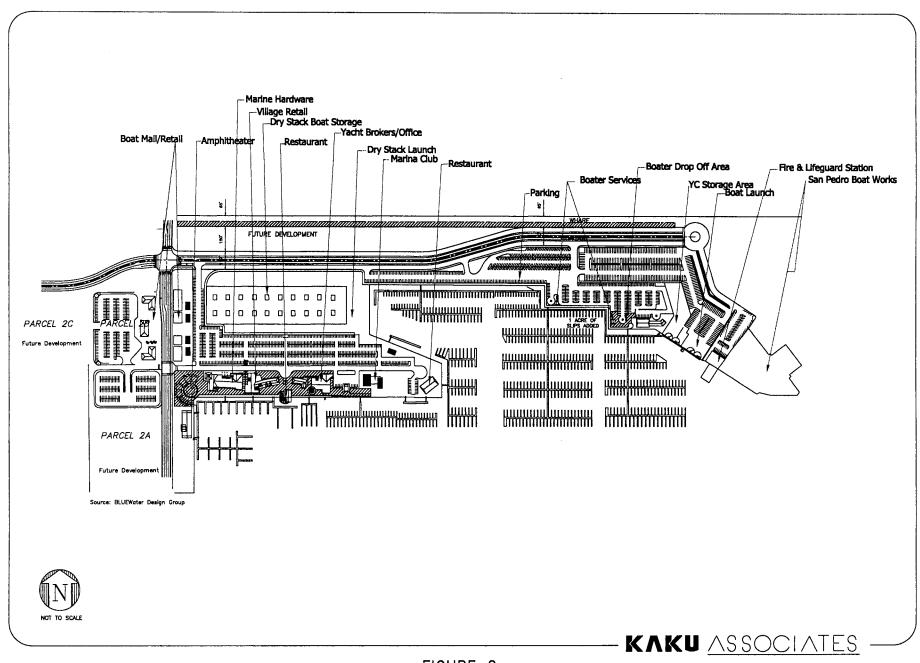


FIGURE 1 LOCATION OF ANALYZED INTERSECTIONS AND STUDY AREA



- Existing 2002 Conditions The analysis of existing traffic conditions provides a basis for the remainder of the study. The existing conditions analysis includes a description of the street system serving the site, current traffic volumes, and an assessment of the operating conditions at these locations.
- Cumulative Base (2008) Conditions Future traffic conditions without the proposed project will be developed for the year 2008. The objective of this analysis is to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site by the year 2008.
- Cumulative (2008) Plus Project Conditions This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of project-generated traffic. The impacts of the proposed project on future traffic operating conditions can then be identified.

LADOT has identified the following six intersections for analysis:

- 1. Harbor Boulevard & I-110 NB On-Ramp
- 2. Harbor Boulevard & SR-47 Ramps/Swinford Street
- 3. Harbor Boulevard & 6th Street
- 4. Harbor Boulevard/Miner Street & Crescent Avenue
- 5. Miner Street & 22nd Street
- 6. Via Cabrillo Marina & 22nd Street

The locations of these six analyzed intersections are illustrated in Figure 1.

ORGANIZATION OF REPORT

This report is divided into six chapters. Chapter I provides an introduction to the study and presents details of the various elements of the study. Chapter II describes the existing conditions in the study area, including an inventory of the streets and highways in the study area, a summary of traffic volumes, and an assessment of the operating conditions of these streets. The methodologies used to develop traffic forecasts for the Cumulative Base and Cumulative Plus Project scenarios and the forecasts themselves are included in Chapter III. Chapter IV presents an assessment of potential project traffic impacts of the proposed project and any proposed mitigation measures that may be needed. Chapter V presents an assessment of vehicular and pedestrian access to the site and of the potential parking impacts of the proposed project. Chapter VI provides the summary of the results. Appendices to this report include details of the technical analysis.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the project site, a review of traffic volumes on these facilities, an assessment of the resultant operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

STUDY AREA

The proposed project is located near the intersection of Miner Street and 22nd Street in San Pedro, California. Both streets provide direct access to the site, while regional access is provided by the Harbor Freeway (I-110) and the Terminal Island Freeway (SR-47). The study area for this analysis is located in the area of San Pedro east of Gaffey Street, as shown in Figure 1.

EXISTING STREET SYSTEM

As indicated, both Miner Street and 22nd Street provide direct access to the project site. Local access to these streets is provided by Gaffey Street, Pacific Avenue, and Harbor Boulevard. Primary regional access to the site is provided by I-110 and SR-47. Table 1 provides a description of the physical characteristics of all key streets within the study area. Diagrams of the existing lane configurations at each of the six analyzed intersections are illustrated in Appendix A.

TABLE 1
EXISTING SURFACE STREET CHARACTERISTICS

		1	NO. I	ANES	MEDIAN	PARKING I	SPEED	
SEGMENT	FROM	то	NB/EB	SB/WB	TYPE	NB/EB	SB/WB	LIMIT
HARBOR BL	I-110 NB On-Ramp	SR-47 Ramps	2	2	DY	NSAT	NSAT	35
	SR-47 Ramps	Beacon St	2	2	RM	NSAT	NSAT	35
	Beacon St	Santa Cruz St	2	2	RM	NSAT	2 hr 8a-6p	35
	Santa Cruz St	5th St	2	2	RM	PA	PA	35
	5th St	6th St	2	· 2	RM	NSAT	PA	35
	6th St	7th St	2	2	RM	NSAT	NSAT	35
	7th St	Crescent Ave	2	2	RM	PA	PA	35
22ND ST	Via Cabrillo Way	1/2 way to Miner St	2	2	DY	3hr 10A-10P	NSAT	25
22.13 01	1/2 way to Miner St	Miner St	2	2	DY	NSAT	NSAT	25
	Miner St	Sampson Way	2	2	DY	NSAT	NSAT	25
	Sampson Way	Signal Pl	2	2	DY	angle - 1 hr	NSAT	25
MINER ST	Crescent Way	22nd St	2	2	DY	NSAT	NSAT	35
	22nd St	end	1	1	SDY	NSAT	NSAT	25
VIA CABRILLO MARINA	22nd St	end	2	2	RM	NSAT	NSAT	25
6TH ST	Centre St	Harbor St	1	1	DY	2 hr 8a-6p	2 hr 8a-6p	25
SAMPSON WY	5th St	6th St	1	1	SDY	2 hr 8a-6p	angle, 2 hr 8a-6p	25
	6th St	Nagoya Wy	1	1	2LT	NSAT	NSAT	25
	Nagoya Wy	Skytower Way St	2	2	DY	NSAT	NSAT	25
	Skytower Way St	Signal PI	1	1	DY	NSAT	NSAT	25
	Signal Pl	22nd St	2	2	DY	NSAT	NSAT	25
CRESCENT AV	21st St	20th St	1	1	DY	NSAT	PA	35
	20th St	17th St	1 1	1	SDY	NSAT	PA	35
	17th St	Miner St	1	1	DY	NSAT	NSAT	35

Notes:

RM = Raised Median
2LT = Dual Left Turn
SDY = Single SDYellow
DY = Double Yellow
UD = Undivided Lane

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for each of the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume/capacity ratios and levels of service.

Existing Traffic Volumes

Weekday morning and evening peak hour traffic counts, and weekend mid-day peak hour traffic counts, were conducted at the six analyzed intersections and are presented in Appendix B. These weekday and weekend traffic volumes, which are illustrated in Figures 3 and 4 respectively, represent for the purposes of this analysis the Existing 2002 conditions.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. Level of service definitions for signalized intersections are provided in Table 2.

Four of the six analyzed intersections are controlled by traffic signals. The intersection of Harbor Boulevard/Miner Street & Crescent Avenue is stop controlled and the intersection of Harbor Boulevard & I-110 NB On-Ramp is uncontrolled. These two intersections were analyzed as signalized intersections for the purpose of evaluating the significance of project-related traffic.

The "Critical Movement Analysis-Planning" (Transportation Research Board, 1980) method of intersection capacity analysis was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for the turning movements and intersection characteristics at the signalized intersections. Table 2 defines the ranges of V/C ratios and corresponding levels of service for signalized intersections.

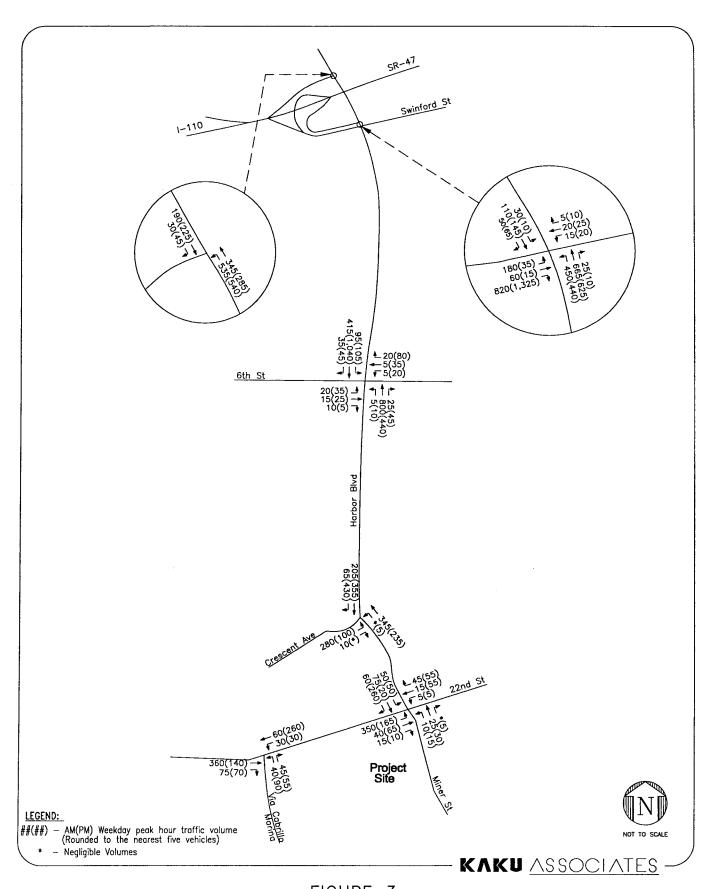


FIGURE 3
EXISTING WEEKDAY PEAK HOUR TRAFFIC VOLUMES

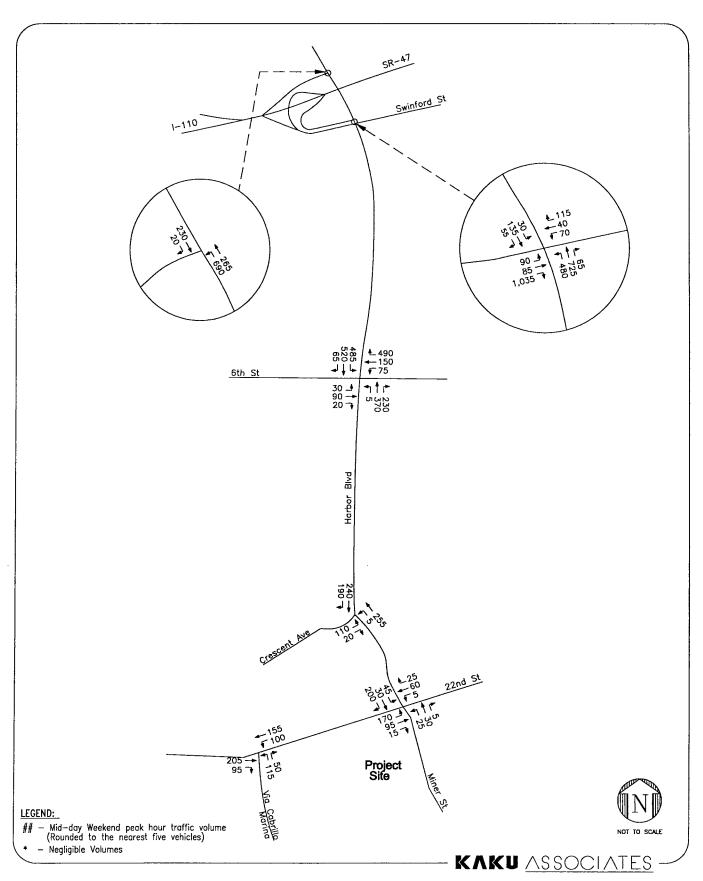


FIGURE 4
EXISTING WEEKEND PEAK HOUR TRAFFIC VOLUMES

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	VOLUME/CAPACITY RATIO (V/C)	DEFINITION
Α	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
В	> 0.600 ≤ 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
С	> 0.700 <u><</u> 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 0.800 <u><</u> 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 0.900 <u><</u> 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersectin approaches. Tremendous delays with continuously increasing queue lengths.

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

10

Existing Levels of Service

The traffic volumes presented in Figure 3 and Figure 4 were analyzed using the intersection capacity analysis methodology described above to determine the current operating conditions at the six study intersections.

Table 3 summarizes the results of this analysis, indicating the existing weekday morning and evening peak hour V/C ratio, weekend mid-day peak hour V/C ratio, and corresponding level of service at each analyzed intersection. As indicated in the table, all of the intersections are currently operating at an acceptable level of service, i.e., LOS D or better, during all analyzed time periods.

EXISTING TRANSIT SERVICE

Several public transit agencies, including the Los Angeles Department of Transportation (LADOT), the Metropolitan Transit Authority (MTA), and the Municipal Area Express (MX), currently provide bus service within the study area and within the vicinity of the project. The travel routes of the transit lines are illustrated in Figure 5.

TABLE 3
INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING CONDITIONS (YEAR 2002)

	Weekday &	Weekend Pea	k Hour
Intersection	Peak Hour	V/C	LOS
1. Harbor Bl &	AM	0.429	Α
I-110 NB On-Ramp	PM	0.451	A
	Weekend	0.543	Α
2. Harbor Bl &	AM	0.700	С
SR-47 Ramps / Swinford St	PM	0.873	D
	Weekend	0.857	D
3. Harbor Bl &	AM	0.379	А
6th St	PM	0.438	A
	Weekend	0.679	В
4. Harbor Bl/ Miner St &	AM	0.308	А
Crescent Av	PM	0.357	А
	Weekend	0.233	А
5. Miner St &	AM	0.348	А
22nd St	PM	0.358	А
	Weekend	0.321	А
6. Via Cabrillo Marina &	AM	0.192	А
22nd St	PM	0.131	A
	Weekend	0.221	A

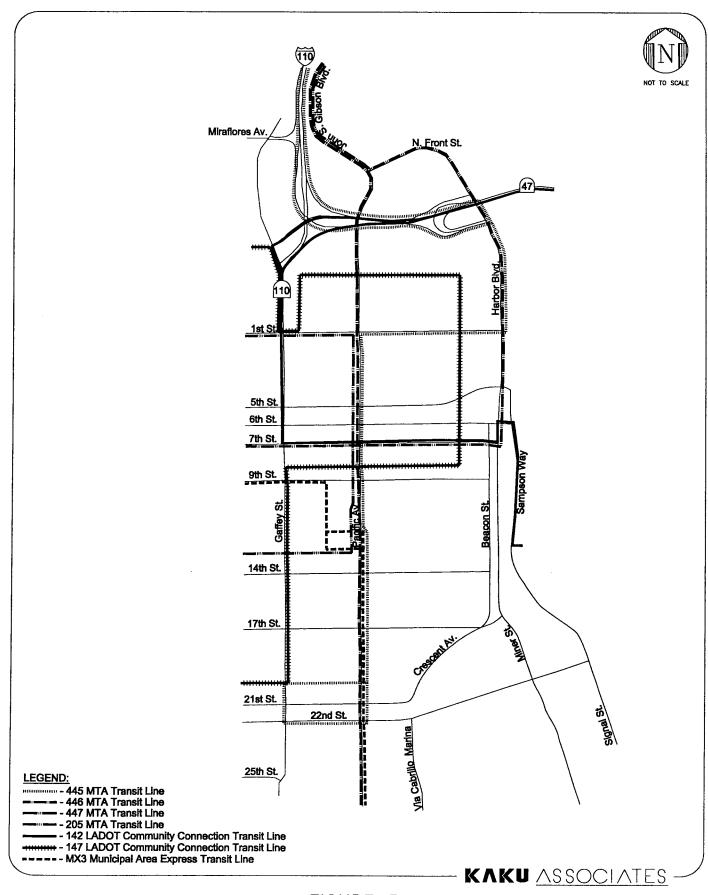


FIGURE 5
EXISTING TRANSIT LINES

III. FUTURE YEAR 2008 TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the proposed project on the local street system, it was necessary to develop estimates of future traffic conditions both with and without the project. Future traffic volumes without the project were first estimated, representing the Cumulative Base conditions. The traffic generated by the proposed project was then estimated and separately assigned to the surrounding street system. The sum of the Cumulative Base and project-generated traffic represents the Cumulative Plus Project conditions.

CUMULATIVE BASE TRAFFIC PROJECTIONS

The Cumulative Base traffic projections reflect growth in traffic from two primary sources. The first source is background or ambient growth in the existing traffic volumes, which reflects the effects of overall regional growth both in and outside the study area. The second source is the traffic generated by specific projects located within, or in the vicinity of, the study area. These factors are described below.

Areawide Traffic Growth

The LADOT staff indicated that traffic volumes in the vicinity of the study area have increased historically at a rate of about one percent per year. Future increases in the background traffic volumes due to regional growth and development are assumed to continue at this rate. With the assumed completion date of 2008, the existing 2002 traffic volumes were adjusted upward by a factor of 6 percent to reflect this areawide regional growth. The resulting Existing Plus Ambient Growth traffic volumes are illustrated in Figure 6 for the weekday morning and evening peak hour volumes and Figure 7 for the weekend mid-day peak hour volumes.

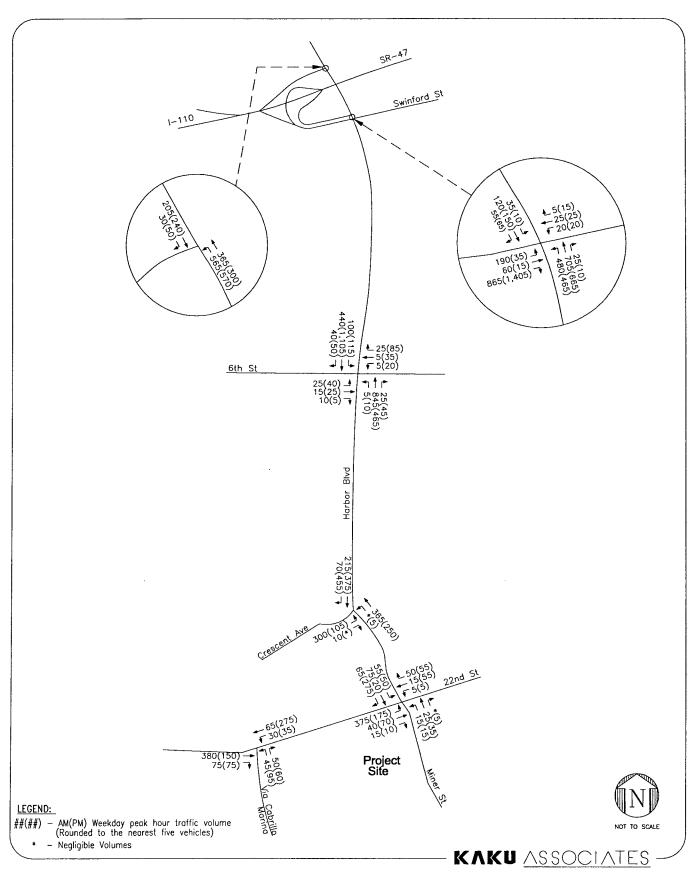


FIGURE 6
FUTURE WEEKDAY PEAK HOUR TRAFFIC VOLUMES
EXISTING PLUS AMBIENT GROWTH

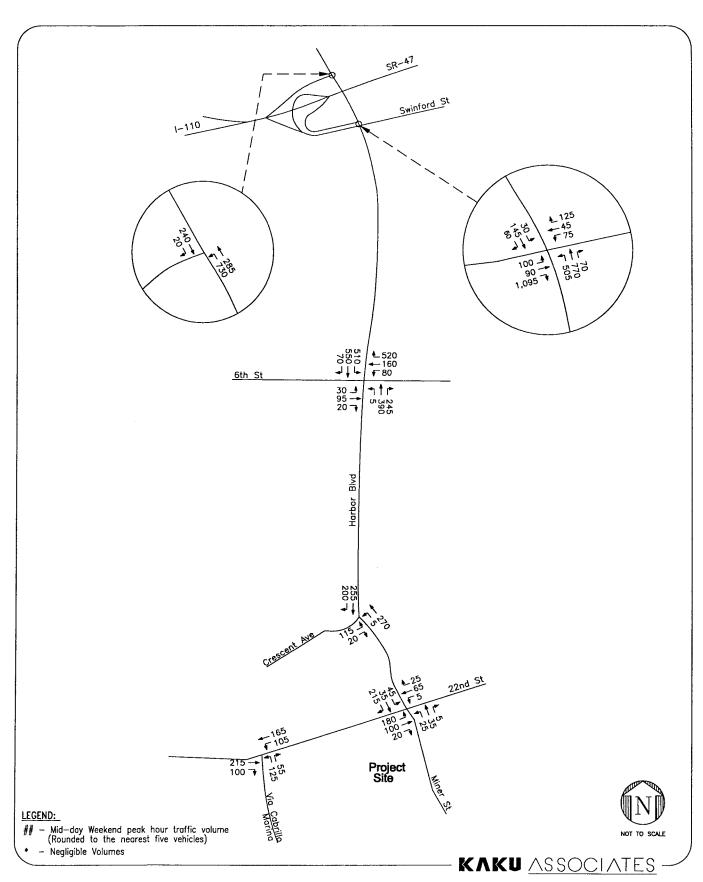


FIGURE 7
FUTURE WEEKEND PEAK HOUR TRAFFIC VOLUMES
EXISTING PLUS AMBIENT GROWTH

Cumulative Project Traffic Generation and Assignment

As indicated, the second major source of traffic growth in the study area is expected from other future development projects in the area. These "cumulative projects" are those planned developments expected to be completed within the same timeframe as the proposed project. Data describing cumulative projects in the area was obtained from the City of Los Angeles Department of Transportation and the Port of Los Angeles. Twelve cumulative projects were identified within the study area and are summarized in Table 4. Their locations are illustrated in Figure 8.

Trip Generation. Trip generation estimates for each of the cumulative projects were developed using trip generation rates contained in *Trip Generation*, 6th Edition (Institute of Transportation Engineers, 1997). As summarized in Table 4, the cumulative projects are expected to generate approximately 1,659 trips during the weekday morning peak hour, 3,602 trips during the weekday evening peak hour, and 3,855 trips during the weekend mid-day peak hour.

Trip Distribution. The geographic distribution of the traffic generated by the cumulative projects depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the location of the projects in relation to the surrounding street system. Traffic related to the relocation of Fisherman's Village (Cumulative Project 2) would not be new traffic but would rather be shifted from its existing distribution. This has resulted in a net negative assignment through certain intersection movements.

Traffic Assignment. The trip generation estimates were assigned to the local street system using the trip distribution pattern described above. The resulting Related Project Only traffic volumes are illustrated in Figure 9 for the weekday morning and evening peak hour volumes and Figure 10 for the weekend mid-day peak hour volumes. These volumes, which were then added to the existing traffic volumes after the adjustment for ambient growth, are illustrated in Figures 11 and 12. They represent Cumulative Base conditions, i.e., future conditions without the proposed project.

Table 4 Cumulative Project Trip Generation Cabrillo Marina

$\overline{}$				r				Saturday							
ŀ		ITE		Units	Daily		AM Peak Hou	Weekday	1	PM Peak Hou		Daily		irday i-Dav Peak i	1
	Element	LU Code	Size		Total	In '	Out	Total	l in '	out Peak not	ar Total	Total	In Mile	a-Day Peak a Out	iour Total
1	West Basin Marine Terminal Improvements - POLA Automobiles [9]	n/a	n/a	n/a	400	110	15	125	70	110	180	400	70	33	103
2	Carnival Cruise Terminal - Relocation [2]	n/a	n/a	n/a	2,627	152	152	304	51	48	99	2,627	209	162	371
2A	Carnival Cruise Terminal - Removal [2]	n/a	n/a	n/a	(2,627)	(152)	(152)	(304)	(51)	(48)	(99)	(2,627)	(209)	(162)	(371)
3	Fisherman's Village & Day Cruises - Relocation High-Turnover Restaurant [1] Day Cruise Ships [5] Remove Ex. Rio Doce Pasha [3] Net New Trips	832 n/a 010	70 8 (17)	KSF ships acres	9,124 531 (203) 9,452	67 39 (7) 99	62 0 (11) 51	130 39 (19) 150	228 37 (8) 257	152 132 (9) 275	380 169 (17) 532	11,086 468 (101) 11,453	882 68 (7) 943	518 83 (11) 590	1,400 151 (19) 1,532
	Fisherman's Village & Day Cruises - Removal High-Turnover Restaurant Day Cruise Ships [5] Net New Trips	832 n/a	70 8	KSF ships	(9,124) (<u>531)</u> (9,655)	(67) (39) (106)	(62) <u>0</u> (62)	(130) (39) (169)	(228) (37) (265)	(152) (132) (284)	(380) (169) (549)	(11,086) (468) (11,554)	(882) (68) (950)	(518) (83) (601)	(1,400) (151) (1,551)
4	Pacific Corridor Redevelopment Project [4] Commercial/Retail [6] Manufacturing Residential Net New Trips	820 140 220	602 223 1,380	KSF KSF DU	25,836 854 <u>9,149</u> 30,463	378 126 <u>113</u> 524	242 38 591 740	620 163 <u>704</u> 1,264	1,081 60 <u>573</u> 1,456	1,171 106 <u>282</u> 1,325	2,251 165 <u>856</u> 2,781	25,294 333 8,818 29,278	1,556 31 <u>481</u> 1,758	1,436 31 237 1,448	2,992 63 <u>718</u> 3,206
5	Night Club/Sports Bar [7]	n/a	17	KSF	932	14	7	21	181	85	266	932	181	85	266
6	Mt. Sinal Missionary Baptist Church	n/a	15	KSF	374	30	30	60	37	26	63	144	36	13	48
7	Regal Theater [8]	n/a	1	Screen	153	0	0	0	51	38	89	529	52	43	90
8	Gas Station & Minimart [7]	n/a	1	KSF	1,953	61	61	121	81	81	161	1,953	81	81	161
9	15th Street Elementary School - San Pedro	520	300	students	306	51	36	87	36	42	78	0	0	0	0
10	Pedestrian Promenade	n/a	n/a	n/a				·	NE	GLIGIBLE TR	RIPS	1.		<u>L</u>	1
	Fishing Reef	n/a	n/a	n/a					NE	GLIGIBLE TF	RIPS				
12	Cabrillo Beach Aquarium Expansion	n/a	n/a	n/a					NE	GLIGIBLE TR	RIPS				
	Total Net New Trips	34,378	783	877	1,659	1,904	1,698	3,602	33,135	2,169	1,692	3,855			

Note: Sizes of the existing Ports O' Call Village, Fisherman's Village, 22nd Street Landing Uses, Westways Terminal and Rio Doce Pasha sites are estimated.

- [1] Based on field observations at this location, AM weekday trips were assumed to be 20% of the ITE rate and PM weekday trips were assumed to be 50% of the ITE rate.
- [2] Based on data from "Traffic and Parking Study for the Carnival Cruise Passenger Terminal" for the Port of Long Beach (Kaku Associates, July 2000) page 23.
- [3] Peak hour rates based on percentage of peak hour to daily of LU 030 (Truck Terminal); assume that Saturday trip generation equals 50% of weekday and that Saturday peak hour equals weekday AM peak hour.
- [4] Based on data from "Pacific Corridor Redevelopment Project, Final EIR, Appendix F" for the City of LA (Meyer, Mohaddes Associates, November 2001). The Net New Trips reflects a 15% reduction in trips due to local "linked" trip estimates.
- [5] Based on an assumed typical operating scenario.
- [6] ITE Trip Generation, 6th Edition, Rates for AM and Saturday Peak Hours estimated based on proportions in the data on Shopping Centers (ITE LU 820). Pass-by trips were assumed to be 25% of all retail commercial trips.
- [7] Weekend mid-day rates assumed to be the same as the weekday p.m. peak rates.
- [8] Theater is to be 2,714 s.f. This size supports the assumption of a single screen auditorium.
- [9] Weekday mid-day and daily totals used for weekend totals. This is a conservative estimate.

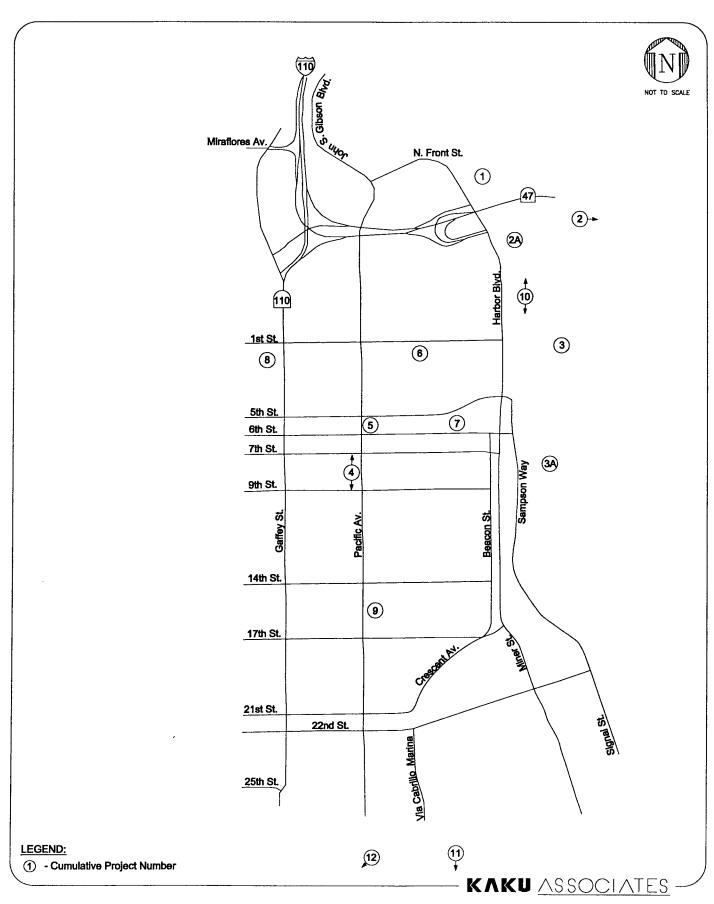


FIGURE 8 LOCATION OF RELATED PROJECTS

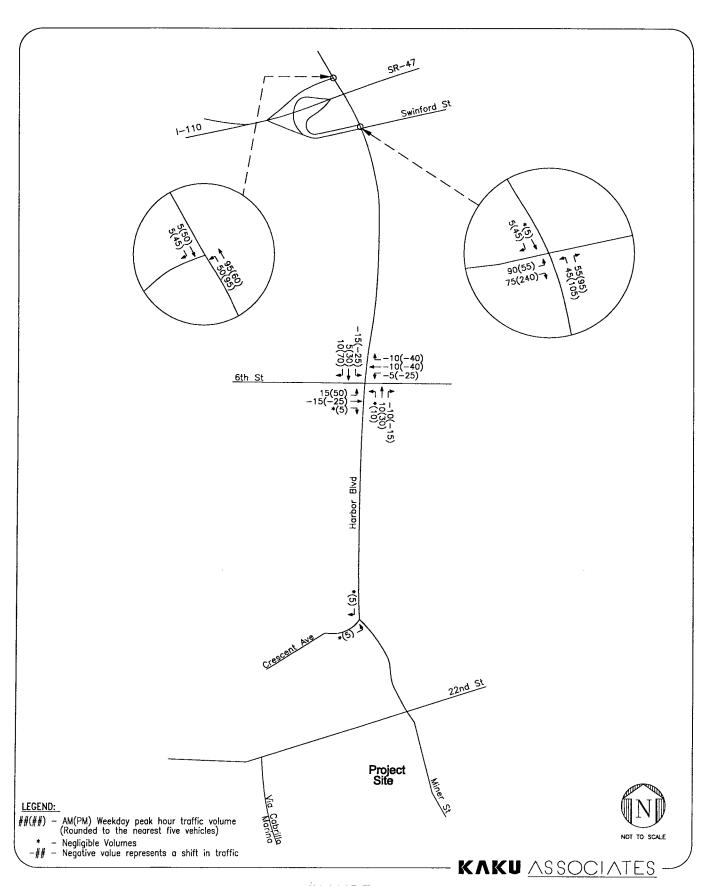


FIGURE 9
WEEKDAY CUMULATIVE PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

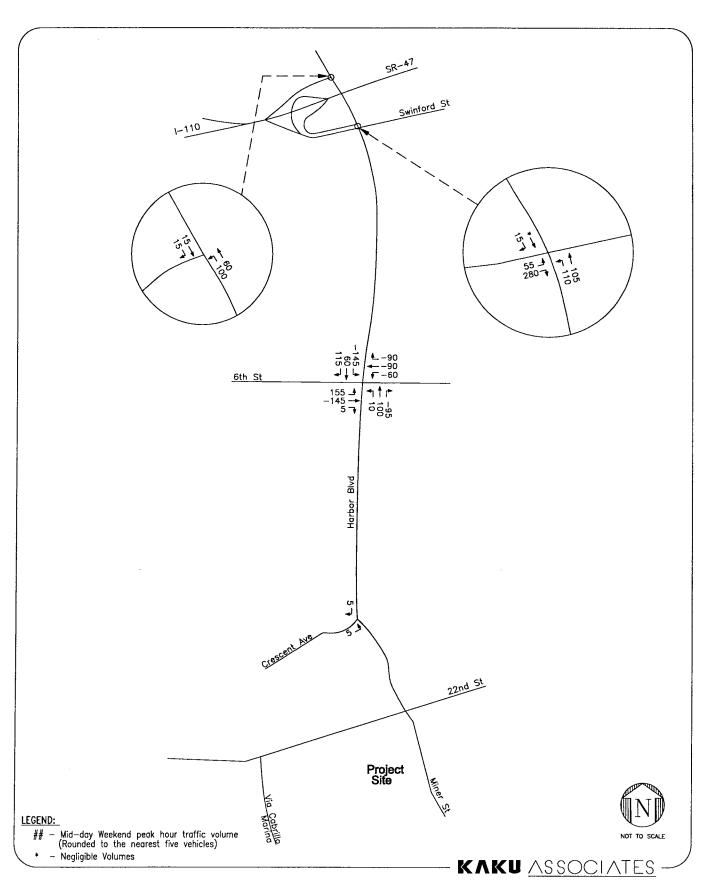


FIGURE 10
WEEKEND CUMULATIVE PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

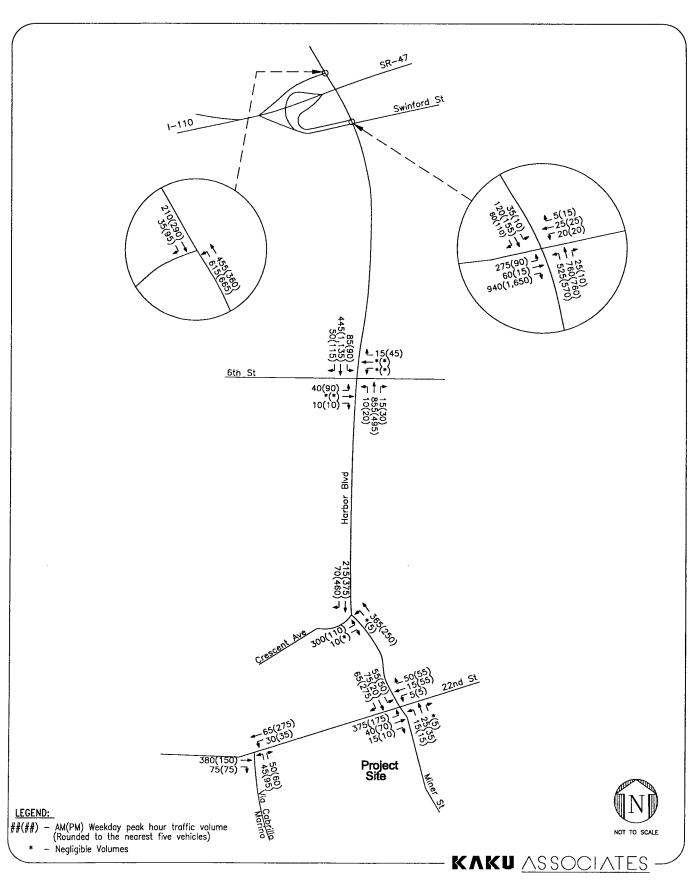


FIGURE 11
WEEKDAY CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

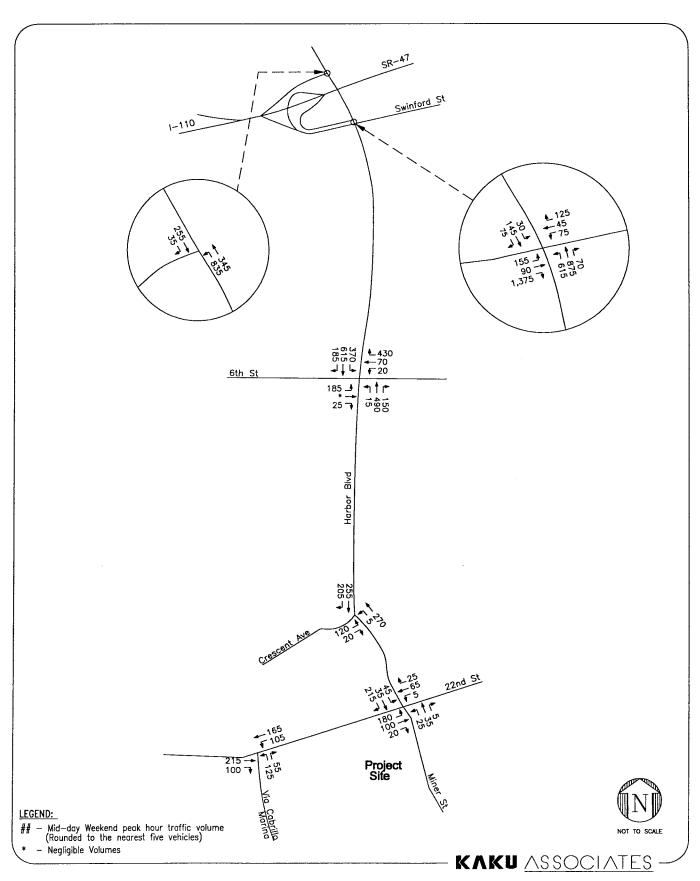


FIGURE 12 WEEKEND CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

PROJECT TRAFFIC VOLUMES

The development of traffic generation estimates for the proposed project involves the use of a three-step process similar to that discussed above for the cumulative projects.

Project Traffic Generation

As indicated, the proposed project consists of re-developing the existing site to accommodate a variety of land uses. Trip generation rates from the *Trip Generation*, 6th *Edition* were used to estimate the number of new trips associated with the development of the proposed project as well as the number of existing trips to be removed. Trip generation rates used in this study are shown in Table 5. The estimate of net future trips expected to be generated by the proposed project is summarized in Table 6. As shown, it is estimated that the project would generate 131 trips during the weekday morning peak hour, 262 trips during the weekday evening peak hour, and 585 trips during the weekend mid-day peak hour.

Project Traffic Distribution

The geographic distribution of the traffic generated by the proposed project depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed development are drawn, and the location of the project in relation to the surrounding street system. The specific distribution pattern for this project is illustrated in Figure 13.

Project Traffic Assignment

The traffic expected to be generated by the proposed project was assigned to the street network using the distribution pattern described in Figure 13. The assignment of this traffic for each of the six intersections analyzed in this study is shown in Figure 14 for the weekday morning and evening peak hour periods and in Figure 15 for the weekend mid-day peak hour period.

TABLE 5
CABRILLO MARINA PROJECT TRIP GENERATION RATES

		(1)		i.		Week	day Trip	Rate	V	Internal					
Land Use	Unit		Code/ Source		AM Peak			PM Peak				P	Capture Reduction		
				Daily	Total	% In	% Out	Total	% In	% Out	Daily	Total	% In	% Out	Rate (%)
Boat Slips	Slips	(2)	420 / ITE	2.96	0.08	33	67	0.19	60	40	3.22	0.38	40	60	0
Dry Stack Boat Storage	Boat use	(2)	420 / ITE	2.96	0.08	33	67	0.19	60	40	3.22	0.38	40	60	0
Marine Retail	1000 s.f.		814 / ITE	40.67	1.20	60	40	2.59	43	57	42.04	4.93	57	43	30
Yacht Brokers	1000 s.f.		841 / ITE	37.50	2.21	73	27	2.80	40	60	21.03	2.97	51	49	30
Restaurant	1000 s.f.		832 / ITE	130.34	9.27	52	48	10.86	60	40	158.37	20.00	63	37	60
Restaurant	1000 s.f.		831 / ITE	89.95	0.81	60	40	7.49	67	33	94.36	10.82	59	41	50
Marina Club	1000 s.f.		495 / ITE	22.88	1.32	66	34	1.75	34	66	13.60	1.48	56	44	80
Boat Mall & Trailer Storage	1000 s.f.		841 / ITE	37.50	2.21	73	27	2.80	40	60	21.03	2.97	51	49	30
Yacht Club	1000 s.f.		495 / ITE	22.88	1.32	66	34	1.75	34	66	13.60	1.48	56	44	0
Storage Building	1000 s.f.		151 / ITE	2.50	0.15	59	41	0.26	51	49	2.33	0.40	50	50	90
Market/Deli	1000 s.f.		815 / ITE	56.63	0.99	66	34	4.24	50	50	72.03	7.66	51	49	70
Plaza	Negligible	ne	w trips				······································								

Trips to be Replaced by Proposed Project

Existing Boat Slips	Slips	⁽²⁾ 420 / ITE	2.96	0.08	33	67	0.19	60	40	3.22	0.38	40	60	0
Warehouse (3)	1000 s.f.	150 / ITE (3)	1.24	0.11	82	18	0.13	76	24	0.31	0.03	64	36	0

⁽¹⁾ All rates from "Trip Generation", 6th Edition, Institute of Transporation Engineers unless otherwise stated.

⁽²⁾ Weekend peak hour rate from "Traffic Analysis Report for West Channel/Cabrillo Marina Phase II Development," Everest International Consultants, Inc. (September, 1998).

⁽³⁾ ITE warehouse rates reduced by 75% to reflect lower than average level of activity at these warehouses.

TABLE 6 CABRILLO MARINA PROJECT TRIP GENERATION

					Site-Gener	ated Wee	kday Trips	(2)		Site C	enerated	Weekend	Trips (2)
Land Use	Unit	Size	Daily	-11	I Peak Ho		20,000 000 000 000 000 000 000 000 000 0	l Pèak Ho	ur .	Daily		Peak Houi	
				Total	<u>In</u>	Out	Total	ln :	Out	Kai .	Total	ln	Out
Boat Slips	Slips	675	1,998	54	18	36	128	77	51	2,174	257	103	154
Dry Stack Boat Storage	Boat use	(1) 1000	148	4	1	3	10	6	4	966	114	46	68
Marine Retail	1000 s.f.	42	1,196	35	21	14	76	33	43	1,236	145	83	62
Yacht Brokers	1000 s.f.	25	656	39	28	10	49	20	29	368	52	27	25
Restaurant	1000 s.f.	5	261	19	10	9	22	13	9	317	40	25	15
Restaurant	1000 s.f.	10	450	4	2	2	37	25	12	472	54	32	22
Marina Club	1000 s.f.	10	46	3	2	1	4	1	2	27	3	2	1
Boat Mall & Trailer Storage	1000 s.f.	20	525	31	23	8	39	16	24	294	42	21	20
Yacht Club	1000 s.f.	10	229	13	9	4	18	6	12	136	15	8	7
Storage Building	1000 s.f.	20	5	0	0	0	1	0	0	5	1	0	0
Market/Deli	1000 s.f.	5	85	1	1	1	6	3	3	108	11	6	6
Boat Storage	spaces	(1) 335	50	1	0	1	3	2	1	643	38	15	23
Plaza	Negligible ı	new trips								0			
								4		0			
Total Trips Generated by Project			5,647	204	115	89	392	201	191	6,746	771	367	404
		,										r	
Warehouse 6 (3,4)	1000 s.f.	30	37	3	3	1	4	1	3	9	1	1	0
Warehouses 9 and 10 (4)	1000 s.f.	135	167	15	12	3	17	4	13	41	4	3	1
Chilean Fruit Warehouse (Shed Berths 54-56) (4)	1000 s.f.	161	200	18	15	3	21	5	16	49	5	3	2
Existing Boat Slips	Slips	(5) 530	1,376	37	12	25	88	53	35	1,452	177	71	106
										,		 	
Net New Trips		İ	3,867	131	73	58	262	138	124	5,194	585	290	295

⁽¹⁾ Assume 5% (50 boats) and 30% (300 boats) of boat storage to be actively used during weekday and weekend respectively.

⁽²⁾ Trips have been adjusted for internal capture. See internal capture rates in "Trip Generation Rates" Table.

⁽³⁾ The actual size of Warehouse 6 is 74,100 s.f. Only 40% of the existing space is currently occupied.
(4) ITE rates reduced by 75% to reflect lower than average level of activity at these warehouses.

⁽⁵⁾ Consider only 85% of existing slipes (i.e., 451 slips) for conservative estimation.

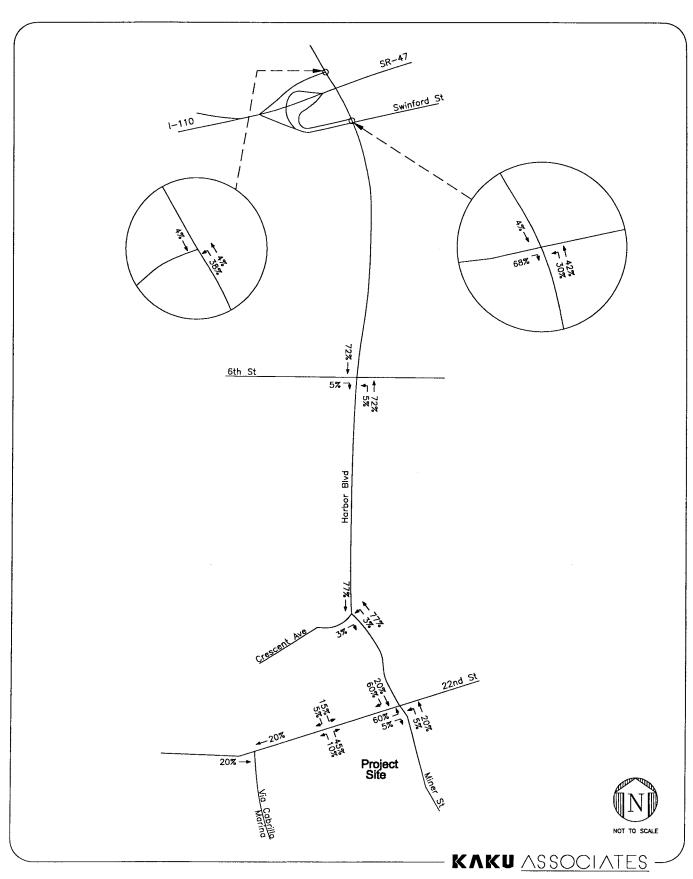


FIGURE 13
PROJECT TRIP DISTRIBUTION

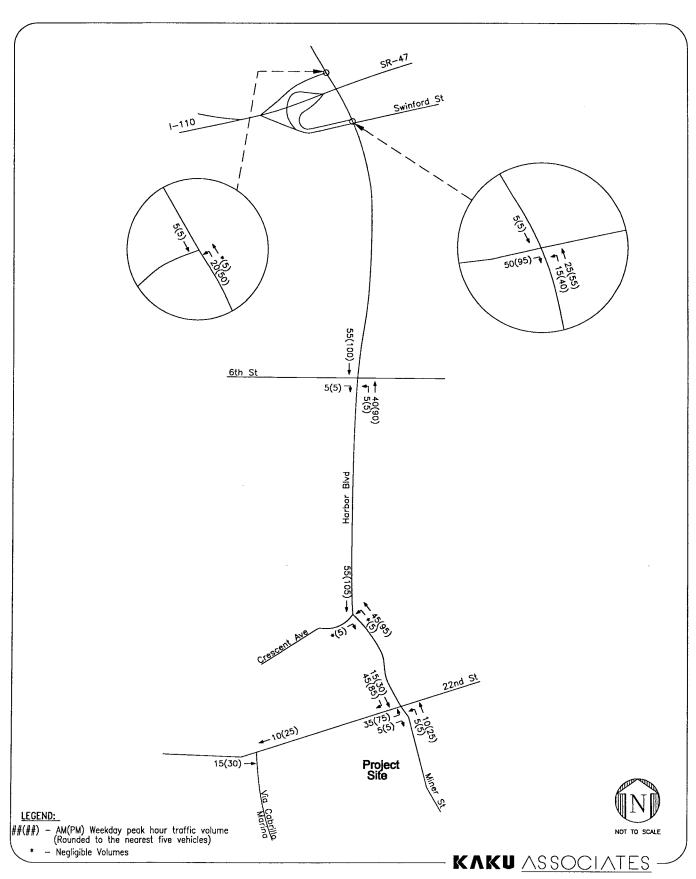


FIGURE 14
WEEKDAY PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

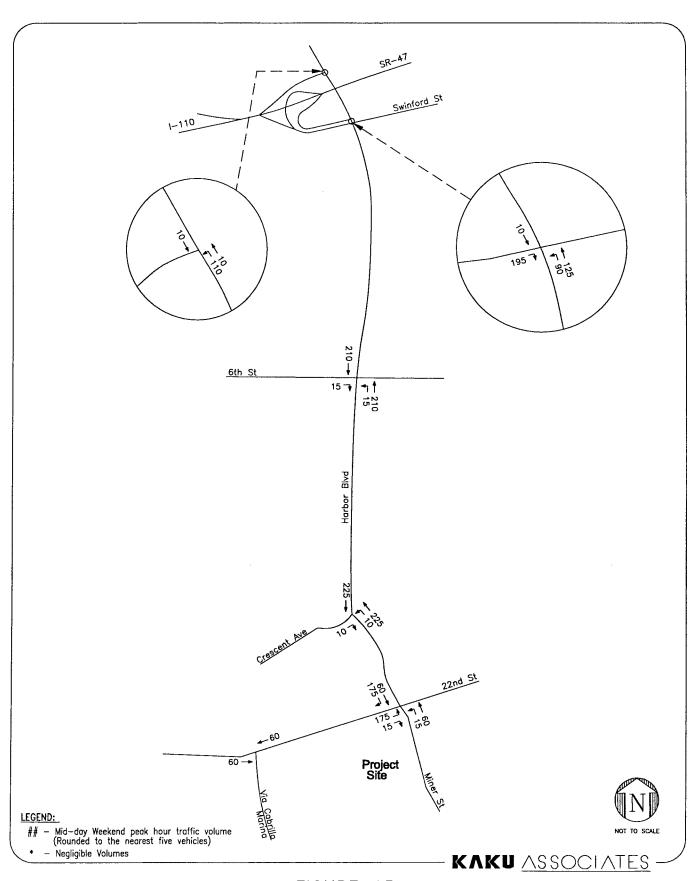


FIGURE 15
WEEKEND PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES
29

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The project-generated traffic volumes from Figure 14 were added to the Cumulative Base traffic volumes illustrated in Figure 11 to develop Cumulative Plus Project weekday morning and evening peak hour traffic volumes as illustrated in Figure 16. The project-generated traffic volumes from Figure 15 were added to the Cumulative Base traffic volumes illustrated in Figure 12 to develop Cumulative Plus Project weekend mid-day peak hour traffic volumes as illustrated in Figure 17.

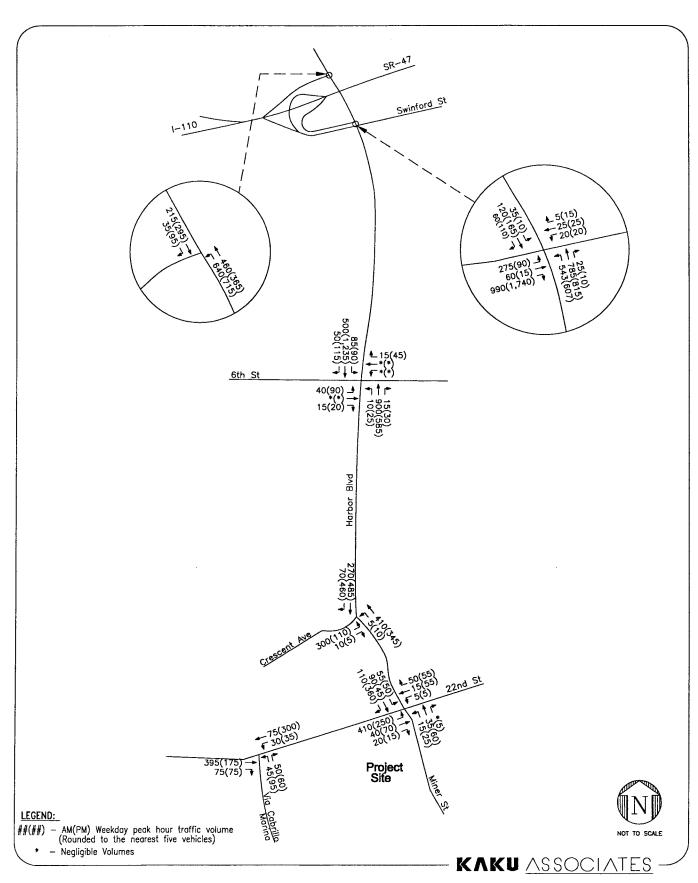


FIGURE 16
WEEKDAY CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

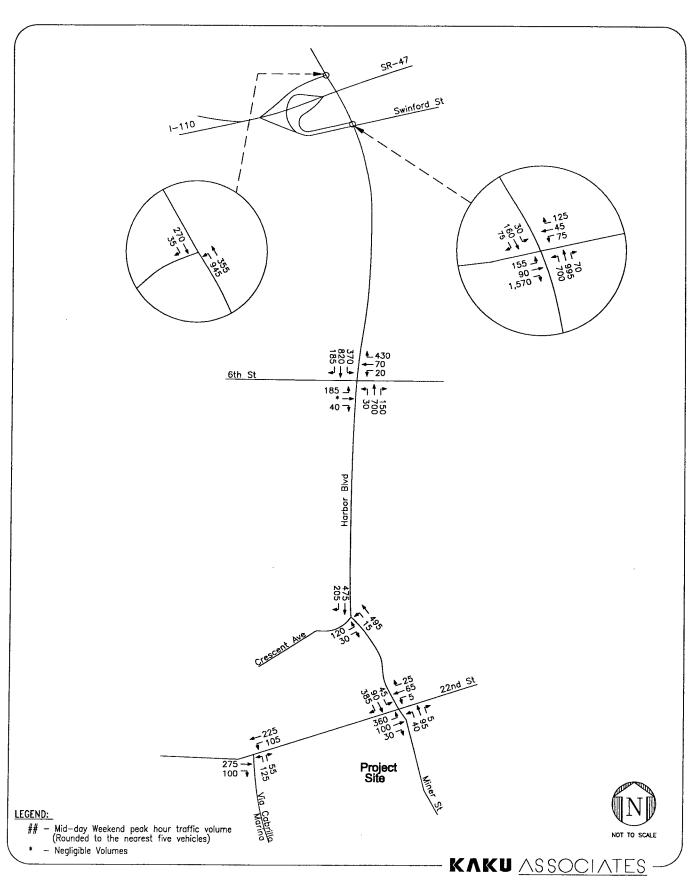


FIGURE 17
WEEKEND CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

IV. FUTURE YEAR 2008 TRAFFIC IMPACT ANALYSIS

The traffic impact analysis compares the projected levels of service at each study intersection under the Cumulative Base and Cumulative Plus Project conditions to estimate the incremental increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by LADOT.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Los Angeles Department of Transportation has established threshold criteria used to determine if a project has a significant traffic impact at an intersection. For the purposes of evaluating potential impacts, the stop-controlled intersections were analyzed as signalized intersections to determine a V/C ratio. Under the LADOT standard, a project impact would be considered significant if the following conditions are met:

Interse	ection Condition	
With	Project Traffic	Project-Related Increase
LOS	V/C Ratio	in V/C Ratio
С	0.701 - 0.800	equal to or greater than 0.040
D	0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. However, if the intersection is operating at a LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.010 or greater, the project would be considered to have a significant impact at this location.

CUMULATIVE BASE TRAFFIC CONDITIONS

The Year 2008 Cumulative Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and level of service for each analyzed intersection. Table 7 summarizes the future levels of service. As indicated in Table 7, five of the six study intersections are projected to operate at an acceptable level of service (LOS D or better) during all analyzed time periods. The intersection of Harbor Boulevard & SR-47 Ramps/Swinford Street is projected to operate at LOS F during the weekday evening peak hour and weekend mid-day peak hour.

CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

The resulting Cumulative Plus Project peak hour traffic volumes, illustrated in Figures 16 and 17, were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. The results of the Cumulative Plus Project analysis, which are presented in Table 7, indicate that the project would cause the intersection of Harbor Boulevard & 6th Street to decline from LOS B to LOS C in the weekend peak hour and the intersection of Harbor Boulevard & I-110 NB On-Ramp to decline from LOS A to LOS B in the weekday PM peak hour and from LOS B to LOS C in the weekend peak hour.

The intersection of Miner Street & 22nd Street has two future configuration alternatives, as discussed in Chapter V below. Both alternatives were analyzed under the Cumulative Plus Project conditions and were found to operate at acceptable levels of service.

PROJECT IMPACTS

Applying the criteria for determining the significance of the project traffic impacts, it was determined that the proposed project would have a significant impact at the intersections of Harbor Boulevard & I-110 NB On-Ramp and Harbor Boulevard & 6th Street during the weekend

TABLE 7
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE CONDITIONS (YEAR 2008)

		Cumula	tive	Cı	umulative	Base Plus Proj	ect
	Peak	Base				Increase	Significan
Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact
1. Harbor BI &	AM	0.494	Α	0.509	Α	0.015	NO
I-110 NB On-Ramp	PM	0.571	Α	0.605	В	0.034	NO
	Weekend	0.653	В	0.731	С	0.078	YES
2. Harbor Bl &	AM	0.802	D	0.835	D	0.033	YES
SR-47 Ramps / Swinford St	PM	1.092	F	1.155	F	0.063	YES
	Weekend	1.087	F	1.227	F	0.140	YES
3. Harbor Bl &	AM	0.393	Α	0.408	Α	0.015	NO
6th St	PM	0.516	Α	0.556	Α	0.040	NO
	Weekend	0.661	В	0.735	С	0.074	YES
4. Harbor Bl/ Miner St &	AM	0.327	Α	0.344	Α	0.017	NO
Crescent Av	PM	0.383	A	0.397	A	0.014	NO
	Weekend	0.251	Α	0.337	A	0.086	NO
5. Miner St &	AM	0.369	Α	0.278	Α	-0.091	NO
22nd St	PM	0.380	Α	0.409	Α	0.029	NO
(Shifted Eastward Alternative)	Weekend	0.340	Α	0.449	A	0.109	NO
5. Miner St &	AM	0.369	Α	0.409	Α	0.040	NO
22nd St	PM	0.380	A	0.522	A	0.142	NO
(Existing Location Alternative)	Weekend	0.340	Α	0.583	Α	0.243	NO
6. Via Cabrillo Marina &	AM	0.204	Α	0.209	А	0.005	NO
22nd St	PM	0.138	А	0.147	А	0.009	NO
	Weekend	0.234	A	0.255	l a l	0.021	NO

mid-day peak hour and at Harbor Boulevard & SR-47 Ramps/Swinford Street during all analyzed time periods. The impacts identified here are identical to those identified in the traffic study and environmental impact report for the previously proposed (1998) project on the site.

MITIGATION MEASURES

The traffic impact analysis determined that the proposed development would generate significant traffic impacts at the intersections of Harbor Boulevard & I-110 NB On-Ramp, Harbor Boulevard & SR-47 Ramps/Swinford Street, and Harbor Boulevard & 6th Street under Cumulative Plus Project conditions. As determined by LADOT during the review of the previously proposed project and confirmed in discussions on the currently proposed project, the impacts at the intersections of Harbor Boulevard & I-110 NB On-Ramp and Harbor Boulevard & 6th Street are not considered significant and will not be mitigated due to the following reasons.

- The intersections will operate at a reasonably good level of service 'C' under the Cumulative Plus Project conditions.
- The traffic impact from the project is seasonal and occurs only during the summer weekend period, rather than on a typical weekday.
- Improvements such as signalization at the I-110 ramp junction may cause undesirable disruption during other non-peak times.

The recommended improvement measure described below for the intersection of Harbor Boulevard & SR-47 Ramps/Swinford Street was found to be feasible during the review of the previously proposed project.

Harbor Boulevard & SR-47 Ramps/Swinford Street — To improve the intersection operation and to reduce the left-turn congestion on the northbound approach, it is proposed that a second left-turn lane be added to the northbound approach. The resulting lane configuration will be two left-turn lanes, two through lanes, and one shared through/right-turn lane. This change would involve removing the raised median and restriping the intersection. During the review of the previously proposed project on the site, LADOT staff prepared a preliminary design plan that demonstrated the feasibility of these improvements.

EFFECTIVENESS OF MITIGATION MEASURES

The effectiveness of the recommended mitigation improvements was analyzed by re-evaluating the significantly impacted intersection. This analysis was based on the same methodologies and techniques as in the preceding Cumulative Base and Cumulative plus Project analyses, with the exception that the recommended mitigation measures were assumed to be "in place" at the affected intersection. The results of the Cumulative Plus Project with Mitigations analysis, which are presented in Table 8, indicate that the intersection of Harbor Boulevard & SR-47 Ramps/Swinford Street is projected to operate at LOS B during the AM peak hour and at LOS E during the PM peak hour and weekend mid-day peak hour, and would effectively mitigate the impact of project-related trips at this intersection.

TABLE 8
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE CONDITIONS - WITH MITIGATION (YEAR 2008)

		Cumu	ative			nulative Base Ilus Project				nulative Base ject with Mitiga	ation
	Peak	Bas	se			Increase	Significant			Increase	Significant
Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact	V/C	LOS	in V/C	Impact
2. Harbor Bl &	AM	0.802	D	0.835	D	0.033	YES	0.657	В	-0.145	NO
SR-47 Ramps / Swinford St	PM	1.092	F	1.155	F	0.063	YES	0.956	E	-0.136	NO
	Weekend	1.087	F	1.227	F	0.140	YES	0.997	E	-0.090	NO

V. SITE ACCESS & PARKING ANALYSIS

SITE ACCESS

Access to the project site is via Harbor Boulevard and 22nd Street, as shown in Figure 2. A primary access point would be created at the future intersection of two project driveways with 22nd Street, west of Miner Street. The project proposes that this location would be signalized to facilitate traffic flow and to assist pedestrians in safely crossing 22nd Street to reach the various uses proposed on the site by the project. The northbound and the southbound driveways would each provide a shared left-turn/through lane and a right-turn lane. The project proposes that the eastbound and westbound approaches to this future intersection would each provide a shared left-turn/through lane and a shared right-turn/through lane. In the cumulative plus project conditions, the future intersection of 22nd Street with the primary project driveways is projected to operate at LOS A during all analyzed time periods as summarized below.

Analysis Period	V/C Ratio	LOS
Weekday AM Peak Hour	0.221	Α
Weekday PM Peak Hour	0.240	Α
Weekend Mid-Day Peak Hour	0.407	Α

While not required as mitigation for the proposed project, it is recommended that 22nd Street be re-striped provide left-turn lanes at this location, resulting in eastbound and westbound lane configurations of one left-turn lane, one through lane and one shared through/right-turn lane, to provide storage for vehicles entering the project site and to improve traffic flow on 22nd Street.

The proposed project would provide four driveways on the west side of Miner Street south of 22nd Street, each of which would be controlled by a stop sign. The site plan for the proposed project shows this segment of Miner Street (south of 22nd Street) as a two-lane roadway divided by an unbroken raised and landscaped center median, similar to the existing Via Cabrillo Marina. It is

recommended that breaks in the raised median and left-turn pockets be provided at these driveways to facilitate the flow of traffic into and out of the parking lots located in this area of the project.

ALTERNATIVE DESIGNS OF MINER STREET & 22ND STREET

Two future design alternatives were evaluated for the intersection of Miner Street & 22nd Street, referred to here as the "Eastward Shifted Alternative" and the "Existing Location Alternative." Given the limited curb-to-curb width, it is assumed that neither alternative would provide a raised center median on 22nd Street.

The Eastward Shifted Alternative would shift the southern leg of the intersection eastward by approximately 100 feet to facilitate the development of the proposed dry stack storage building. It would also shift the northern leg of the intersection eastward beginning approximately 600 feet north of 22nd Street in order to align it directly with the shifted southern leg. The lane configuration proposed for the Aligned Alternative proposed as part of the project is shown in Appendix A.

This alternative would abandon the existing railroad grade crossing on 22nd Street and the rail line parallel to Miner Street from that point southward. The road alignment would require relocating the existing railroad tracks approximately 120 to 190 feet eastward and moving the existing station to the southeast quadrant of the proposed new Miner Street & 22nd Street intersection, where a new at-grade crossing would be created on 22nd Street. Traffic flow on 22nd Street would be temporarily disrupted during train passage events, although the extent of this disruption cannot currently be quantified because future operating plans for this rail line are not available.

While the creation of any new grade crossing necessitates the careful control of vehicular traffic, the geometry of the crossing that would be created under this alternative is not unusual. Because the railroad tracks would cross 22nd Street at a right angle, vehicles approaching the crossing would not be unusually likely to accidentally drive around lowered gate arms during the presence of a train. Given the width of the roadway at this point and the length of the rail line that would need to be protected, it is likely that the crossing could be controlled with a single gate arm on each approach. The creation of this new grade crossing would require the approval of the

California Public Utilities Commission, which oversees rail safety in the State. If the existing rail line were not relocated east of the shifted Miner Street, a new grade crossing would be created on Miner Street and additional safety issues would arise. For this reason, the project proposes relocation of the existing rail line.

Additionally, the proposed reconfiguration of the Miner Street/22nd Street intersection will require the removal and relocation of signalization, new directional and thematic signage, and appropriate roadway lighting, striping and markings. The proposed improvements will ensure adequate provision of rail, vehicle, and pedestrian separation and safety.

The Existing Location Alternative for the intersection of Miner Street & 22nd Street would not relocate the existing intersection of Miner Street & 22nd Street but would shift Miner Street south of 22nd Street approximately 150 feet to the west between 22nd Street and a point south of Adams Drive. The shifted segment of 22nd Street, this alternative would improve Miner Street to a 28-foot curb-to-curb width and a painted center median. It would retain the existing lane geometry on three legs of the intersection and the existing at-grade crossing but would modify the existing northbound lane configuration to provide a shared left-turn/through lane and a shared right-turn/through lane. The future lane configuration assumed for this alternative in this analysis is shown in Appendix A.

As discussed above in Chapter IV, both alternatives for this intersection would operate acceptably under Cumulative Plus Project conditions.

PEDESTRIAN CIRCULATION

Pedestrian circulation would occur along nearly the entire perimeter of the project site south of 22nd Street. The existing Cabrillo Marina Phase I promenade would be extended eastward into the project site along the waterfront to the proposed plaza. The future signalized intersection of the project driveways with 22nd Street would be provided with pedestrian crosswalks. From that point, the pedestrian pathway would continue southward adjacent to the plaza, marine retail uses, yacht brokers, marina club and restaurants. The pedestrian pathway would then follow the shoreline northward to the dry stack launching area where it would continue along northward,

eastward and southward parallel to the dry stack building. It would then rejoin the waterfront and continue southward to proposed yacht club near the southern end of the project site. For safety reasons, pedestrians would not be allowed to pass through the dry stack launching area, nor through the proposed boat launch area at the southern end of the project site. In addition to the proposed pedestrian pathway along the waterfront, the project would construct a sidewalk along the western side of the realigned segment of Miner Street south of 22nd Street.

The provision of the proposed pedestrian pathway along the waterfront areas of this project appears to be consistent with the concept of providing continuous public access to the waterfront. The technical report for the *Waterfront Access Program* (Max Development LLC and Los Angeles Harbor Watts Economic Development Corporation, 2002) shows a promenade alignment along the entire waterfront of the project area but notes that its specific routing and design would be subject to redevelopment plans for pier sites.

PARKING ANALYSIS

Parking for the proposed project will be located for convenience of the public in proportion to the specific uses being served. The total proposed parking supply is 1,696 spaces in four parking areas. The location and total spaces for each lot is as follows:

- Parking Lot 1 (735 spaces) Located near the retail/dry stack area
- Parking Lot 2 (204 spaces) Located on the north side of 22nd Street
- Parking Lot 3 (605 spaces) Located adjacent to the Watchorn Basin
- Replacement of 22nd Street Landing parking (152 spaces) located on the north side of 22nd Street

Information provided by the applicant, shown in Table 9, estimates a total parking requirement of 1,664 parking spaces, based on relevant City of Los Angeles and California State Department of Boating and Waterways standards plus the full replacement of the existing parking on the site that now serves 22nd Street Landing. Because the proposed parking supply of 1,696 parking spaces exceeds both the forecast parking demand and the required parking supply no significant parking impact is expected.

TABLE 9
CABRILLO MARINA PARKING REQUIREMENT & PROPOSED SUPPLY

Land Use	Size	Unit	Assumed Parking Ratio	Parking Requirement
Boat Slips	675	Slips	0.6 / slip	405
Dry Stack Boat Storage (2)	1000	Boat use	0.33 / boat	330
Marine Retail	42	1000 s.f.	5 / 1,000	210
Yacht Brokers	25	1000 s.f.	4 / 1,000	100
Restaurant	5	1000 s.f.	10 / 1,000	50
Restaurant	10	1000 s.f.	10 / 1,000	100
Marina Club	10	1000 s.f.	5 / 1,000	50
Boat Mall & Trailer Storage	20	1000 s.f.	5 / 1,000	100
Yacht Club & Storage	10	1000 s.f.	4 / 1,000	40
Storage Building	20	1000 s.f.	1 / 1,000	20
Market/Deli	5	1000 s.f.	5 / 1,000	25
Boat Storage	335	spaces	0.25 / boat	84
Replacement Parking for 22 nd Street Landing	150	spaces	1 space / 1 space	150

Parking Required	1,664
Parking Provided	1,696

Source: Project Applicant, based on City of Los Angeles Planning and Zoning Code, Section 12.21, 9/13/2000 revision and California Department of Boating & Waterways standards.

VI. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic and parking impacts of the proposed Cabrillo Marina Phase II Project on the local street system. The following summarizes the results of this analysis:

- Six intersections were analyzed within the study area for this project. All of the
 intersections are currently operating at an acceptable level of service (LOS D or better)
 during the analyzed time periods: weekday morning, weekday evening, and weekend midday peak hours.
- The proposed project would consist of redeveloping the site to include new boat slips, boat storage, retail, restaurants, and offices. At completion in 2008, the proposed project is expected to generate approximately 131 new trips during morning peak hour, 262 new trips during the evening peak hour, and 585 new trips during the weekend mid-day peak hour.
- Under Cumulative Base conditions, five of the six study intersections are projected to operate at an acceptable level of service (LOS D or better) during the weekday morning, weekday evening, or weekend mid-day peak hours. The intersection of Harbor Boulevard & SR-47 Ramps/Swinford Street is projected to operate at LOS F during the weekday evening peak hour and the weekend mid-day peak hour.
- Analysis of projected Cumulative Plus Project conditions indicates that the proposed project would have a significant impact at the intersection of Harbor Boulevard & SR-47 Ramps/Swinford Street during all analyzed time periods.
- The proposed improvement measure for Harbor Boulevard & SR-47 Ramps/Swinford Street is to re-stripe the northbound approach to add a second left-turn lane. This measure was found to fully mitigate the impact of project traffic at this intersection.
- The proposed project intends to provide 1,696 parking spaces. Based on relevant City and State standards, it is estimated that the project would require a parking supply of 1,664 spaces. Because the proposed parking supply exceeds both the projected demand and the estimated requirement, no significant parking impact is expected.

SUBAPPENDIX B.1 INTERSECTION LANE CONFIGURATIONS

INTERSECTION LANE CONFIGURATIONS

	Existing & Cumulative Base	Cumulative Base Plus Project	With Mitigation
1. Harbor BI & I–110 NB On–Ramp	I-110 NB On-Ramp	SAME AS EXISTING	N/A
2. Harbor BI & SR-47 Ramps/ Swinford St	SR-47 Ramps Swinford St	SAME AS EXISTING	SR-47 Ramps Swinford St
3. Harbor BI & 6th St	6th St	SAME AS EXISTING	N/A
4. Harbor Bl/Miner St & Cresent Av	Cresent Av Harbor Bl/ Miner St	SAME AS EXISTING	N/A
5. Miner St & 22nd St (Shifted Eastward Alternative)	22nd St Miner St	22nd St Miner St	N/A
Miner St & 22nd St (Existing Location Alternative)	22nd St Miner St	22nd St	N/A
6. Via Cabrillo Marina & 22nd St	22nd St	SAME AS EXISTING	N/A

- KAKU <u>ASSOCIATES</u>

SUBAPPENDIX B.2 TRAFFIC COUNT DATA



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: PROJECT: DATE: PERIOD: INTERSECTION: MEYER, MOHADDES ASSOCIATES, INC. PORT OF LOS ANGELES TRUCK CLASSIFICATION COUNTS WEDNESDAY, JULY 31ST,2002 7:00 AM TO 9:00 AM HARBOR BOULEVARD SR-47 WB ON RAMP N/S E/W

				1		·····	<u> </u>		·	2						3		
			SI	BRT					SI	BTH!					SI	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	0	0	0	0	1	1	22	0	0	1	13	36	0	0	0	[0	
715-730	0	0	0	0	3	3	33	1	0	1	6	41	0	0	0		0	1
730-745	0	1	0	5	1	7	30	1	1	4	. 7	43	0	0	0	(C	/
745-800	0	0	0	3	2	5	28	1	0	2	7	38	0	0	0		0	4 0
800-815	1	0	0	1 7	0	8	39	3		1	8	51	0	0	0	(0	/ (
815-830	0	1	0	7	1	9	47	_ 5	C	2	e	60	0	0	0		0	/
830-845	2	0	0	9	0	11	35			1	2	44	0	0	0	(<i>i</i>] (
845-900	1	0	0	11	2	14	40	10	1	7	2	60	0	0	0	(0	
HOUR TOTALS				j													1	Ι.
700-800	. 0	1	0	8	7	16	113	3	1	8	33	158	0	. 0	0			,T
715-815	1	1	0	15		23	130	6		8	28		0	0)	,
730-830	1	9 14 1 2	2 90	22	e. 2 o 2 4	29	3 4 3 144	20 4.10	7124	# 1 SE # 9	28	192	W-10 11 C	STATE OF	14 C	The State of Co.		Page 1
745-845	3	1	0	26		33	149	15		6	23		0	0	0	(·L
800-900	4	1	0	34	3	42	161	24	1	11	18	215	0	0	0	- ()

			w	4 BRT					w	5 BTH			6 WBLT							
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL		
700-715	0	. 0	0		0	0	C	C	0	() 0	0	0	0	0	0	0	0		
715-730	0	0	0	C		0	0	0	0) 0	0	0	0	0	. 0	0	0		
730-745	0	0	0	(0	0	0		C) 0	0	0	0	0	0	0	0		
745-800	0	0	0	C		0	0		0) 0	0	0	0	0	0	0	0		
800-815	0	0	0		0	0	0	C		() 0	0	0	0	0	0	0	0		
815-830	0	0	0			0	0	C	0) 0	0	0	1 0	0	0	. 0	. 0		
830-845	0	0	0	<u> </u>		0	0	0	0	1) 0	0	0	0	0	0	0	0		
845-900	0	0	0	C		0	0	0	0) 0	0	0	0	0	0	0	0		
HOUR TOTALS					-			I	1		İ			1						
700-800	0	0	0		0	0	0	0	0	() 0	0	0	0	0	0	0	0		
715-815	0	0	0	0	0	0	0	0	0	(0 0	0	0	0	_ 0	0	0	0		
730-830	. 0	0	. 0	1 0 C	Series C	· · · · O	0	* C	0	- 1 C) / () 0	0	0	0 ≤	0	0	* * * 0) O		
745-845	0	0	0		0	0	0	0	0	(0	0	0	. 0	. 0	0	0	0		
800-900	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		

	r			7			I			В			I .			9	,	
			N	BRT			i		NE	TH			i		N!	BLT		
15-MIN COUNTS	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	0	. 0	0	C	0	0	42	4	1	10	4	61	126	0	0	0	0	126
715-730	0	0	0	C	0	0	48	5	2	17	4	76	130	0	0	0	6	136
730-745	0	0	0		0	0	41	8	2	12	5	68	149	0	0	0	5	154
745-800	0	0	0		0	0	64	8	6	18	6	102		0	0	0	6	
800-815	0	0	0		0	0	52	9	1	16	7	85	114	0	0	0	3	117
815-830	0	0	0		0	0	48	15	2	14	9	88	107	0	0	0	10	117
830-845	0	<u> </u>	0	0	0	0	42	11	2	14	.] 9	78	93	0	0	0	5	98
845-900	0	0	0	0	0	0	39	11	1	28	6	85	81	0	0	0	8	89
HOUR TOTALS																		
700-800	0	0	0	0	0	0	195	25	11	57	19	307	544	0	0	0	17	561
715-815	0	0		0	0	0	205	30	11					0	0	0	20	
730-830	0	· 0	100 300	10.1-7-0		- 1 × 0	205	+ 40	11	60	· · · 27	343	509	0	0	0 × × 0	24	2 533
745-845	0	0	0	0	0	0	206	43	11	62	31	353	453	0	0	0	24	477
800-900	0	٥	0	0	0	0	181	46	6	72	31	336	395	0	0	0	26	421

				10						11				•		12		
				BRT					E	BTH						BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	0	0	0	0	0	0	C	0	(0	0	0		0	0	0	0	0
715-730	0	0	0	0	. 0	0	C	0		0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	(0	0	0	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0
815-830	0	0	0	0	0	0	0	Ö	C	0	0	0	0	0	0	0	0	0
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0	0
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
700-800	0	0	0	Ö	0	0	0	0	0	0	0	0		0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0
730-830	0	0	0	### × ± 0	• 0	0	. 0	- D	0	0	0	- 0	- C	. 0	0	0	0	. 0
745-845	0	0	0	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



WILTEC INTERSECTION TURNING MOVEMENT COUNT SUMMARY

MEYER, MOHADDES ASSOCIATES, INC. PORT OF LOS ANGELES TRUCK CLASSIFICATION COUNTS WEDNESDAY, JULY 31ST,2002 4:00 PM TO 6:00 PM HARBOR BOULEVARD SR-47 WB ON RAMP CLIENT: PROJECT: DATE: PERIOD: INTERSECTION: N/S E/W

				1						2						3		**
	L			BRT						3TH					SI	3LT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	ВОВ-Т	CHASS	CONT	OTHR	TOTAL	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL
400-415	5	7	0	17	0	29	40	11	2	4	1	58	0	0	0	(Ó
415-430	3	9	1	7	0	20	40	10	1	4	0	55	0	0	0		0	0
430-445	. 1	6	0	12	0	19	52	5	0	10	1	68	0	0	0) (0
445-500	4	0	0	4	0	8	44	2	0	3	- 0	49	0	0	0			0
500-515	6	1	0	6	0	13	. 57	1		2	0	60	0	0	0	(0	0
515-530	2	0	0	4	0	6	48	0	0	0	1	49	0	0	0		0	0
530-545	0	0	0	0	0	0	44	0	0	0	0	44	0	0	0	(0
545-600	0	0	0	0	0	0	53	0	0	0	0	53	0	0	0) (0
HOUR TOTALS																	Ť	†
400-500	13	22	1	40	0	76	176	28	3	21	2	230	0	0	0		0	O
415-515	14	16	1	29	0	60	193	18	1	19	1	232	0	0	0) (0
430-430	5 13	328.24.7		14.27.1.26	C Se sage	46	201	8	arka ya ka	Series 35	1 0 2	226		2 4 0 D	0 TENEDO	10.57/	DESCRIPTION OF	0
445-545	12		0						0		1	202	0	0	0) (0
500-600	8	1	0	10	0	19	202	1	0	2	1	206	0	0	0	() (0

			W	4 BRT					W	5 BTH					w	6 BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	. 0	0	0	0	0	C	0	0	0	0	C	0	0	0	0	0
415-430	0	0	0	0	0	0	0	C	0	0	0	0	C	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
445-500	0	0	0	0	0	0	0		0	0	0	0		0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	_0	0	C	0	Ö	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	C	0	Ô	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0		0	C) 0	0	0
HOUR TOTALS				1				1										
400-500	Ó	0	0	0	0	0	0	0	0	0	0	Ö	C	0	0	0	0	0
415-515	. 0		0	0	0	0	0	0			0		C	0	0	0	0	0
430-530 #	- 7 m 0	O		# No. 10	. 0	* * · · · · 0	P = 3 × 0	LA TELEPO	0	0	3	0 × × 0		1 5 5 5 6 0	**** O	JANA C	THE WAY	
445-545	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0		0
500-600	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0

				7			ĺ			8						9		
				BRT					N	3TH					N	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	٥	0	0	0	C	0	60	8	6	15	0	89	132	D	0	0	3	135
415-430	0	0	0		0	0	43	9	0	4	2	58	83	1	1	1	2	88
430-445	0	0	0	0	0	0	87	0	0	1	3	91	134	0	0	1	6	141
445-500	0	0	0	0	0	0	55	1	0	0	1	57	119	0	0	0	4	123
500-515	0	0	0	0	0	0	72	0	0	0	0	72	148	0	0	1	3	152
515-530	0	0	0	0	0	0	64	0	0	0	0	64	120	2	0	0	2	124
530-545	0	0	0	0	0	0	31	0	0	0	2	33	84	0	0	1	1	86
545-600	0	0	0	0	. 0	0	47	0	0	0	0	47	82	0	0	0	4	86
HOUR TOTALS																1		
400-500	0	. 0	0	. 0	0	0	245	18	6	20	6	295	468	1	1	2	15	487
415-515	0	0	0	0	0	0	257	10	0	5	6	278	484	1	1	3	15	504
430-530	0	-, 600	+ - 0	0	C	- 0	278		et - 0	1	4	284	521	- 2	W## 0	37 4 2	115	540
445-545	0	. 0	0	0	0	0	222	1	0	0	3	226	471	2	0	2	10	485
500-600	0	0	0	0	0	0	214	0	0	0	2	216	434	2	0	2	10	448

				10					_	11						12		
				BRT		,	<u> </u>			3TH			I			BLT		
15-MIN COUNTS	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL
400-415	0		0	0		0	0	0		0	0	0	(C) (0	0	0
415-430	0		0	0		0	0	0	0	0	0	0	£	C	0	0	0	0
430-445	0		0	0		0	0	0	0	0	0	0		C	0 0	0	0	0
445-500	0		0	0	C	0	0	0	C	0	0	0		C	0	0	0	0
500-515	0	C	0	0	C	0	0	0	0	0	0	0	- 0	C	0	0	0	0
515-530	0		0	0		0	0	0	0	0	0	0	C	C		0	0	0
530-545	0	0	0	0	C	0	0	0	0	0	0	0		C	0	0	0	0
545-600	. 0	0	0	0	0	0	0	0	0	0	0	0		C	0	0	0	0
HOUR TOTALS															 	1	1	
400-500	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	C	0	i c	0	i o	0
430-530		Maria de O	0	. 0	115-12 C	D	0	- 0		O	0	0	C	0		. 0	0	- 4 O
445-545	0	0	0	O	O	0	0			0	0		C	l c	0	0		0
500-600	0	0	0	0	. 0	0	0	0	0	0	0	0	C	0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES

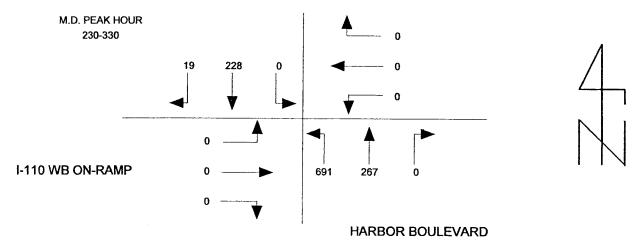
PROJECT: CABRILLO MARINA EXPANSION - PHASE II

DATE: SUNDAY, AUGUST 25TH, 2002

PERIOD: 1:00 PM TO 5:00 PM INTERSECTION: N/S HARBOR BOULEVARD

E/W I-110 WB ON-RAMP

15 MIN CO	OUN	TS				April 100	. Therefore	. Etresie				Awaley -		162. PYA
	T	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD		SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-115		5	58	0	0	0	0	0	54	143	0	0	0	260
115-130		3	58	0	0	Ô	0	0	55	143	0	0	0	259
130-145		3	67	0	0	0	0	0	73	147	0	0	0	290
145-200		6	71	0	0	0	0	0	43	144	0	0	0	264
200-215		1	60	0	0	0	0	0	64	129	0	0	0	254
215-230		6	55	0	0	0	0	0	64	159	0	0	0	284
230-245		4	55	0	0	0	0	0	55	165	0	0	0	279
245-300		2	62	0	0	0	0	0	64	164	0	0	0	292
300-315		4	63	0	0	0	0	0	66	167	0	0	0	300
315-330		9	48	0	0	0	0	0	82	195	0	0	0	334
330-345		7	42	0	0	0	0	0	43	150	0	0	0	242
345-400		2	40	0	0	0	0	0	54	146	0	0	0	242
400-415		4	52	0	0	0	0	0	48	182	0	0	0	286
415-430		3	53	0	0	0	0	0	56	188	0	0	0	300
430-445		1	36	0	0	0	0	0	64	187	0	0	0	288
445-500		2	48	0	0	0	0	0	65	179	0	0	0	294
HOUR TO	TAL	S				7				grant restrict	Section 1	of Rock		V 1. + 14.
		1	2	3	4	5	6	7	8	9	10	11	12	
TIME		SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-200		17	254	0	0	0	0	0	225	577	0	0	0	1073
115-215	23	13	256	0	0	0	0	0	235	563	0	0	0	1067
130-230		16	253	0	0	0	0	0	244	579	0	0	0	1092
145-245		17	241	0	0	0	0	0	226	597	0	0	0	1081
200-300	344	13				I				617	0	0	0	1109
	100	13	232	0	0	0	0	0	247	017	o,	- 1	٠,	
215-315		16	232 235	0	0	0	0	0	247 249	655	0	0	0	1155
alana and an an an an an an an an an an an an an											_			1155 1205
215-315		16	235	0	0	0	0	0	249	655	0	0	0	
215-315 230-330		16 19	235 228	0	0	0	0	0 0	249 267	655 691	0	0	0	1205
215-315 230-330 245-345		16 19 22	235 228 215	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	249 267 255	655 691 676	0 0	0 0	0 0 0	1205 1168
215-315 230-330 245-345 300-400		16 19 22 22	235 228 215 193	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	249 267 255 245	655 691 676 658	0 0 0	0 0 0	0 0 0	1205 1168 1118 1104
215-315 230-330 245-345 300-400 315-415		16 19 22 22 22	235 228 215 193 182	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	249 267 255 245 227	655 691 676 658 673	0 0 0 0	0 0 0 0	0 0 0 0	1205 1168 1118



WILTEC INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: PROJECT: DATE: PERIOD: INTERSECTION: MEYER, MOHADDES ASSOCIATES, INC.
PORT OF LOS ANGELES TRUCK CLASSIFICATION COUNTS
WEDNESDAY, JULY 31,2002
7:00 AM TO 9:00 AM
HARBOR BOULEVARD
SR-47 EB OFF RAMP/SWINFORD STREET N/S

		E/W	SR-47 EB	OFF RAM	P/SWINFO	RD STREE	T											
				1						2						3		
	1		SI	BRT			l		SE	3TH					SE	3LT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	6	0	. 0		5	11	18	0	0	0	1	19	2	0	0		0 7	
715-730	5	1	0		1	7	21	0	0	0	6	27	6	0	0		0 4	1
730-745	5	1	0	3	2	11	25	0	0	0	6	31	3	0	0	1	0 2	
745-800	8	1	1	2	1	13	17	C	0	0	2	19	5	0	0		0 6	1
800-815	9	5	0	1	5	20	27	C	0	0	7	34	4	0	0	,	0 2	
815-830	8	4	0	1	O	13	25	0	0	0	9	34	2	0	0		0 3	
830-845	6	7	0	- 0	0	13	24	C	0	0	3	27	6	0	0		0 1	
845-900	6	9	3	2	2 0	20	23	C	0	0	7	30	6	0	0		0 3	
HOUR TOTALS				T				· · · · · · · · · · · · · · · · · · ·	<u> </u>	1	<u> </u>				1	T	†	
700-800	24	3	1	5	9	42	81	C				96	16	0	0		0 19	3.
715-815	27	c × 8	Sec. 4	200	also as a C	51	90	**************************************	0	0 -	21	111	. 18		0.00	Sec. 10.	G 2 (54 1 14	32
730-830	30	11	1	7	Έ	57	94				24	118	14				0 13	
745-845	31	17	1	4	6	59	93		0	0	21	114	17	0	0		0 12	29
800-900	29	25	3	4	5	66	99	C	0	0	26	125	18	0	0		0 9	
				4			· · · · · ·			_						6		
	}		W	BRT			l		W	อ BTH						BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T			OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	6	0	0	C	0	6	6	-	0	0	6	12	3	0	0		0 0	
715-730	1	0	0	i c	1	2	4	- 0	0	0	7	11	3		0		ol a	1
730-745	1	0	0		0	1	1		1 0	l n	5	6	4		1 0		0	

i	i			4			ŀ			5			l			6		
				BRT					w	BTH					w	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	6	0	0	0	0	6	6	0		0	6	12	3	0	0	0	0	3
715-730	1	0	0	0	1	2	4	0) 0	7	11	3	Ó	0	0	0	3
730-745	1	0	. 0	0	0	1	1	0		0	5	6	4	0	0	0	0	4
745-800	1	0	0	0	1	2	1	0		0	1	2	4	0	0	0	0	4
800-815	1	0	0	0	0	1	2	1) 0	0	3	4	1] 0	0	1	6
815-830	2	0	0	0	0	2	3	0) 0	0	3	5	0	0	0	0	5
830-845	0	0	0	0	0	0	2	_ 0		0	1	3	3	0	0	0	2	5
845-900	1	0	0	0	1	2	3	0		0	1	4	2	0	0	0	1	3
HOUR TOTALS										1				1		Į		
700-800	9	0	0	0		11	12	0	C		19				0	0		
715-815	4	0	, O	6 0	2	9	8	2		··· 0		22	15	1 1.61	0	# COMP 0	270 1	17
730-830	5	0	0	0	1	6	7	1		0	6	14	17	1	0	0	1	19
745-845	4	0	0	0	1	5	8	1		0	2	11	16	1	. 0	0	3	20
800-900	4	0	0	0	1	5	10	1	C	0	2	13	14	1	0	0	4	19

				7						8						9		
				BRT			<u> </u>		N	3TH					N	3LT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	5	0	0	0	0	5	149	0	0	0	5	154	41	3	0	1	0	45
715-730	3	0	0	0	0	3	141	0	0	2	2	145	114	3	0	0	2	119
730-745	6	0	0	0	0	6	196	1	0	1	6	204	118	2	0	0	3	123
745-800	7	0	0	0	0	7	173	0	0	0	2	175		2	0	0	3	101
800-815	9	0	0	0	0	9	137	1	0	0	2	140		0	0	0	1	109
815-830	7	0	0	0	0	7	154	0	0	0	5	159	84	0	0	0	3	87
830-845	11	0	0	0	0	11	113	0	0	0	2	115	74	0	0	0	3	77
845-900	5	0	1	0	0	6	107	0	0	0	6	113	60	1	0	2	4	67
HOUR TOTALS																		
700-800	21	0	0	0	0	21	659	1	0	3	15	678	369	10	0	1	8	388
715-815	25	S-7 0		0	9 9 0	25	647	2 - 2	, 0	3	12	664	436	30.5	0	0	9	452
730-830	29	0	0	0	Ó	29	660	2	0	1	15	678	406	4	0			
745-845	34	0	0	0	0	34	577	1	0	0	11	589	362	2	0	0	10	374
800-900	32	0	1	0	0	33	511	1	0	Ö	15	527	326	1	0	2	11	340

				10						11						12		
				BRT					El	3TH					E	3LT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	113	0	0		3	116	7	0	0	0	2	9	7	4	1	7	4	23
715-730	162		0	1	4	169	14	0	1	1	3	19	12	6	3	12	5	38
730-745	208	0	0		3	211	10	1	0	0		11	10	7	2	10	7	36
745-800	233	0	1	. 0	3	237	14	0	0	0		14	17	8	6	23	5	59
800-815	197	0	0	1	3	201	13		0	0	1	14	16	9	1	13	6	45
815-830	113	0	0	4	2	119	15	0	0	0	2	17	11	14	3	14	3	45
830-845	163	1	1	0	13	178	7	0	0	0	1	8	7	12	2	14	2	37
845-900	137	0	0	0	6	143	8	0	0	0	5	13	12	12	1	27	2	54
HOUR TOTALS																		
700-800	716		1	1	13	733	45	1	1	1	5	53	46	25	12	52	21	156
715-815	800	2	1	2	8 • 13	818	51	1	1 - 1	1	4	58	55	30	12	58	23	178
730-830	751	0	1	5	11	768	52	1	0	0	3	56	54	38	12	60		185
745-845	706	1	2	5	21	735	49	0	. 0	0	4	53	51	43	12	64	16	186
800-900	610	1	1	5	24	641	43	0	0	0	9	52	46	47	7	68	13	181

WILTEC INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: PROJECT: DATE: PERIOD: INTERSECTION:		N/S E/W	MEYER, A PORT OF WEDNES! 4:00 PM T HARBOR SR-47 EB	MOHADDES LOS ANGE DAY, JULY O 8:00 PM BOULEVAI OFF RAME	ELES TRUC 31ST,2002 RD	CK CLASSII	FICATION O	COUNTS		2						3		
l .				BRT			1			Z BTH			i			3 BLT		
15-MIN COUNTS	AUTOS	IBOB.T	CHASS	ICONT	OTHR	TOTAL	AUTOS	T GOG		CONT	OTHR	TOTAL	AUTOS	BOB-T		CONT	OTHR	TOTAL
400-415	A0103	11				24					UIR		AUTUS	***		CONT		
415-430	7	' ';					29				 	2 33		1	3 - 6			0 2
430-445	14	l					29					1 30	1 - 1	 				0 7
445-500	14											3 42	! '					0 1
500-515	12				+							39	'		0 0			
515-530	11		·1			12						5 37						0 2
530-545	15		<u> </u>						1 6			1 25						0 4
545-600															3 8			6 6
HOUR TOTALS			1	· · · · ·	\	 		 	1	'		4	<u>-</u>	'	<u>'</u>	1	<u> </u>	9 9
	41	25		40	 		105	 		 		404		 				
400-500 415-515	47					87							10		1			0 11
								-				8 144			0			0 11
430-430	51		<u> </u>			1						148						D 14
445-545	57											9 143						0 9 7 6 9 9
500-600	43	0	D	2	<u> </u>	46	136	<u> </u>	<u> </u>	1	11	1 148	8	· · · · ·	0	L	이	0 8
	,						,											
į	ľ			4			l			5		l			6		ŀ	
15-MIN COUNTS	ALITOS	ВОВ-Т		CONT	OTHR	TOTAL	AUTOS	BOB-T		CONT	OTHR	TOTAL	AUTOS	вов-т		CONT	OTHR	TTOTAL
400-415	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0				IIOIAL 5	AU1US 6						70103		CHASS			TOTAL 7
415-430	- 7					 	2) (0 2	 	 			<u> </u>	0 7
430-445	21	·				21	+ +	1 7			1	1 8	- 4		1 0	<u> </u>		
445-500											+	6						
500-515	2	- 6					5	 				1 6	8		0 0			-
515-530	3						4					·						0 6
530-545	3	1 0				+		-				1 8						*
545-600	1 4	 8					3					3	2		2 2			0 5 D 2
HOUR TOTALS			·			'	1 3	,	' 		 	43	<u></u>	<u> </u>	9 0		<u> </u>	0 2
	33	0	0	- 0	 	<u> </u>	 	ļ			1							
400-500																		
						36		ļ			1	1 22	22		9 0			D 22
415-515	32	0	0	ō	2	34	19					2 22	21		0	·	0	0 21
430-530	32 29	0	0	0	2	34 30	19	4	0			2 22 24	21 18		0 0		0	0 21 0 18
430-530 445-545	32 29	0 0	0	0	1	34 30 32	19 21	4	0) (2 22 2 24 2 24	21 18	gan (0 0		0	0 21 0 18 0 19
430-530	32 29	0 0	0 0 0 0	0 0 0 9 0	1	34 30 32	19 21	4		8		2 22 24	21 18	gan (0 0	9	0	0 21 0 18
430-530 445-545 500-600	32 29 5 4 11 13	000000000000000000000000000000000000000	0 0 0 0	0 0 0 0 0 7 8RT	2 1 59 11	34 30 32 13	19 21 21 21 19	(0 0 0 0	8 3TH		2 22 2 24 2 24 2 21	21 18 18 19 17	(1) (2) (2) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	0 0 0 0 0 0 0 0	9 BLT	0 0 0 0 0	0 21 0 18 0 19 0 17
430-530 445-545 500-600 15-MIN COUNTS	32 29 5 4 11 13	0 0 0 0 0	0 0 0 0 NE	0 0 0 0 0 0 7 9RT CONT	OTHR	34 30 32 13	19 21 21 19	4	O O NI ICHASS	B STH	OTHR	2 22 2 24 2 24 2 21	21 18 18 19 17	gan (0 0 0 0 0 0 0 0	9	0	0 21 0 18 0 9 19 0 17
430-530 445-545 500-600 15-MIN COUNTS 400-415	32 29 11 13	0 0 0 0 0	0 0 0 0 0 NE CHASS	0 0 0 0 0 0 0 7 3RT CONT	OTHR	34 30 32 13	19 21 21 19 19 AUTOS 173	BOB-T	O CHASS	8 STH	OTHR	2 22 2 24 2 24 2 21 TOTAL	21 18 38 17 AUTOS	BOB-T	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	0 0 0 0 *******************************	0 21 0 18 0 39 19 0 17 TOTAL 0 94
430-530 445-345 500-600 15-MIN COUNTS 400-415 415-430	32 29 31 13 13 AUTOS 4 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 9 0 0 0 NE CHASS	0 0 0 9 0 7 8RT CONT 0	07HR	34 30 32 13 13	19 21 21 19 19 AUTOS 173 108	BOB-T	NI CHASS	8 STH CONT	OTHR	2 22 2 24 2 24 2 21 TOTAL 1 175 5 114	21 18 19 17 17 AUTOS 91 60	BOB-T	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445	32 29 34 11 13 AUTOS 4 3	80B-T 0 0	0 0 0 0 0 0 NE CHASS 0 0	0 0 0 0 7 8RT CONT 0 0	07HR	34 30 32 13 13 TOTAL 4 3	19 21 3 21 19 AUTOS 173 108 190	BOB-T	NI CHASS	8 STH CONT	OTHR	2 22 24 24 22 21 21 TOTAL 1 175 114 194	21 18 39 17 17 AUTOS 91 60 88	BOB-T	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 19 0 17 TOTAL 0 94 0 61 1 89
430-530 445-345 179 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500	32 29 31 13 13 AUTOS 4 3	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 00 00 00 00 00 00 00 00 00 00 00 00 00	34 30 32 13 TOTAL 4 3 5 3	19 21 3 21 19 AUTOS 173 108 190	BOB-T	NI CHASS 0	8 STH CONT	OTHR	2 22 24 24 22 21 21 TOTAL 1 175 114 194 1 133	21 18 39 17 AUTOS 91 60 88	BOB-T	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90
430-530 445-545 198 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515	32 29 5 11 13 AUTOS 4 3 5 3	BOB-T 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 7 3RT CONT 0 0 0	OTHR 00 00 00 00 00 00 00 00 00 00 00 00 00	34 30 32 13 13 10 10 10 10 10 10 10 10 10 10 10 10 10	19 21 4 21 19 AUTOS 173 108 190 132 215	BOB-T	NI CHASS	8 BETH CONT	OTHR	2 22 2 24 2 24 2 21 TOTAL 1 175 1 194 1 133 1 217	21 18 39 17 AUTOS 91 60 88 88 128	BOB-T	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545	32 29 5 11 13 AUTOS 4 3 5 3 0 2 6	BOB-T 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 0 0 0 0 0 0	OTHR 00 00 00 00 00 00 00 00 00 00 00 00 00	34 30 32 13 13 10 14 3 5 5 0 0	19 21 19 19 AUTOS 173 108 190 132 215	BOB-T	NI CHASS 0 0	8 BETH CONT	OTHR	TOTAL 1 175 5 114 6 194 1 217 0 146	21 18 39 17 AUTOS 91 60 88	BOB-T	O	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530	32 29 5 11 13 AUTOS 4 3 5 3 0 2	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 30 32 13 13 13 13 13 14 3 3 5 5 3 0 2 2 6	19 21 19 19 AUTOS 173 108 190 132 215	BOB-T	CHASS	B B3TH CONT	OTHR	TOTAL 1 175 5 114 4 194 1 133 1 217 0 146 2 131	21 18 33 19 17 AUTOS 91 60 88 88 128 88	BOB-T	CHASS	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 39 0 17 17 TOTAL 0 94 0 61 1 89 3 90 1 131 0 88
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545	32 29 5 11 13 AUTOS 4 3 5 3 0 2 6	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 30 32 13 13 13 13 13 14 3 3 5 5 3 0 2 2 6	19 21 21 19 19 AUTOS 173 108 190 132 215 145	BOB-T	CHASS	B B3TH CONT	OTHR	TOTAL 1 175 5 114 4 194 1 133 1 217 0 146 2 131	21 18 37 18 17 AUTOS 91 60 88 88 128 88 130	BOB-T	CHASS 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 3-19 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 0 88 1 131
430-530 445-545 195 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600	32 29 5 11 13 AUTOS 4 3 5 3 0 2 6	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 30 32 13 13 13 14 3 5 3 3 0 0 2 2 6	19 21 21 19 19 AUTOS 173 108 190 132 215 145	BOB-T	C C C C C C C C C C	8 8 37TH CONT	OTHR	2 22 24 24 24 22 24 24 24 21 21 170TAL 175 114 115 115 114 115 115 115 115 115 11	21 18 39 17 17 AUTOS 91 60 88 86 128 88 130 84	BOB-T	0 0 0 0 0 0 0 0 0 0	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 17 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 0 88 1 131 1 86
430-455 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS	322 29 5, 411 13 AUTOS 4 3 3 5 5 3 0 0 2 2	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00 00 00 00 00 00 00 00 00 00 00 00 00	7 7 8RT CCONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0THR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 30 32 13 13 17OTAL 4 3 3 5 3 3 0 0 2 2	19 21 19 19 19 19 19 19 19 19 19 19 19 19 19	BOB-T	C C C C C C C C C C	B BSTH ICONT C C C C	OTHR	2 22 22 24 24 24 25 21 21 170TAL 11 175 5 1114 14 11 133 11 217 17 1486 22 131 1 121 11 616	21 18 39 17 17 AUTOS 91 60 88 86 128 88 130 84	BOB-T	CHASS 1	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 17 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 0 88 1 131 1 86
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530	322 29 321 13 13 AUTOS 4 3 5 5 3 0 2 2 6 6	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00 00 00 00 00 00 00 00 00 00 00 00 00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 30 32 13 13 13 15 5 5 3 0 2 2 6 6 2 2	AUTOS 173 198 190 190 190 122 215 145 129 118 603 645	BOB-T	C C C C C C C C C C	8 8 37H CONT CO CO CO CO CO CO CO CO	OTHR	TOTAL 1 1755 1144 1 194 1 217 1 148 1 133 1 217 1 148 1 158 1 148 1 158	21 18 18 17 17 AUTOS 91 600 88 86 88 128 88 130 84	BOB-T	NI CHASS 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 SLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 39 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 0 88 1 131 1 86
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545	32 29 31 13 3 4 3 5 3 0 2 6 6 2 2 15 11 11	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00 00 00 00 00 00 00 00 00 00 00 00 00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 30 32 31 33 35 50 22 66 22 115 111 10	AUTOS 173 198 199 190 190 190 132 215 145 129 118 603 645 682	BOB-T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	C C C C C C C C C C	B B B B B B TH CONT C C C C C C C C	OTHR	TOTAL 1 175 5 114 6 16 6 18 2 121 121 121 121 121 121 121 121 12	21 18 18 17 17 AUTOS 91 60 88 88 130 84 325 362 362 390	BOB-T	NI CHASS 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 0 88 1 131 1 86 4 334 5 371
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530	32 29 5 11 13 AUTOS 4 3 5 5 3 0 0 2 2 6 6 2	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00 00 00 00 00 00 00 00 00 00 00 00 00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 30 32 31 33 35 66 22 21 15 11 10	AUTOS 173 198 199 190 190 190 132 215 145 129 118 603 645 682	BOB-T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	C C C C C C C C C C	8 8 3 TH CONT C C C C C C C C C C C C C C C C C C C	OTHR	TOTAL 1 175 5 114 8 194 1 133 1 217 1 668 1 658 1 690	21 18 18 17 17 AUTOS 91 60 88 88 130 84 325 362 362 390	BOB-T	NI CHASS 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 1 86 1 334 4 334 5 371 5 399
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545	32 29 31 13 3 4 3 5 3 0 2 6 6 2 2 15 11 11	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 1 1 1 1 1 1 1 1	34 30 32 31 33 35 50 22 66 22 115 111 10	AUTOS 173 198 199 190 190 190 132 215 145 129 118 603 645 682	BOB-T	CHASS	8 37H CONT	OTHR	TOTAL 1 175 5 114 6 16 6 18 2 121 121 121 121 121 121 121 121 12	21 18 18 19 17 17 17 17 17 17 17 17 17 17 17 17 17	BOB-T	NI CHASS 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90 0 1 131 1 31 1 86 4 334 5 371 5 399
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545	32 29 31 13 3 4 3 5 3 0 2 6 6 2 2 15 11 11	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 1 1 1 1 1 1 1 1	34 30 32 31 33 35 50 22 66 22 115 111 10	AUTOS 173 198 199 190 190 190 132 215 145 129 118 603 645 682	BOB-T	CHASS	8 37H CONT CONT CONT CONT CONT CONT CONT CONT	OTHR	TOTAL 1 175 5 114 6 166 6 1 1 6 1 6 1 6 6 6 8 9 6 9 6 9 2 4 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	21 18 18 19 17 17 17 17 17 17 17 17 17 17 17 17 17	BOB-T	CHASS	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90 0 1 131 1 31 1 86 4 334 5 371 5 399
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-645 545-600 HOUR TOTALS 400-600 415-515 430-530 445-545 500-600	32 29 11 11 13 3 4 3 5 5 3 0 0 2 2 6 6 2 15 11 10	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00 00 00 00 00 00 00 00 00 00 00 00 00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0THR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL TOTAL 4 33 55 33 0 22 66 22 155 111 10	19 21 19 19 19 19 19 19 19 19 19 19 19 19 19	BOB-T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 31H CONT C C C C C C C C C C C C C C C C C C C	OTHR	2 22 24 24 24 24 24 24 24 24 24 24 24 24	21 18 18 18 17 17 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T	Ni	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 2 2 2 2	0 21 0 18 0 18 0 17 0 17 17 17 17 17 18 0 94 0 61 1 89 3 90 1 131 1 86 1 131 1 86 4 334 5 371 5 398 5 440 3 438
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600	32 29 311 13 13 13 13 4 3 3 5 3 3 0 2 2 6 6 2 2 15 11 11 10 11 11 11 11 11 11 11 11 11 11	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 1 1 1 1 1 1 1 1	34 30 32 13 13 13 13 15 15 3 0 0 2 2 6 6 2 2 15 11 10 10 10 10 10 10 10 10 10 10 10 10	19 21 21 22 21 22 21 22 21 22 22 21 22 22	BOB-T	CHASS	8 BTH CONT C C C C C C C C C C C C C C C C C C C	OTHR	TOTAL TOTAL 1 175 1 194 1 133 1 217 1 4668 1 658 3 690 822 TOTAL	21 18 18 18 17 17 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T	Ni	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 2 2 2 3 0 0 1 1 1 2 2 2 3 0 0 0 1 1 1 1 2 2 2 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 0 88 1 131 1 86 4 334 5 371 5 396 3 438
430-445 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600	32 29 31 31 31 31 4 3 3 5 5 3 0 0 2 2 6 6 2 11 11 10 10 11 11 11 10 11 11 11 11 11	BOB-T BOB-T 3	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	OTHR	TOTAL TOTAL 13 TOTAL 4 3 5 3 0 2 6 2 11 10 11 10 TOTAL TOTAL	19 21 19 19 19 19 19 19 19 19 19 19 19 19 19	BOB-T	CHASS CHAS	8 37H CONT C C C C C C C C C C C C C C C C C C C	OTHR	TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL	21 18 18 18 17 AUTOS 91 60 88 86 128 88 130 325 362 390 430 430	BOB-T	CHASS	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 39 0 17 TOTAL 0 94 0 61 1 89 3 90 0 88 1 131 1 86 4 334 5 371 5 398 4 40 3 436
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-600 415-515 430-530 445-545 500-600	32 29 111 13 3 4 3 5 5 3 0 0 2 6 6 2 15 111 10 10 10 10 10 10 10 10 10 10 10 10	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0THR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 30 31 31 31 31 31 31 4 3 3 5 5 3 3 0 0 2 2 6 6 2 2 11 11 10 10 10 10 10 10 10 10 10 10 10	19 21 19 19 19 19 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	BOB-T C C C C C C C C C C C C C C C C C C C	CHASS CHASS CHASS CHASS CO CO CO CO CO CO CO	8 31H CONT C C C C C C C C C C C C C C C C C C C	OTHR	2 22 24 24 24 24 24 24 24 24 24 24 24 24	21 18 18 18 19 17 17 17 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T	Ni	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 17 TOTAL 0 94 0 61 1 89 3 90 0 1 131 0 88 1 131 1 86 4 334 5 371 1 86 4 334 5 371 1 349 5 398 5 349 5 349 5 349 5 349 5 349 6 349 749 749 749 749 749 749 749 749 749 7
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-430 445-545 500-600	32 29 31 13 13 13 14 3 3 5 5 3 0 2 2 6 6 2 11 11 11 10 10 10 10 10 10 10 10 10 10	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 30 32 13 13 13 14 4 3 5 5 3 0 2 2 6 6 2 11 10 10 10 10 10 10 10 10 10 10 10 10	199 211 199 199 199 199 199 199 199 199	BOB-T C C C C C C C C C C C C C C C C C C C	CHASS	8 3TH CONT C C C C C C C C C	OTHR	TOTAL TOTAL	21 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T	CHASS	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 1 86 4 334 5 371 5 399 3 438
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-645 545-600 HOUR TOTALS 400-600 415-515 430-530 445-545 500-600	32 29 31 11 13 3 4 3 5 5 3 3 0 0 2 6 6 2 15 11 10 10 10 10 10 10 10 10 10 10 10 10	BOB-T 3 3 3 3 2 2 3 3 3	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	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 13 13 13 13 13 13 14 13 5 15 15 11 10 10 10 10 10 10	19 21 19 19 19 19 19 19 19 19 19 19 19 19 19	BOB-T	CHASS CHAS	8 371H CONT	OTHR 11 11 11 11 11 11 11 11 11 11 11 11 1	TOTAL TOTAL	21 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T	NI	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 1 83 1 131 1 334 5 371 5 398 4 403 3 438
15-MIN COUNTS 405-50 500-600 15-MIN COUNTS 400-415 415-430 445-500 500-515 515-530 530-545 HOUR TOTALS 400-500 415-515 430-530 435-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515	32 29 311 13 13 13 13 13 13 13 13 13 10 10 11 10 10 11 11 10 11 11 10 10 11 11	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	344 30 32 32 32 33 33 43 33 33 33 33 33 33 33 33 33 33	AUTOS 190 191 192 192 193 198 199 132 215 145 1299 118 603 645 682 607 AUTOS 10 607	BOB-T 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CHASS	8 8 97H CONT	OTHR (TOTAL TOTAL	21 18 38 19 17 17 18 17 17 18 17 17 18 18 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	BOB-T	Ni	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 1 86 4 334 5 371 5 398 5 440 3 438
430-445 445-345 455-45 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-435 430-435 430-445 445-500 500-600	AUTOS AUTOS 11 11 AUTOS 4 3 5 5 11 10 AUTOS 212 287 223 333 335 335	BOB-T BOB-T BOB-T BOB-T BOB-T 3 3 2 3 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	OTHR	TOTAL TOTAL 13 13 13 13 13 13 14 15 15 16 17 10 10 10 10 10 10 10 10 10	19 21 21 22 21 21	BOB-T 2 2 2 2 2 2 0 0 0 0 0	CHASS	8 37H CONT C C C C C C C C C C C C C C C C C C C	OTHR (TOTAL TOTAL	21 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T (CHASS	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 9 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 1 86 4 334 5 371 5 399 5 340 3 436 TOTAL 0 32 0 23 1 88 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-415 500-600 415-515 430-530 445-545 500-600 15-MIN COUNTS 400-415 500-600 500-615 515-530 530-545	322 29 311 13 13 13 13 13 13 13 14 15 15 11 10 10 10 11 11 10 11 11 10 10 11 11	BOB-T BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL TOTAL 13 13 TOTAL 4 3 5 6 2 6 2 15 11 10 TOTAL 220 296 230 343 343 339 323	199 21 199 199 199 199 199 199 199 199 1	BOB-T C C C C C C C C C C C C C C C C C C C	CHASS	8 8 1	OTHR OTHR OTHR OTHR OTHR	TOTAL TOTA	21 18 18 18 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T	NI	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90 0 1 131 0 88 1 131 1 86 4 334 5 371 5 391 5 371 5 398 5 371 5 373 1 6 6 3 7 3 7 4 8 5 7 3 7 4 8 5 8 5 9 6 9 6 9 6 9 6 9 6 9 6 9 6 9 6 9 6 9 6
430-445 430-445 445-546 430-445 445-500 500-600 15-MIN COUNTS 400-415 415-430 430-445 400-500 415-515 430-500 400-500 415-515 430-600 415-515 430-600 15-MIN COUNTS 400-415 415-430 430-445 500-500 500-515 515-530 530-545 545-600	AUTOS AUTOS 11 11 AUTOS 4 3 5 5 11 10 AUTOS 212 287 223 333 335 335	BOB-T BOB-T BOB-T BOB-T BOB-T 3 3 2 3 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	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL TOTAL 13 13 13 13 13 13 14 15 15 16 17 10 10 10 10 10 10 10 10 10	19 21 21 22 21 21	BOB-T 2 2 2 2 2 2 0 0 0 0 0	CHASS	8 8 1	OTHR OTHR OTHR OTHR OTHR	TOTAL TOTA	21 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T	NI	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 1 86 4 334 5 371 5 399 5 3436 5 373 5 399 5 3436
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-615 515-530 530-645 500-615 515-530 530-645 545-600 HOUR TOTALS	AUTOS AUTOS 4 3 3 0 0 2 6 6 2 11 11 10 31 11 10 AUTOS 212 287 223 333 335 322 316 307	BOB-T BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR	TOTAL TOTAL TOTAL 13 13 13 13 13 13 14 15 15 15 11 10 10 10 10 10 10	19 21 21 22 21 21	BOB-T	CHASS	8 37H CONT C C C C C C C C C C C C C C C C C C	OTHR (TOTAL TOTAL	21 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T (((((((((((((((((((CHASS	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 99 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 1 86 4 334 5 371 5 398 3 436 TOTAL 0 32 0 23 1 8 0 90 0 9 0 9 0 6 0 10 0 6
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-415 400-415 500-600 15-MIN COUNTS 400-415 500-600 15-MIN COUNTS 400-415 500-600 15-MIN COUNTS 400-415 500-600 HOUR TOTALS 400-415 500-600	32 29 311 13 13 13 14 13 15 3 5 3 3 0 2 2 6 6 2 2 15 11 10 10 10 11 10 10 2 12 2 2 2 2 3 3 3 3 1 1 1 1 1 1 1 1 1	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	344 30 313 313 313 313 313 313 313 313 313	199 211 199 199 199 199 199 199 199 199	BOB-T C C C C C C C C C C C C C C C C C C C	CHASS	8 BTH CONT C C C C C C C C C C C C C C C C C C	OTHR (TOTAL 1 175 1 194 1 194 1 193 1 121 1 616 1 658 3 6015 TOTAL 1 0 10 1 0 0 1 0 0 0 0 0 0 0 0 0 0 7 0 0 3	21 18 38 19 17 17 18 17 17 18 17 17 18 18 18 18 18 18 19 18 18 19 18 19 18 19 18 19 18 19 18 19 18 19 18 19 18 19 18 19 18 19 18 18 19 18 18 19 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T	NI	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 19 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 0 88 1 131 1 86 4 334 5 371 5 391 5 371 5 393 4 334 3 438
430-445 445-545 300-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-435 445-500 500-515 515-530 500-600 15-MIN COUNTS 400-415 415-30 430-445 445-500 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-500 HOUR TOTALS	AUTOS AUTOS 4 3 5 5 11 11 10 AUTOS 22 15 11 10 AUTOS 212 287 223 333 332 316 307 1055	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR	TOTAL TOTAL 15 10 11 10 11 10 10 10 10 10	199 211 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	BOB-T 2 2 2 2 2 2 0 0 0 0 0 0 0 0 0	CHASS	8 371H CONT C C C C C C C C C	OTHR (TOTAL TOTAL	21 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T () () () () () () () () () (CHASS	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 9 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 1 86 4 334 5 371 5 399 3 438 TOTAL 0 32 0 23 1 6 0 9 0 9 0 9 0 6 0 6 1 131 1 86 5 371 5 399 3 438
430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-645 545-600 HOUR TOTALS 400-600 415-415 415-430 445-500 500-515 515-530 530-645 545-600 HOUR TOTALS 400-500 415-515 500-600	AUTOS AUTOS AUTOS 11 11 10 AUTOS 2 6 2 11 10 AUTOS 212 287 223 333 335 322 316 307 1055 1178	BOB-T BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR	TOTAL TOTAL 13 13 13 13 13 14 15 15 15 11 10 10 10 10 10 10	199 211 111 199 211 111 7 7 199 211 111 7 7 199 211 111 11 11 11 11 11 11 11 11 11 11 1	BOB-T	CHASS	8 371H CONT C C C C C C C C C C C C C C C C C C C	OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR	TOTAL TOTAL TOTAL 1 175 1 114 4 194 1 133 1 217 1 46 6 68 8 827 8 615 TOTAL TOTAL 1 2 17 1 4 64 1 648 3 690 4 65 8 27 1 4 7 1 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	21 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T () () () () () () () () () (NI	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 0 88 1 131 1 33 5 371 1 86 4 334 5 371 1 86 5 371 1 86 7 398 5 371 1 6 9 9 4 0 9 4 0 6 1 1 6 9 9 0 6 1 0 9 4 0 6 1 1 131 1
430-445 445-545 300-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-435 445-500 500-515 515-530 500-600 15-MIN COUNTS 400-415 415-30 430-445 445-500 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-515 515-530 500-500 HOUR TOTALS	AUTOS AUTOS 4 3 5 5 11 11 10 AUTOS 22 15 11 10 AUTOS 212 287 223 333 332 316 307 1055	BOB-T 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR	TOTAL TOTAL 15 10 11 10 11 10 10 10 10 10	199 211 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	BOB-T	CHASS	8 8 3TH CONT	OTHR ()	TOTAL TOTAL	21 18 18 18 18 18 18 18 18 18 18 18 18 18	BOB-T () () () () () () () () () (NI	9 BLT CONT	OTHR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 21 0 18 0 18 0 9 0 17 TOTAL 0 94 0 61 1 89 3 90 1 131 1 86 4 334 5 371 5 399 3 438 TOTAL 0 32 0 23 1 6 0 9 0 9 0 9 0 6 0 6 1 131 1 86 5 371 5 399 3 438



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES

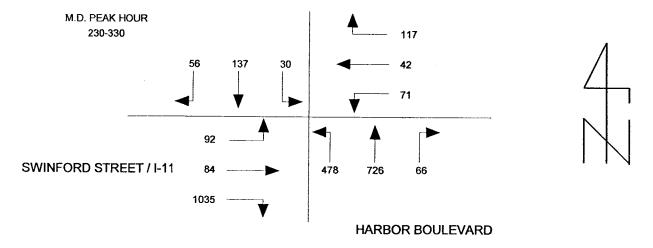
PROJECT: CABRILLO MARINA EXPANSION - PHASE II

DATE: SUNDAY, AUGUST 25TH, 2002

PERIOD: 1:00 PM TO 5:00 PM INTERSECTION: N/S HARBOR BOULEVARD

E/W SWINFORD STREET / I-110 EB RAMPS

15 MIN COU	ITS	3164.890.0			The Asses		V. Markina	3.73U.Q.331	Tatal talah		Aug Index		
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-115	18	26	8	45	22	21	30	138	117	213	52	18	708
115-130	17	29	19	33	14	21	24	118	95	260	63	35	728
130-145	26	30	13	40	13	26	58	148	97	243	63	21	778
145-200	15	42	15	21	14	17	33	138	106	208	47	17	673
200-215	19	32	11	22	4	8	24	155	102	250	28	22	677
215-230	16	29	8	49	10	23	34	150	93	249	40	19	720
230-245	15	33	3	32	6	15	21	153	105	266	30	28	707
245-300	10	44	7	20	16	19	21	190	154	270	27	18	796
300-315	14	31	11	30	15	21	10	158	107	267	16	22	702
315-330	17	29	9	35	5	16	14	225	112	232	11	24	729
330-345	10	21	4	21	10	13	9	157	113	243	17	11	629
345-400	21	18	4	14	3	9	13	182	134	231	17	8	654
400-415	13	35	5	25	6	12	11	196	104	209	16	12	644
415-430	12	34	3	20	7	11	7	239	125	257	10	8	733
430-445	6	30	3	44	20	12	11	201	119	249	8	5	708
445-500	11	32	2	20	20	17	7	202	102	310	6	11	740
HOUR TOTAL		<u> 1941 (1948)</u>		Assessed to the				45.000				Cast M. V.	
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-200	76	127	55	139	63	85	145	542	415	924	225	91	2887
115-215	77	133	58	116	45	72	139	559	400	961	201	95	2856
130-230	76	133	47	132	41	74	149	591	398	950	178	79	2848
145-245	65	136	37	124	34	63	112	596	406	973	145	86	2777
200-300	60	138	29	123	36	65	100	648	454	1035	125	87	2900
215-315	55	137	29	131	47	78	86	651	459	1052	113	87	2925
230-330	56	137	30	117	42	71	66	726	478	1035	84	92	2934
245-345	51	125	31	106	46	69	54	730	486	1012	71	75	2856
300-400	62	99	28	100	33	59	46	722	466	973	61	65	2714
315-415	61	103	22	95	24	50	47	760	463	915	61	55	2656
330-430	56	108	16	80	26	45	40	774	476	940	60	39	2660
345-445	52	117	15	103	36	44	42	818	482	946	51	33	2739
400-500	42	131	13	109	53	52	36	838	450	1025	40	36	2825



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: PROJECT: DATE: PERIOD: INTERSECTION:

MEYER, MOHADDES ASSOCIATES, INC.
PORT OF LOS ANGELES TRUCK CLASSIFICATION COUNTS
WEDNESDAY, AUGUST 21ST, 2002
7:00 AM TO 9:00 AM
HARBOR BOULEVARD
6TH STREET

N/S E/W

_				1						2						3		
			S	BRT					SI	3TH					S	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	4	0			0) 4	80) C	0	C) 4	84	14	0		1	2	
715-730	6	0			0 (6	63	3 0	0	C	4	67	19	0	- (0	5	3
730-745	5	0			0 (5	108	3 0	0	1	6	115	14	0	- 0	0	3	3
745-800	12	0			D (12	139	C	0		4	143	30	0		0	4	
800-815	5	0	()	0 1	5	56	5 0	0	C	6	62	19	0		0	3	3 :
B15-830	15	0			0	15	87	' C	0	C	7	94	20	Ö	(0	2	2
830-845	16	0			D	1 17	76	5 C	0	C	5	81	21	0	(0	5	
845-900	11	0)	D (11	75	C	1	C	8	84	20	0		0	0)
HOUR TOTALS				1		1					1	T		l			1	1
700-800	27	0	7)	0 (27	390		0	1	18	409	77	0		1	14	
715-815	28	0			D (28		3 0	0	1	20	387	82	Ö	1	0	15	5
730-830	37	ALES SE O	1 A MEST	MARKET I	O COMPANDO	37	390	8 5 5 W . C	ACTUAL D	4 80 1 0 1	23	414	83	e e	4 2 1	DE SOURCE C	28 Apr 12	
745-845	48				0	1 49		3 C	0) 22					0 0	14	
800-900	47	0		ol o	D	1 48	294	C	1	1 0	26	321	80	0		0) 10	

			147	4 BRT					141	5						6		,
45 MINI COLINETO	ALTTOO	Inon T		TCONT	IOTUD	ITOTAL	11.00	1000 =		BTH	10000		417700	1000 T		BLT	r==	T===+
15-MIN COUNTS	AUTUS	BOB-T		CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS		OTHR	TOTAL
700-715	. 5	0	1 0) <u> </u>	1 0	5	2] 0) 0	<u> 0</u>	0	2	1	. 0	0	0	0	<u></u> 1
715-730	1	0	0) <u> </u>	0	1	4] 0	0	0	0	4	1	0	0	0	Ö	1
730-745	2	. 0	0		3	5	1	0	0	0	0	1	1	0	0	0	Ö	1
745-800	4	0	0	C	0	4	2	0	0	0	0	2	1	0	0	0	0	1
800-815	5	0	0	C	1	6	1	0	0	0	0	1	2	0	0	0	0	2
815-830	6	0	0	C	1	7	2	0	0	0	0	2	3	0	0	0	0	3
830-845	5	0	0	C	0	5	5	0	0	0	0	5	4	0	0	0	1	5
845-900	5	0	0	0	3	8	1	0	0	0	Ö	1	1	0	0	0	0	1
HOUR TOTALS				ĺ	1					T								
700-800	12	0	0	0	3	15	9	0	0	0	0	9	4	0	0	0	0	4
715-815	12	0	0	0	4	16			0	0	0	8	5	0	0	0	0	5
730-830	17		0	1 6 C	5	2 22	6	C	AUSTRAL O	April 10	Section 0	. 2± B	\$ 62 5 6.7		- 0 × 0		O.	7 24-01-7
745-845	20	0	0	0	2	22	10	0	0	0	0	10				0		11
800-900	21	0	0	0	5	26	9	0	0	0	0	9	10	0	0	0	1	11

				7						8						9		
				BRT			L		NI	3TH					N	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL
700-715	2	. 0	0		0	2	164	1	0	1	2	168	1	0	0	0	0	1
715-730	2	0	0			2	194	0	0	1	5	200	2	0	0	0	0	2
730-745	4	0	0	0	1	5	218	0	0	2	2	222	0	0	0	0	0	0
745-800	10	0	0) c	1	11	221	0	0	2	2	225	3	0	0	0	0	3
800-815	5	0	0	0	0	5	166	0	0	1	18	185	2	0	0	0	0	2
815-830	2	0	0	1	0	3	163	1	0	1	1	166	2	0	0	0	0	2
830-845	4	0	0	0	0	4	142	0	0	2	3	147	5	0	0	0	0	5
845-900	7	0	0		1	8	82	. 0	0	0	2	84	1	0	0	0	0	1
HOUR TOTALS				ŀ										1				
700-800	18	0	0	0	2	20	797	1	0	6	11	815	6	0	0	0	Ö	6
715-815	21	0		0	2	23		0	0	6	27	832	7	0	0	0	0	7
730-830	21	0	. 0	1	• • 2	24	768	4 - 1	0	## · · · · 6	- 23	798	7	0		- C 0	0.00	31.5.7
745-845	21	0	0	1	1	23	692	1	0	6	24	723	12	0		0	0	12
800-900	18	0	0	1	1	20	553	1	0	4	24	582	10	0	0	0	0	10

				10			T			11						12		
				BRT					E	3TH					E	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL
700-715	3	0		0	0	3	4	i 0	0		0	4	4	0	C	0	() 4
715-730	0	0	0	0	0	0	2		(C	1 0	0	2	8	0	C	0		8
730-745	2	0	0	0	C	2	4	C	0	1	0	5	5	0	C	0		5
745-800	1	0		0	C	1	2	C	0		0	2	8	0	C	0	1	9
800-815	4	0	0	0	C	4	4	0	0	-	0	4	5	0	C	0	- 0	5
815-830	4	0		0	C	4	5	0	0		0	5	3	0	C	0	(3
830-845	2	0	0	0	0	2	6	0	0	0	0	6	4	0	C	0	() 4
845-900	1	0	0	0	0	1	3	0	0	C	1	4	6	0	C	0	(6
HOUR TOTALS								1			T	1						1
700-800	6	0	. 0	0	0	6	12	0	0	1	0	13	25	0	, C	0	1	1 26
715-815	7	0	0	0	0	7	12	0	0	1	0	13	26	0	0	0	1	1 27
730-830	11	. 0	0	. 0	- C	33.11	15	A C	* O	1	- 10	16	21	0	÷ 0	<i>-</i> 0	1	1 22
745-845	11	0	0	0	0		17	0	0	0	0	17	20		0	0		1 21
800-900	11	0	0	0	0	11	18	0	0	0	1	19	18	0	C	0	C	18



WILTEC INTERSECTION TURNING MOVEMENT COUNT SUMMARY

MEYER, MOHADDES ASSOCIATES, INC. PORT OF LOS ANGELES TRUCK CLASSIFICATION COUNTS WEDNESDAY, AUGUST 21ST, 2002 4:00 PM TO 6:00 PM HARBOR BOULEVARD 6TH STREET

CLIENT: PROJECT: DATE: PERIOD: INTERSECTION: N/S E/W

				1 BRT			Γ			2 3TH						3 BLT		
15-MIN COUNTS	ALITOS	вов-т	TCHASS	CONT	OTHR	TOTAL	AUTOS	ВОВ-Т	CHASS	CONT	IOTHR	TOTAL	AUTOS	ВОВ-Т	CHASS	CONT	OTHR	TOTAL
400-415	12		-			12	144	0	+			147	23	0		00111		2 25
415-430	9						174	ď					31	ő				
430-445	11.					11	222	0	0	0	3	225	30			Ö	1	31
445-500	18		0	0	0	18	285	C	0	0	5	290	31	0	0	0	C	
500-515	3						218	C					17					18
515-530	13					14							23					
530-545	9						287	0					34					35
545-600	10	0	0	0	0	10	210	1	0	0	1	212	28	0	0	0		28
HOUR TOTALS			<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>	<u> </u>		ļ				<u> </u>		1
400-500	50							C					115					110
415-515	41					42							109					, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
430-430	45						964	C			1		101					
445-545 500-600	43 35				2								102					2 104
500-000		· · · · ·	/1 0	· · · · ·	·	1 31	354	1		'1	<u>' </u>	1 304	102		1 0	L	1 -	2 104
	·			4			I			5						6		
1 1	i			BRT						втн			l			3LT		1
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	вов-т		CONT	OTHR	TOTAL
400-415	16	0				17	10	C					7	0				7
415-430	21	0					11	C					. 7	0				7
430-445	22						13						1	0				1
445-500	25						10						5					5
500-515	20						6						3					3
515-530	18							C					<u>8</u>					0 8
530-545 545-600	16 18						7	1 0					5					0 4
HOUR TOTALS	18		1	ļ <u>'</u>	<u>u</u>	10	 	٠	1 -	1	<u>'</u>	<u>'</u>		 	· · · · · · ·	· · · · · ·	1	4
400-500	84	0	1 0	0	1	85	44	-		 		45	20		1 0			0 20
415-515	88												16					0 16
430-530	85	0					37	- 6					17					0 17
445-545	79																	
			0	t - O	12	12 79	33	La contract	Section 1	THE C	1.00	34	21		l 0			
500-600	72		0									34 31				* * * C		0 - 2) 0 20
			0	7) C	8					0	9		
500-600	72	0) 0 NE	7 BRT	0	72	30	0	NI O	8 ЭТН		31	20	0) 0	9 3LT		0 20
500-600 15-MIN COUNTS	72	BOB-T	NE CHASS	7 BRT CONT	OTHR	TOTAL	30 AUTOS	BOB-T	NI CHASS	8 BTH CONT		31		BOB-T	NI CHASS	9 BLT CONT	OTHR	D 20
15-MIN COUNTS 400-415	AUTOS 7	BOB-T	NE CHASS	7 BRT CONT	OTHR 0	TOTAL 7	AUTOS 108	BOB-T	NI CHASS 0	8 BTH CONT	OTHR 4	TOTAL 114	AUTOS 2	BOB-T	NI CHASS 0	9 BLT CONT	OTHR	0 20 TOTAL 0 2
15-MIN COUNTS 400-415 415-430	AUTOS 7 8	BOB-T 0	NE CHASS 0	7 BRT CONT 0	OTHR 0	72 TOTAL 7 8	30 AUTOS 108 94	BOB-T	NI CHASS 0	8 BTH CONT 2	OTHR 4	TOTAL 114 98	20	BOB-T	NI CHASS 0	9 BLT CONT	OTHR	TOTAL 20 2 2 0 4
15-MIN COUNTS 400-415 415-430 430-445	72 AUTOS 7 8 12	BOB-T 0 0	NE CHASS 0 0	7 3RT CONT 0 0	OTHR 0 0 0 0	72 TOTAL 7 8	AUTOS 108 94 125	BOB-T	NI CHASS 0	8 BTH CONT 2 1	OTHR 3	TOTAL 114 98 125	20 AUTOS 2 4 1	BOB-T	NI CHASS 0	9 BLT CONT	OTHR	TOTAL 0 2 0 4 0 1
15-MIN COUNTS 400-415 415-430 430-445 445-500	72 AUTOS 7 8 12 7	BOB-T 0 0	NE CHASS 0 0	7 3RT CONT 0 0 0	OTHR 0 0 0 0 0 0	TOTAL 7 8 12 7	AUTOS 108 94 125 103	BOB-T 0	NI CHASS 0 0	8 BTH CONT 2 1 0	OTHR 4	TOTAL 114 98 125 105	AUTOS 2	BOB-T 0	NI CHASS 0 0 0 0 0	9 BLT CONT CONT CONT	OTHR	TOTAL 0 20
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515	72 AUTOS 7 8 12	BOB-T 0 0	0 CHASS 0 0 0 0 0	7 BRT CONT 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0	72 TOTAL	AUTOS 108 94 125 103 126	BOB-T	NH CHASS	8 BTH CONT 2 1 0	OTHR 4	TOTAL 114 98 125 105 127	20 AUTOS 2 4 1 5	BOB-T	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 3LT CONT ()	OTHR	TOTAL 0 2 0 4 0 1 0 5
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545	72 AUTOS 7 8 12 7 8 16 12	BOB-T 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0	7 7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 1 1 0 0	72 TOTAL 7 8 12 7 8 17	AUTOS 108 94 125 103 126 94 109	BOB-T 00 00 00 00 00 00 00 00 00 00 00 00 00	NH CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 BTH CONT 2 1 1 0 0 1 1	OTHR 33 C1 11 12 12 12 12 12 12 12 12 12 12 12 12	TOTAL 114 98 125 105 127 97	AUTOS 2 4 1 1 5 2 0 0 2 2	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 3LT CONT (OTHR	TOTAL 0 20 0 4 0 11 0 5 0 2 0 0 2 0 0 2 0 0 2
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 530-545 545-600	72 AUTOS 7 8 12 7 8 16	BOB-T 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0	7 7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 1 1 0 0	72 TOTAL 7 8 12 7 8 17	AUTOS 108 94 125 103 126 94	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NH CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 BTH CONT 2 1 1 0 0 1 1	OTHR 33 C1 11 12 12 12 12 12 12 12 12 12 12 12 12	TOTAL 114 98 125 105 127 97	AUTOS 2 4 1 5 2 0	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 3LT CONT (OTHR	TOTAL 0 4 0 1 1 5 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS	72 AUTOS 7 8 12 7 8 16 16 12	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3RT CONT 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0	72 TOTAL 7 8 12 7 8 17 12 11	AUTOS 108 94 125 103 126 94 109 125	BOB-T 0 0 0 0 0 0 0 0	NH CHASS 0 0 0 0 0 0 0 0 0 0	8 8 3TH CONT 1 0 1 0 0 0	OTHR 3	TOTAL 114 98 125 105 127 127 110	20 AUTOS 2 4 11 5 2 0 0	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 3LT CONT (OTHR	TOTAL 0 20 4 0 1 1 0 5 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-516 515-530 530-545 545-600 HOUR TOTALS 400-500	72 AUTOS 7 8 12 7 8 16 12 11	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 72 8 12 7 8 17 17 12 11	AUTOS 108 94 125 103 126 94 109 125	BOB-T C C C C C C C C C C C C C	NH CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 8 3TH CONT 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 4 3 C C 1 1 1 2 2 2 2 2 5 5 5 5 5 5 5 5 5 5 5 5	TOTAL 114 98 125 105 127 97 110 127	AUTOS 2 4 11 5 2 0 0 12	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 3LT CONT () () () () () () () () () (OTHR	TOTAL 0 2 0 4 4 0 1 0 5 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515	72 AUTOS 7 8 12 7 8 16 16 12 11 344 35	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 7 7 7 7 7 7 7 7 7 7 7 7 7 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 7 8 12 7 8 17 12 11 11 34 35	AUTOS 108 94 125 103 126 94 109 125	BOB-T	NN CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 8 BTH CONT 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 4 3 3 C 1 1 1 2 2 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5	TOTAL 114 98 125 105 127 97 110 127	AUTOS 2 4 1 5 2 0 12 12	BOB-T C C C C C C C C C	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 9 3LT CONT () () () () () () () () () (OTHR ()	TOTAL 0 20 4 0 1 0 5 0 2 0 0 2 0 0 0 0 2 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530	72 AUTOS 7 8 122 7 8 16 12 11 11 345 345 433	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR	72 TOTAL 7 8 122 7 8 17 122 11 34 35 44	AUTOS 108 94 1255 103 126 94 109 125 430 448	BOB-T C C C C C C C C C C C C C C C C C C	NN CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 8 8 8 1	OTHR 4 3 C C 1 1 1 2 2 2 2 5 5 5 5 5 6 5 6 6 6 6 6 6 6 6 6	TOTAL 114 98 125 105 127 97 110 127 445 445	AUTOS 2 4 1 5 2 0 0 12 12 8	BOB-T C C C C C C C C C	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 3LT CONT (((((((((((((((((((OTHR	TOTAL 0 20 0 4 0 11 0 5 0 2 0 0 0 0 2 0 0 0 0 12 0 12 0 12 0 8
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530	72 AUTOS 7 8 12 7 8 16 12 11 34 35 43 43	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	72 77 78 81 12 7 88 17 12 11 11 34 35 44	30 AUTOS 108 94 125 103 126 94 109 125 430 448 448	BOB-T CC CC CC CC CC CC CC CC CC	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 BTH CONT 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 4 2 2 1 1 1 2 2 2 5 5 4 4 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6	31 TOTAL 1114 984 125 105 127 97 1100 127 442 455 454	20 AUTOS 2 4 11 5 2 0 2 12 12 8 9	BOB-T C C C C C C C C C	O	9 9 3LT CONT () () () () () () () ()	OTHR ()	TOTAL 0 20 0 4 0 5 0 2 0 0 1 0 5 0 2 0 0 1 0 1 0 5 0 2 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530	72 AUTOS 7 8 122 7 8 16 12 11 11 345 345 433	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	72 TOTAL 7 8 122 7 8 17 122 11 34 35 44	AUTOS 108 94 1255 103 126 94 109 125 430 448	BOB-T C C C C C C C C C C C C C C C C C C	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 BTH CONT 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	31 TOTAL 114 98 125 105 127 97 110 127 442 455 454	AUTOS 2 4 1 5 2 0 0 12 12 8	BOB-T C C C C C C C C C	O	9 9 3LT CONT () () () () () () () ()	OTHR ()	TOTAL 0 20 0 4 0 11 0 5 0 2 0 0 0 0 2 0 0 0 0 12 0 12 0 12 0 8
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530	72 AUTOS 7 8 12 7 8 16 12 11 34 35 43 43	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	72 77 78 81 12 7 88 17 12 11 11 34 35 44	30 AUTOS 108 94 125 103 126 94 109 125 430 448 448	BOB-T CC CC CC CC CC CC CC CC CC	Ni CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 BTH CONT 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 4 2 2 1 1 1 2 2 2 5 5 4 4 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6	31 TOTAL 1114 984 125 105 127 97 1100 127 442 455 454	20 AUTOS 2 4 11 5 2 0 2 12 12 8 9	BOB-T C C C C C C C C C	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 9 BLT CONT (((((((((((((((((((OTHR ()	TOTAL 0 20 0 4 0 5 0 2 0 0 1 0 5 0 2 0 0 1 0 1 0 5 0 2 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530	72 AUTOS 7 8 12 7 8 16 12 11 34 35 43 43	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	72 77 78 81 12 7 88 17 12 11 11 34 35 44	30 AUTOS 108 94 125 103 126 94 109 125 430 448 448	BOB-T CC CC CC CC CC CC CC CC CC	N/I CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 B B B B B B B B B B B B B B B B B B B	OTHR 4 2 2 1 1 1 2 2 2 5 5 4 4 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6	31 TOTAL 1114 984 125 105 127 97 1100 127 442 455 454	20 AUTOS 2 4 11 5 2 0 2 12 12 8 9	BOB-T C C C C C C C C C	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 9 BLT CONT ((((((((((OTHR ()	TOTAL 0 20 0 4 0 5 0 2 0 1 0 5 0 2 0 1 0 5 0 2 0 1 0 1 0 5 0 2 0 0 0 0 2 0 0 0 0 12 0 12 0 8 0 8
500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530	72 AUTOS 7 8 12 7 7 8 16 12 11 34 35 43 43 47	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	72 TOTAL 7 8 12 7 8 17 12 11 34 35 44 48	AUTOS 108 94 125 103 126 94 1099 125 430 448 448 448	BOB-T CC CC CC CC CC CC CC CC CC	N/I CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 BTH CONT 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 4 2 2 1 1 1 2 2 2 5 5 4 4 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6	31 TOTAL 1114 984 125 105 127 97 1100 127 442 455 454	20 AUTOS 2 4 11 5 2 0 2 12 12 8 9	BOB-T C C C C C C C C C	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 9 BLT CONT (((((((((((((((((((OTHR ()	TOTAL 0 20 0 4 0 5 0 2 0 1 0 5 0 2 0 1 0 5 0 2 0 1 0 1 0 5 0 2 0 0 0 0 2 0 0 0 0 12 0 12 0 8 0 8
500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600	72 AUTOS 7 8 12 7 7 8 16 12 11 34 35 43 43 47	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS O	7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR	72 TOTAL 7 8 12 7 17 12 11 34 35 44 48	AUTOS 108 94 125 103 126 94 1099 125 430 448 448 448	BOB-T	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 BTH CONT 2	OTHR 4 4 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	31 TOTAL 1144 98 125 105 127 110 127 442 455 454 454 170TAL	20 AUTOS 2 4 1 1 5 2 0 1 2 1 1 1 1 4 4 4 4 4	BOB-T	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 BLT CONT	OTHR	TOTAL 0 20 0 4 0 1 0 5 0 2 0 0 2 0 0 0 0 2 0 12 0 12 0 8 0 9 0 4
500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430	72 AUTOS 7 8 12 7 16 16 12 11 34 345 43 43 47	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O NE CHASS O O O O O O O O O	7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR OTHR OTHR OTHR OTHR OTHR OTHR	72 TOTAL 7 8 12 7 17 12 11 34 35 44 48	AUTOS 108 94 125 103 126 94 109 125 430 448 448 454 AUTOS 3 7	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 8 BTH CONT 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	OTHR 4 3 3 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	TOTAL 1144 98 125 1055 127 97 1100 127 455 454 454 359 451 TOTAL	20 AUTOS 2 4 1 1 5 2 0 2 2 0 1 12 12 8 8 9 4 AUTOS 11 4	BOB-T BOB-T C	NI CHASS 0 0 0 0 0 0 0 0 0	9 9 BLT CONT (((((((((((((((((((OTHR OTHR OTHR OTHR OTHR	TOTAL 0 20 0 40 0 10 0 5 0 20 0 0 0 0 20 0 12 0 12 0 12 0 8 0 9 0 4 TOTAL
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600	72 AUTOS 7 8 12 7 8 16 12 11 34 35 43 47 AUTOS 4 2 4 4	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0	72 TOTAL 7 8 12 7 17 12 11 34 35 44 48	AUTOS 108 94 125 103 126 94 109 125 430 448 448 448 AUTOS 3 7 2 2	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CHASS	8 BTH CONT CONT CONT CONT CONT CONT CONT CONT	OTHR 4 4 4 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6	311 TOTAL 98 125 105 127 97 110 127 442 455 455 461 TOTAL 3 7 2	AUTOS AUTOS 2 4 1 5 2 0 12 12 8 9 4 AUTOS	BOB-T C C C C C C C C C	O	9 3LT CONT (((((((((((((((((((OTHR (OTHR (OT	TOTAL 0 20 0 40 0 50 0 20 0 11 0 50 0 20 0 40 0 40 0 40 0 12 0 80 0 40 0 40 0 41
15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600	AUTOS 7 8 12 7 8 16 16 12 11 34 35 43 47 AUTOS 4 2 4 4 4	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O NE CHASS O O O O O O O O O	7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR OTHR	72 TOTAL 7 8 12 7 17 12 11 34 35 44 48	AUTOS 108 94 125 103 126 94 109 125 430 448 448 448 33 7 AUTOS 3 7 2 6	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CHASS	8 8 97H CONT OTHR 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	311 TOTAL 1114 98 125 105 127 110 127 110 455 454 454 33 7 22 66	AUTOS AUTOS 2 4 1 5 2 0 12 12 8 AUTOS 11 4 11 7	BOB-T	O	9 3LT CONT (((((((((((((((((((OTHR	TOTAL 0 20 0 4 0 1 0 5 0 2 0 0 4 0 1 0 5 0 2 0 0 0 0 2 0 0 0 0 2 0 0 4 0 1 1 1 1 12 0 4 0 4 0 1 1 10 0 8	
500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515	AUTOS 7 8 12 7 8 16 12 11 34 35 43 43 47 AUTOS 4 4 4 4	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O NE CHASS O O O O O O O O O	7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR	72 TOTAL 7 8 12 7 17 12 11 34 35 44 48	AUTOS 108 94 125 103 126 94 109 125 430 448 448 454 AUTOS 3 7 2 6 6	BOB-T 00 00 00 00 00 00 00 00 00 00 00 00 00	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 8 BTH CONT 11 11 11 13 14 15 16 16 16 16 16 16 16	OTHR 4 3 3 5 5 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6	TOTAL 1144 98 125 1055 127 97 1100 127 1427 1454 454 454 454 339 451 TOTAL	AUTOS 2 4 4 1 1 5 5 2 2 0 0 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 1 1 1	BOB-T	NI CHASS 0 0 0 0 0 0 0 0 0	9 9 BLT CONT (((((((((((((((((((OTHR OTHR OTHR OTHR	TOTAL TOTAL 1 TOTAL 0
500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-430 445-545 500-500 500-515 515-530	AUTOS 7 8 8 12 7 7 8 8 16 6 12 11 34 35 43 47 AUTOS 4 4 4 4 4 1 1	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O NE CHASS O O O O O O O O O	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR OTHR	TOTAL 72 8 12 77 12 11 34 35 44 48 48 TOTAL 4 2 4 4 4 1 1	AUTOS 108 94 125 103 126 430 448 448 448 448 448 448 448 448 448 44	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CHASS	8 8 97H CONT CONT CONT CONT CONT CONT CONT CONT	OTHR	TOTAL 1144 989 125 105 107 1107 1107 1107 1107 1107 1107	AUTOS 2 4 4 1 5 2 2 0 0 1 2 1 2 1 2 8 9 4 4 1 1 1 1 1 1 1 1 9 9 1 1 1 1 1 1 1	BOB-T	CHASS	9 3LT CONT (((((((((((((((((((OTHR () () () () () () () () () () () () ()	TOTAL 0 20 0 4 10 5 0 20 0 4 10 5 0 20 0 12 0 0 0 0 20 0 0 4 1 12 0 12 0 14 0 4 0 4 0 11 0 8 0 11 0 8
500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545	AUTOS 7 8 12 7 8 16 12 11 34 35 47 AUTOS 4 2 4 4 1 1 1 0	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O NE CHASS O O O O O O O O O	7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR OTHR	TOTAL 7 8 12 7 7 8 12 17 12 11 34 35 44 44 48 TOTAL 4 2 4 4 1 1 0	AUTOS 108 94 125 103 126 94 109 125 430 448 448 454 AUTOS 3 7 2 6 44 7 6	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NM CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 B B B B B B B B B B B B B B B B B B B	OTHR 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	TOTAL 1144 98 125 1055 1055 1277 110 1127 1127 1454 454 454 454 170TAL 77 6	AUTOS AUTOS 2 4 1 5 2 0 12 12 8 4 AUTOS 11 4 11 7 11 9 9	BOB-T C C C C C C C C C C C C C C C C C C C	O	9 3LT CONT (((((((((((((((((((OTHR OTHR OTHR OTHR	TOTAL 10 20 0 4 0 5 0 20 0 4 0 1 0 5 0 2 0 0 2 0 0 2 0 0 2 0 0 0 0 2 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-500 415-515 430-500 455-515 430-500 455-515 430-500 500-600	AUTOS 7 8 8 12 7 7 8 8 16 6 12 11 34 35 43 47 AUTOS 4 4 4 4 4 1 1	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O NE CHASS O O O O O O O O O	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR OTHR	TOTAL 72 8 12 77 12 11 34 35 44 48 48 TOTAL 4 2 4 4 4 1 1	AUTOS 108 94 125 103 126 430 448 448 448 448 448 448 448 448 448 44	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NM CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 B B B B B B B B B B B B B B B B B B B	OTHR 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	TOTAL 1144 98 125 1055 1055 1277 110 1127 1127 1454 454 454 454 170TAL 77 6	AUTOS 2 4 4 1 5 2 2 0 0 1 2 1 2 1 2 8 9 4 4 1 1 1 1 1 1 1 1 9 9 1 1 1 1 1 1 1	BOB-T C C C C C C C C C C C C C C C C C C C	O	9 3LT CONT (((((((((((((((((((OTHR OTHR OTHR OTHR	TOTAL 0 20 0 4 10 5 0 20 0 4 10 5 0 20 0 12 0 0 0 0 20 0 0 4 1 12 0 12 0 14 0 4 0 4 0 11 0 8 0 11 0 8
500-600 15-MIN COUNTS 400-415 415-430 430-445 4445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-435 445-500 500-515 515-530 530-545 545-500 HOUR TOTALS	AUTOS 7 8 12 7 8 16 16 16 12 11 34 35 43 47 AUTOS 4 1 1 1 0 0 0	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 72 8 12 77 12 11 34 35 44 48 48 TOTAL 4 0 0 0	AUTOS 108 94 125 103 126 94 109 125 430 448 448 448 448 448 448 454 454 8 109 109 109 109 109 109 109 109 109 109	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CHASS	8 8 3 3 1 H CONT	OTHR	TOTAL 1144 989 125 105 107 110 110 110 110 110 110 110 110 110	AUTOS AUTOS 2 4 1 5 2 0 12 12 8 9 4 AUTOS 11 4 11 7 11 9 9 5	BOB-T	CHASS	9 3LT CONT (((((((((((((((((((OTHR OTHR OTHR OTHR	TOTAL 0 20 0 4 0 5 0 0 1 0 0 0 0 0 0 0 20 0 0 0 0 20 0 0 0 0 12 0 12
500-600 15-MIN COUNTS 400-415 415-430 430-445 445-500 500-515 530-545 545-600 HOUR TOTALS 400-500 15-MIN COUNTS 400-415 430-430 430-445 445-500 500-515 515-30 530-545 545-600 HOUR TOTALS	AUTOS 7 8 12 7 7 8 16 12 11 34 35 47 AUTOS 4 2 4 1 1 1 0 0 1	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O O O O O O O O O O	7 8RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR OTHR	TOTAL 7 8 12 7 7 8 8 12 17 12 11 34 35 44 48 TOTAL 4 4 1 1 0 0 0	AUTOS 108 94 125 103 126 94 109 125 430 448 448 448 448 47 6 6 8 18	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N/I CHASS	8 B B B B B B B B B B B B B B B B B B B	OTHR 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	TOTAL 1144 98 125 1055 1277 110 127 1442 454 454 454 461 TOTAL 7 7 6 4 4 7 7 6 8 8	AUTOS AUTOS 2 4 4 1 1 5 5 2 2 0 0 0 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2	BOB-T	O	9 3LT CONT (((((((((((((((((((OTHR () () () () () () () () () () () () ()	TOTAL 1 TOTAL 0 2 0 4 0 1 1 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0
500-600 15-MIN COUNTS 400-415 415-430 430-445 4445-500 500-515 515-530 530-545 545-600 HOUR TOTALS 400-500 415-515 430-530 445-545 500-600 15-MIN COUNTS 400-415 415-430 430-435 445-500 500-515 515-530 530-545 545-500 HOUR TOTALS	AUTOS 7 8 12 7 8 16 16 16 12 11 34 35 43 47 AUTOS 4 1 1 1 0 0 0	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NE CHASS O O O O O O O O O	7 3RT CONT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OTHR OTHR	TOTAL 7 8 12 7 7 8 8 12 17 12 11 34 35 44 48 TOTAL 4 4 1 1 0 0 0	AUTOS 108 94 125 103 126 94 109 125 430 448 448 448 448 448 448 454 454 8 109 109 109 109 109 109 109 109 109 109	BOB-T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 8 BTH CONT CONT CONT CONT CONT CONT CONT CONT	OTHR	TOTAL 1144 98 125 1055 127 97 1100 127 130 1442 455 454 339 451 170TAL 77 66 88	AUTOS AUTOS 2 4 1 5 2 0 12 12 8 9 4 AUTOS 11 4 11 7 11 9 9 5	BOB-T	NI CHASS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 3LT CONT (((((((((((((((((((OTHR OTHR OTHR OTHR	TOTAL 0 20 0 4 0 5 0 0 1 0 0 0 0 0 0 0 20 0 0 0 0 20 0 0 0 0 12 0 12



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES

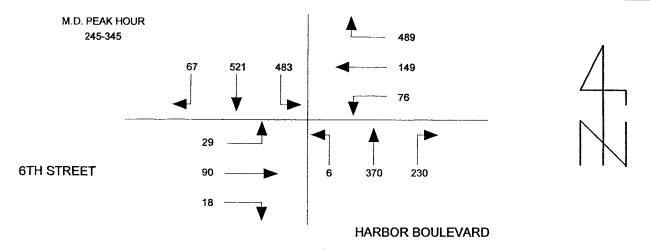
PROJECT: CABRILLO MARINA EXPANSION - PHASE II

DATE: SUNDAY, AUGUST 25TH, 2002

PERIOD: 1:00 PM TO 5:00 PM INTERSECTION: N/S HARBOR BOULEVARD

E/W 6TH STREET

15 MIN COU	NTS			V. Serios	Majaryia.					15-07-659			STAINS
	1	2	3	4	5	6	7	8	9	10	11	12	100
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-115	19	147	130	57	14	7	65	99	5	4	23	7	577
115-130	13	110	127	81	17	13	42	100	1	5	30	6	545
130-145	12	100	101	83	18	8	82	121	5	1	20	7	558
145-200	20	137	129	94	18	18	67	89	1	2	30	8	613
200-215	14	116	129	93	35	10	54	93	1	2	29	5	581
215-230	15	120	114	114	34	20	51	103	0	3	19	6	599
230-245	9	109	123	100	38	10	59	89	3	1	22	18	581
245-300	16	140	130	120	30	14	64	92	2	2	27	3	640
300-315	12	124	134	111	36	25	48	84	0	3	17	9	603
315-330	20	141	101	135	37	24	61	126	4	3	26	7	685
330-345	19	116	118	123	46	13	57	68	0	10	20	10	600
345-400	11	117	88	113	30	13	39	88	0	0	17	6	522
400-415	23	127	88	165	45	18	48	115	2	2	15	13	661
415-430	14	111	113	115	34	13	46	103	2	6	22	14	593
430-445	11	120	95	132	39	3	42	99	0	0	14	15	570
445-500	6	126	. 87	87	34	10	46	114	3	1	8	9	531
HOUR TOTA	LS					ar wet. Ž							4 4 Y 4 Y 1
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-200	64	494	487	315	67	46	256	409	12	12	103	28	2293
115-215	59	463	486	351	88	49	245	403	8	10	109	26	2297
130-230	61	473	473	384	105	56	254	406	7	8	98	26	2351
145-245	58	482	495	401	125	58	231	374	5	8	100	37	2374
200-300	54	485	496	427	137	54	228	377	6	8	97	32	2401
215-315	52	493	501	445	138	69	222	368	5	9	85	36	2423
230-330	57	514	488	466	141	73	232	391	9	9	92	37	2509
245-345	67	521	483	489	149	76	230	370	6	18	90	29	2528
300-400	62	498	441	482	149	75	205	366	4	16	80	32	2410
315-415	73	501	395	536	158	68	205	397	6	15	78	36	2468
330-430	67	471	407	516	155	57	190	374	4	18	74	43	2376
345-445	59	475	384	525	148	47	175	405	4	8	68	48	2346
400-500	54	484	383	499	152	44	182	431	7	9	59	51	2355



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

MEYER, MOHADDES ASSOCIATES, INC. PORT OF LOS ANGELES TRUCK CLASSIFICATION COUNTS WEDNESDAY, AUGUST 21ST, 2002 7:00 AM TO 9:00 AM HARBOR BOULEVARD/MINER STREET CRESCENT AVENUE

CLIENT: PROJECT: DATE: PERIOD: INTERSECTION:

N/S E/W

	,		SI	1 BRT					SI	2 3TH					Si	3 BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS		OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	9	0	0		0	9	34	0	0	2	3	39	0	0	0		0	0
715-730	16	0	0	(0	16	41	0	0	1	1	43	Q	C	0		0 (0 0
730-745	18	0	0	(1	_19	51	0	0	0	2	53	0	C	C		0 (0 0
745-800	25	0	0		0	25	59	0	1	2	1	63	0	C	O		0 (0 0
800-815	6	0	T 0) (0	6	43	0	0	0	1	44	0	C	C		0 1	0 0
815-830	15	0	0	(0	15	35	0	0	0	4	39	C	0	C		0	0 0
830-845	19	. 0) (0	19	47	0	0		4	51	0	C	0		0 0	0 0
845-900	17	0	0	(1	18	40	0	0	0	3	43	C	C	0		0 (0 0
HOUR TOTALS				F					1									1
700-800	68		0		1	69	185			5	7	198						0 0
715-815/4-2404	65	e 64.	and or c	and the same of	100000	st 68	194		ST DESCRIPT	Missault 3	5	203	and the C	100 Pub C	44.97		T III	O SECURE O
730-830	64	0	0	(1	65	188	0	1	2	8	199			C		-	0 0
745-845	65	0	0		0	65	184	0	1	2	10	197	- 0	C	0		0	0 0
800-900	57	0			1	58	165	0	0	0	12	177		((0	0 0

			187	4 BRT					18.0	5 ВТН					10.7	6		
15-MIN COUNTS	AUTOS	ВОВ-Т		CONT	OTHR	TOTAL	AUTOS	ВОВ-Т	CHASS		TOTHR	TTOTAL	AUTOS	ВОВ-Т	TCHASS	BLT ICONT	OTHR	TTOTAL
700-715	0	0	0	00	0	0			0.5.00	00.11		0	0	0	0.200	0		101/2
715-730	0	ō	Ö	C	0	ō	ō	0	0	1 0	1 0	0	-	Ö	i o	ō		1
730-745	٥	0	0	C	0	0	0	0	0	0	C	0	0	0	O	0	0	0
745-800	0	0	0		0	0	0	0	0	0		0		0	0	0	0	0
800-815	0	0	0		0	0	0	0	0	0	C	0		0	0	0	0	0
815-830	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	0	0	0		0	0	0		0	0	C	0	0	0	0	0	0	0
845-900	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	0
HOUR TOTALS														J				
700-800	0	0	0	0	0			0	0	0		0	0	0	0	0		
715-815	* * * 0	. 0	0	# -24 C	0	0	0	. 0	**************************************		, c	0	C	22 C	74 T. B. C	per agent a	7 2 0	# 4 # O
730-830	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	Ö	0
745-845	0	. 0	0	0	0	0.	0	. 0	0	0		0	0	0	0	0	0	0
800-900	0	0	0) 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

				7	*		I			8						9		
				BRT				_	N	3TH					N	3LT		į.
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	0	0	0	0	C	0	40	1	0	0	0	41	€	0	0	0	0	6
715-730	0	0	0	0	C	0	83	C	1	1	9	94	0	0	0	0	0	0
730-745	0	0	0	0	C	0	86	1	0	1	0	88	2	0	0	0	0	2
745-800	0	0	0	0	0	0	90	1	0	1	5	97	0	0	0	0	0	0
800-815	0	0	0	0	0	O	57	0	0	0	8	65	0	0	0	0	0	0
815-830	. 0	0	0	0	0	Ö	63	0	0	1	2	66	0	0	0	0	1	1
830-845	0	0	0	0	0	0	50	0	0	1	3	54	2	0	0	0	0	2
845-900	0	0	0	0	0	0	29	0	0	0	3	32	1	0	0	0	0	1
HOUR TOTALS								1							1		i	
700-800	0	0	0	0	0		299	3	1	3	14	320	8	0	0	0	0	8
715-815	7 0	-%- O	O	****** O	141 - C	54 54 50	316	2	A 80451	1 3	22		2		0		#21 E40	2
730-830	0	0	0	0	0	0	296	2	0	3	15		2	0	0		1	3
745-845	0	0	0	0	0	0	260	1	0	3	18	282	2	0	0	0	1	3
800-900	0	0	0	0	0	0	199	0	0	2	16	217	3	0	0	0	1	4

		-		10						11						12		
				BRT					E	BTH					E	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL
700-715	. 0	Ö	0		0	0	0	0	C	C	0	0	45	C) (0) C	45
715-730	2	0	0	0	0	2	0	0	C	0	0	0	68	C) () (0	68
730-745	2	0	0	0	0	2	0	0	C	C	0	0	77	C) () (C	77
745-800	2	0	0	0	0	2	0	0	C	C	0	0	73	C) () (C	73
800-815	2	0	0	0	0	2	. 0	0	C	C	0	0	63	C) (1	1 64
815-830	0	0	0	0	0	0	0	0	0	0	0	0	30	C		0	C	30
830-845	3	0	0	0	0	3	0	0	0	0	0	0	49	0	(0	0	49
845-900	1	0	0	0	0	1	Ö	0	0	0	0	0	35	C) (0	35
HOUR TOTALS					l. "													
700-800	6	0	0	0	0	6	0		0	0	0	0	263	C	1		0	263
715-815	8	. 0	- 0	9	12 - 0	8	0	3. 0	- 0	- C	- 0	0	281	econo c	A Spine C	THE SECOND	1	1 2 - 282
730-830	6	0	0	0	0		0		0	0	0	0	243		(0		244
745-845	. 7	0	0	0	0	7	. 0	0	0	0	0	0	215	0	0	0	1	216
800-900	6	0	0	0	- 0	6	0	0	0	0	0	0	177	0	() (1	1 178

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: PROJECT: DATE: PERIOD: INTERSECTION:

MEYER, MOHADDES ASSOCIATES, INC. PORT OF LOS ANGELES TRUCK CLASSIFICATION COUNTS WEDNESDAY, AUGUST 21ST, 2002 4:00 PM TO 6:00 PM HARBOR BOULEVARD/MINER STREET CRESCENT AVENUE

N/S E/W

				1						2						3		
				BRT					s	втн					S	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	58	0	0	0		58	59	0	(1	3	63	0	0	0	, ,	, c) (
415-430	71	0	0	Ö	C	71	70	0	1	0	1	72	0	0	0	1 0	<u>, c</u>	d - 7
430-445	99	0	0	0	C	99	76	0	1	0	2	79	0	0		0	, i	
445-500	120	0	0	0	C	120	89	0	1 0	0	0	89		0	1	1 0	i õ	, 1
500-515	106	0	0	0		106	84	0	1	0	1	85	C	0		1 0	i i	
515-530	104	0	0	0	0	104	103	0		i o	Ó	103	0	0	<u> </u>		· 	,
530-545	117	0	0	0	0	117	100	0	(i o	0	100	- C	1 0		0	·	il i
545-600	95	0	0	0	0	95	74	0		0	1	75	0	Ö		i l i	·	
HOUR TOTALS					T			T		<u> </u>				 	<u> </u>	 	 	+
400-500	348	0	0	0	0	348	294			1	6	303	-	 		, ,	0 0	1
415-515	396	-	0	Ō	1	-					i ă	325	- 0	, n		1 0	+	(1
430-430****	429	S-11 (1)	0	PROFESSION O	3875	## A 429					a a salar sa							
445-545	447	C	0	0	C	447	376			C	1	377	0	1)
500-600	422	0		t ă	i č		361			+	 	363		1 -		·		-

				4			Ĭ			5	······				-	6		
				BRT			l .		w	втн			1		W	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	ВОВ-Т	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0) 0	0	1) (C	0	0	0	0	D			0
415-430	0	0	0	1		0 0	0) (0	0	0	ō	0	ol o			1
430-445	0	0	0			0	0	<u> </u>		1 0	0	, o	i	Ö	+			,
445-500	0	0	0			0 0	0	<u>-</u>	1 0	0	0	ō		i o	+	<u>-</u>		,
500-515	0	0	0			0	0	7	1 .	1 0	1	0	Ť	0				
515-530	0	0	0	(0	0	ō	7	1	1 0	1 0	Ö	Ť	0				
530-545	0	0	0	(0	0	70			1	il n	i	- n	0		1 6		1 0
545-600	0	0	0	(0	0	ō		1 0	1 0	il ö	0	<u>-</u>	<u> </u>	1 0			
HOUR TOTALS							· · · · · ·	 	 	 	1	· · · · · · · · · · · ·	— <u> </u>	<u>`</u>	' 	 	<u>`</u>	
400-500	. 0	0	0	1 (0	0	- 0	- 0	1 .	1	1 0	n	0	-	1 0	0		
415-515	0	0	0		0	0		0	1	0	1 - 6	l ň		0				
430-530		50 - T. O	O CHARGO		1 2 2 2 2 0	e n	- 0	e box - so c					- O		0		* 0	
445-545	0	0	0	(0	0	n	ſ		0	0		0	0			0	
500-600	0	ō	ō		0	0	ő	0	1 0	1 0	1 6	0	 	0	 		1	

				7						8						9		· · · · · · · · · · · · · · · · · · ·
				BRT					NI NI	втн					N	BLT		7
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	- 0	0	0	64	0	0	1	5	70	2	0	0	0	0	
415-430	0	0	0	0	0	0	43		0		3	46	2	0	 	i n		
430-445	0	0	0	0	0	0	54		0		3	57	0	1 0	, i	0		
445-500	0	0	0	0	0	0	74		1 0	1	1 2	77	3	1 0		1		· · · · · · · · · · · · · · · · · · ·
500-515	0	0	0	0	0	0	49	C	0		1 . 2	51	1	0				
515-530	0	0	0	0	0	Ö				1 1	1 7	50		, o			 	
530-545	0	0	0	0	0	Ö	47	0		1 6	i	47		1 0			 	
545-600	0	0	0	0	0	0				, c	1	51	3	0	+	<u> </u>	- 6	
HOUR TOTALS					1				<u> </u>					 	† <u>*</u>		 	— <u> </u>
400-500	0	0	0	- O	0	0	235	0	0	1 3	13	250	7	0	0		1	- 7
415-515	0	0	0	Ö	0	ō	220			1 1	10		6	0			- 6	- '
430-530	0	5 O	a 6		0	0	225			2		235		0				5
445-545	0		0	D		0	218			2	5	225	7	0		0	0	
500-600	0	0	0	0	0	0	194		Ö	1	4	199	7	1 6		<u> </u>	ő	

		-		10						11]			12		
				BRT					E	втн			Ē		E	BLT		
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	вов-т	CHASS	CONT	OTHR	TOTAL
400-415	0) 0	0) 0		1) () (0	28	Ö	1	0	0	28
415-430	0	C	0	0	(0	C		1 0	1	0	0	21	0	1 6	0	i	1
430-445	0	0	0	0	C	0	C	(1) ()	0	29		1 -	0		1
445-500	0	0	0	0	7	0	- 0		1			0	20		1			1
500-515	0	0	0	0	0	0	C	C) (1	0	28		1 7		<u>-</u>	
515-530	0	0) 0	0	C	0	C		1	1 0	1	1 0	24			·		
530-545	0	0	0	0		0		1		1 6	1	i o	23				- ŏ	
545-600	0	0	Ó	0	0	0	0	1			1	0	34		 	d	l ő	
HOUR TOTALS				i			 	<u> </u>	† 	† <u>`</u>	 	 		 -	······	' 		
400-500	0	0	0	0		0	<u> </u>	-	-	 	· · · · ·	· · · · · ·	98		 ,	 	 	
415-515	n		0	1 6		1 6	- ŏ	1 0			+		98		1	<u> </u>	0	
		e de la companie de l	0	0				- 0				L				ı U	. 0	
445-545	0	n	0	n	0		0							<u> </u>			Part of U	101
500-600	<u>v</u>	<u> </u>	1 0	1 0	- 0	1 							95		1	0	- 0	95
300-000	U		1 0		<u> </u>	U	0	0		ų o	0	į U	109	0		1 0	0	109



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

KAKU ASSOCIATES

PROJECT:

CABRILLO MARINA EXPANSION - PHASE II

DATE:

SUNDAY, AUGUST 25TH, 2002

PERIOD:

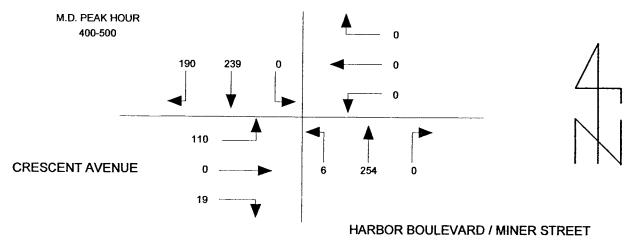
1:00 PM TO 5:00 PM

INTERSECTION: N/S

HARBOR BOULEVARD / MINER STREET

E/W CRESCENT AVENUE

15 MIN COUN	TS	ALFARMATE					and the said.		1375-130	N. Self didde		resident in the	SET THE SET
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-115	21	63	0	0	0	0	0	50	0	3	0	15	152
115-130	22	66	0	0	0	0	0	51	1	3	0	23	166
130-145	37	91	0	0	0	0	0	60	3	4	0	25	220
145-200	34	61	0	0	0	0	0	61	3	4	0	26	189
200-215	32	51	0	0	0	0	0	39	1	1	0	28	152
215-230	51	63	0	0	0	0	0	52	2	6	0	30	204
230-245	33	51	0	0	0	0	0	43	2	8	0	27	164
245-300	45	65	0	0	0	0	0	57	2	6	0	35	210
300-315	56	64	0	0	0	0	0	46	2	2	0	26	196
315-330	55	91	0	0	0	0	0	64	2	0	0	21	233
330-345	28	57	0	0	0	0	0	54	2	2	0	13	156
345-400	28	65	0	0	0	0	0	63	2	1	0	19	178
400-415	47	81	0	0	0	0	0	65	3	4	0	33	233
415-430	45	47	0	0	0	0	0	58	1	9	0	21	181
430-445	45	47	0	0	0	0	0	61	0	3	0	25	181
445-500	53	64	0	0	0	0	0	70	2	3	0	31	223
HOUR TOTAL													
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-200	114	281	0	0	0	0	0	222	7	14	0	89	727
115-215	125	269	0	0	0	0	0	211	8	12	0	102	727
130-230	154	266	0	0	0	0	0	212	9	15	0	109	765
145-245	150	226	0	0	0	0	0	195	8	19	0	111	709
200-300	161	230	0	0	0	0	0	191	7	21	0	120	730
215-315	185	243	0	0	0	0	0	198	8	22	0	118	774
230-330	189	271	0	0	0	0	0	210	8	16	0	109	803
245-345	184	277	0	0	0	0	0	221	8	10	0	95	795
300-400	167	277	0	0	0	0	0	227	8	5	0	79	763
315-415	158	294	0	0	0	0	0	246	9	7	0	86	800
330-430	148	250	0	0	0	0	0	240	8	16	0	86	748
345-445	165	240	0	0	0	0	0	247	6	17	0	98	773
400-500	190	239	0	0	0	0	0	254	6	19	0	110	818
										,,,	<u> </u>		010



	N/S	Street .	Miner S	š	_	Ε⁄W	Stree	22	nd Si	t			Proj	ect#	0967	0042																																		
	Date	e <u>08/2</u>	0/02		Ci	ity .	San P	edro		_																																								
		NL			N	NT			N	R				SL				ST				SR				EL				ΕT				ER			,	∧t.				wr				WR				
7:00 AM	BOBTAIL	CHASSIS	의	PASSENGER CARS BOBTAIL	CHASSIS	OTHER TRUCKS	PASSENGER CARS	BOBTAIL	CONTAINER	OTHER TRUCKS	PASSENGER CARS	BOBTAIL	CHASSIS	~		BOBTAIL	CHASSIS	CONTAINER OTHER TRICKS			CHASSIS	CONTAINER OTHER TRICKS	מושבע	PASSENGER CARS BOBTAIL	CHASSIS	CONTAINER OTIVED TRI ICKS	PASSE		CHASSIS	CONTAINER OTHER TRUCKS	4	. 1		CONTAINER OTHER TRUCKS	0000	BOBTAIL	CHASSIS	CONTAINER OTHER TRUCKS	PASSENGER CARS	BOBTAIL.	CHASSIS	NER	OTHER TRUC	PASSENGER CARS	CHASSIS	CONTA	OTHER TRUCKS	PASSENGER CARS		
15 30 45 8:00 15 30 45			1 2 0 1 1 2 0 0 2 1 1			1	5 7 9 2 7 8 9 7				0 2 0 1 1 2 2	1		4 3 1 1 2 2	13 12 7 8 12 11 13			1	18			1 2	18 1: 15 1: 2: 30 18) 1		1	63 91 90 107 75 56 38 34			1 1 1	8 10 11 9 11 14 13				4 3 5 4 2 6 2 3				2 1 2 2 0 2 3	1			6 2 5 6 1 5	2 1		1	2 3 5 1	2 9 10 13 8 10 12		
TOTALS	0	0 0	4 13	0	0 0) 1	54	0 (0	0	8	2	0 1	13	85	0	0	0 3	99	0	0	1 4	15	1 1	0	0 2	554	0	0	0 3	86	0	0	0 0	29	0	0 (0 0	14	1	0	0 1	1 37	7 3	0	1	21	74		
7-8an 8-9an		0 0	4 8 otal 12 0 5 otal 5		0 0	Total	23 24 31 31	0 0	0	0 Total 0 Total	2 2 6 6	1	-) 8 Total I 5 Total	44	0	0	0 2 Tota 0 1 Tota	28	0	0	0 1 Tota 1 3 Tota	90	1	0	0 1 Tota 0 1 Tota	203		•	0 1 Tota 0 2 Tota	48	-	•	0 0 Total 0 0 Total	13	0	0 (O O Total O O Total	7	0	0	0 0 Tota 0 1 Tota	al 16	6 2 2	0	-	tal ·	34 48 40 53	Grand T 699 Grand T 567	•
4:00 PM 15 30 45 5:00 15 30 45 TOTALS		0 0	3 4 4 2 2 3 6 5		0 0	1	4 6 6 7 4 8 13	0 (0 0	0	1 0 3 0 0 2 1 1	1	0	1 1 1 1 2	11 12	0		2 0	4 5 3 5 3 4 6 3 33		1	0 0	5	3		1 4	33 29 52 40 43 37 46 34 314	_1	0	2 1 1	7 10 6 14 19 12 17 14 99		1	0 0	3 4 2 2 2 4 1 0 3		0 (0	3 2 2 1 1 1 2 1	1	0	0 1	11 13 15 8 1 8 1 11 13 15 1 98	3 5 3 3 1 3 9 1	0	1	3 5 1	8 6 7 9 13 7 10 14 74		
4-5pm 5-6pm		0 0	0 13 otal 13 0 16 otal 16	3 0	0 0	Total	22 23 32 32	0 (0	Total	4 4 4	0	0 1) 3 Total I 3 Total	44	0	•	0 0 Tota 2 0 Tota	16	1		0 0 Tota 0 0 Tota	1 25	7 8 0	0	1 4 Tota 0 4 Tota	al 165		-	0 2 Tota 0 2 Tota	40 62	0		0 0 Total 0 0 Total	12 8			Total O Total Total	5	1	0	O C Tota O 1	al 47 1 51	7 1 1	0	To 1	tal :	30 33 44 53	Grand 1 657 Grand 1 724	
		al North b					0						South South						2								d bobta				1 6						i West							4 2						
		al North b					0						South South						0								d Chas d Chas				0 2						i Wesi							0						
		al North bo				РМ	0						South South					s PM	2								d Cont d Cont			РМ	0 1						l West					s PM		1						
		al North bo al North bo					5 1						South South						20 6								d Othe d Othe				5 12						i West						?	22 11						
		al North bo al North bo					75 91						South						335 624								d pass d pass				669 432						i West							25 85						



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES

PROJECT: CABRILLO MARINA EXPANSION - PHASE II

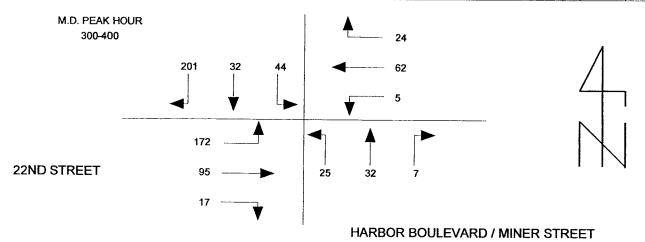
DATE: SUNDAY, AUGUST 25TH, 2002

PERIOD: 1:00 PM TO 5:00 PM

INTERSECTION: N/S HARBOR BOULEVARD / MINER STREET

E/W 22ND STREET

		4	2	3	4	5	6	7	8	9	10	44	12	Augustes 19 Value of Sala
PERIOD		SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	11 EBTH	EBLT	TOTAL
100-115		46	6	5	9	16	0	3	8	2	1	12	32	140
115-130		56	6	4	6	19	0	1	5	4	0	15	32	148
130-145		52	12	10	3	8	0	2	7	1	7	21	50	173
145-200		54	12	8	5	11	1	5	14	6	5	10	42	173
200-215		34	8	11	7	26	1	2	4	6	5	20	28	152
215-230		37	11	13	4	11	1	3	7	4	7	14	38	150
230-245	7.4	38	5	19	7	15	0	0	7	0	4	19	33	147
245-300		44	7	15	7	10	2	1	11	6	6	13	39	161
300-315		48	6	10	4	20	2	3	2	9	5	33	40	182
315-330		63	11	9	7	15	2	1	9	4	5	17	41	184
330-345		41	10	10	5	15	0	1	14	5	3	24	46	174
345-400		49	5	15	8	. 12	1	2	7	7	4	21	45	176
400-415		47	9	11	10	11	3	3	12	1	4	21	40	172
415-430	3.1	37	5	14	5	14	2	1	10	6	3	15	47	159
430-445		30	9	9	3	13	0	1	6	6	4	12	47	140
445-500		47	10	9	8	9	0	2	13	4	1	9	54	166
HOUR TO	TAL	S				1 1 1 1 1 1 1 1 1 1	14 17 A		4, 3, 1, 1, 1,	3 1 1 1 2 1				1 1 1 1 1
n Area		1	2	3	4	5	6	7	8	9	10	11	12	
TIME		SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-200		208	36	27	23	54	1	11	34	13	13	58	156	634
115-215		196	38	33	21	64	2	10	30	17	17	66	152	646
130-230		177	43	42	19	56	3	12	32	17	24	65	158	648
145-245		163	36	51	23	63	3	10	32	16	21	63	141	622
200-300		153	31	58	25	62	4	6	29	16	22	66	138	610
215-315		167	29	57	22	56	5	7	27	19	22	79	150	640
230-330		193	29	53	25	60	6	5	29	19	20	82	153	674
245-345		196	34	44	23	60	6	6	36	24	19	87	166	701
300-400		201	32	44	24	62	5	7	32	25	17	95	172	716
315-415		200	35	45	30	53	6	7	42	17	16	83	172	706
	34 4	174	29	50	28	52	6	7	43	19	14	81	178	681
330-430														501
330-430 345-445		163	28	49	26	50	6	7	35	20	15	69	179	647



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

KAKU ASSOCIATES

PROJECT:

CABRILLO MARINA EXPANSION - PHASE II

DATE:

TUESDAY, AUGUST 27TH, 2002

PERIODS:

7:00 AM TO 9:00 AM AND

VIA CABRILLO MARINA

4:00 PM TO 6:00 PM

INTERSECTION: N/S

E/W 22ND STREET

	1	2	3	4	5	6	7	8	9	10	11	12				- 1		A .
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	ЕВТН	EBLT	TOTAL	AM PEAK HOUR		{	A	A
700-715	0	0	0	0	11	5	4	0	9	20	86	0	135	700-800			T	ا ل
715-730	0	0	0	0	22	8	13	0	10	16	54	0	123					1/1
730-745	0	0	0	0	16	8	15	0	13	20	114	0	186	0	0 0	, .	◀	59
745-800	0	0	0	0	10	7	13	0	10	17	106	0	163		1 1			
800-815	0	0	0	0	13	10	3	0	6	10	68	0	110	_ا	- ↓			28
315-830	0	0	0	0	20	7	11	0	12	14	71	ō	135	•	▼ -	→	▼	
830-845	0	0	0	0	10	22	8	0	9	13	61	0	123				A	
845-900	0	0	0	0	17	6	8	0	10	20	54	0	115	0			•	
HOUR TOTAL	S		uries Le vitaria															
	1	2	3	4	5	6	7	8	9	10	11	12	1. A. 1.	22ND STREET 360		42	Ó	45
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL		_			
700-800	0	0	0	0	59	28	45	0	42	73	360	0	607	73				
715-815	0	0	0	0	61	33	44	0	39	63	342	0	582		▼		VIA CABE	RILLO MARINA
730-830	0	0	0	0	59	32	42	0	41	61	359	0	594					
745-845	0	0	0	0	53	46	35	0	37	54	306	0	531			•		
800-900	0	0	0	0	60	45	30	0	37	57	254	0	483					

15 MIN COU	NTS	7. 1914	ELALY		gyan h	4:00 PM T	O 6:00 PM	A										
	1	2	3	4	5	6	7	8	9	10	11	12					A	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL	PM PEAK HOUR			T	1
400-415	0	0	0	0	44	10	15	0	28	21	40	0	158	430-530		T_	º N	1
415-430	0	0	0	0	47	5	9	0	13	11	25	0	110				'1	4
430-445	0	0	0	0	53	4	8	0	22	19	43	0	149	0	0 0	◀	259	
445-500	0	0	0	0	77	7	12	0	30	18	36	0	180			-		
500-515	0	0	0	0	51	5	20	0	22	13	23	0	134		\		31	
515-530	0	0	0	0	78	15	17	0	15	21	39	0	185			T		
530-545	0	0	0	0	30	10	11	0	15	16	20	0	102		A	_	<u> </u>	
545-600	. 0	0	0	0	84	15	11	0	22	12	39	0	183	0			•	
HOUR TOTA	LS			Jag in 18														
	1	2	3	4	5	6	7.	8	9	10	11	12		22ND STREET 141		89	0 57	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL	•				
400-500	0	0	0	0	221	26	44	0	93	69	144	0	597	71				
415-515	0	0	0	0	228	21	49	0	87	61	127	0	573		▼	VI.	A CABRILLO MARIN	iΑ
430-530	0	0	0	0	259	31	57	0	89	71	141	0	648					
445-545	0	0	0	0	236	37	60	0	82	68	118	0	601					
500-600	0	0	0	0	243	45	59	0	74	62	121	0	604					



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

KAKU ASSOCIATES

PROJECT:

CABRILLO MARINA EXPANSION - PHASE II

DATE:

SUNDAY, AUGUST 25TH, 2002

PERIOD:

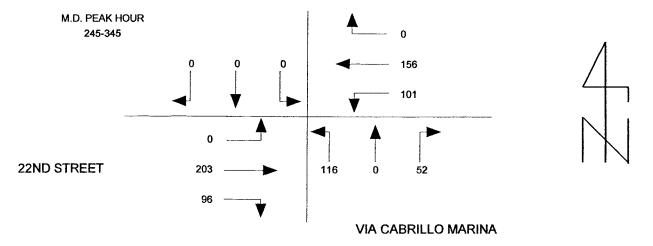
1:00 PM TO 5:00 PM

INTERSECTION: N/S

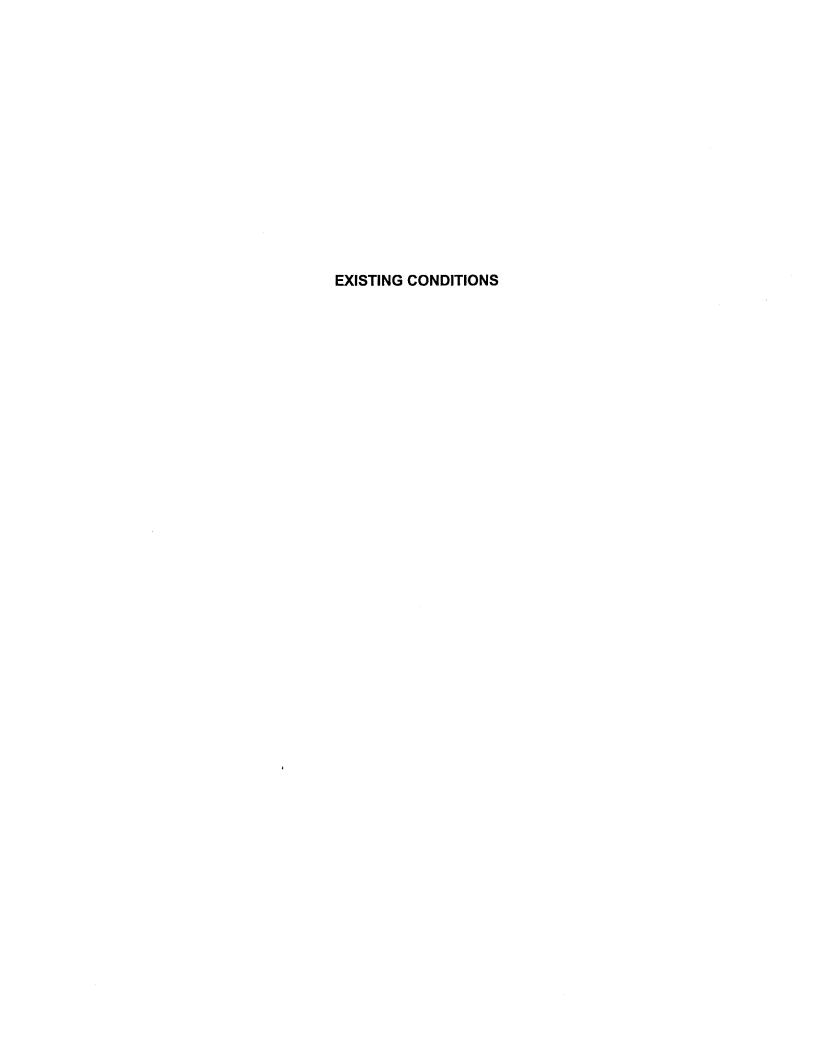
VIA CABRILLO MARINA

E/W 22ND STREET

		1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD		SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	ЕВТН	EBLT	TOTAL
100-115	19.1	0	0	0	0	33	21	6	0	19	12	35	0	126
115-130		0	0	0	0	39	32	7	0	26	25	43	0	172
130-145		0	0	0	0	40	27	17	0	26	27	55	0	192
145-200		0	0	0	0	48	24	9	0	27	24	33	0	165
200-215		0	0	0	0	56	20	10	0	30	22	32	0	170
215-230		0	0	0	0	26	10	9	0	14	32	36	0	127
230-245	15	0	0	0	0	35	28	15	0	32	25	49	0	184
245-300		0	0	0	0	31	27	11	0	24	26	43	0	162
300-315		0	0	0	0	47	28	11	0	27	24	52	0	189
315-330		0	. 0	0	0	35	16	24	0	25	23	52	0	175
330-345		0	0	0	0	43	30	6	0	40	23	56	0	198
345-400	11.1	0	0	0	0	35	20	14	0	27	19	43	0	158
400-415		0	0	0	0	24	37	9	0	13	19	42	0	144
415-430		0	0	0	0	47	22	9	0	37	18	51	0	184
430-445		0	0	0	0	29	11	16	0	23	9	28	0	116
445-500		0	0	0	0	33	16	12	0	15	13	43	0	132
HOUR TO	TALS											A. 1		1 4 2
	4 3	1	2	3	4	5	6	7	8	9	10	11	12	
TIME		SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-200		0	0	0	0	160	104	39	0	98	88	166	0	655
115-215		0	0	0	0	183	103	43	0	109	98	163	0	699
130-230		0	0	0	0	170	81	45	0	97	105	156	0	654
145-245		0	0	0	0	165	82	43	0	103	103	150	0	646
200-300		0	0	0	0	148	85	45	0	100	105	160	0	643
215-315	4.	0	0	0	0	139	93	46	0	97	107	180	0	662
230-330		0	0	0	0	148	99	61	0	108	98	196	0	710
245-345		0	0	0	0	156	101	52	0	116	96	203	0	724
300-400		0	0	0	0	160	94	55	0	119	89	203	0	720
315-415		0	0	0	0	137	103	53	0	105	84	193	0	675
330-430		0	0	0	0	149	109	38	0	117	. 79	192	0	684
345-445	T	0	0	0	0	135	90	48	0	100	65	164	0	602
		0	0	0	0	133	86	46	0	88	59	164	0	576



SUBAPPENDIX B.3 INTERSECTION LEVEL OF SERVICE WORKSHEETS



CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S:	Harbor BI	W/E:	SR-47 WB On-Ramp	I/S No: 1
AM/PM: AN	Commen	ts: Existing Cond	ditions	
COUNT DAT	E:	STUDY DATE:	GROWTH	H FACTOR:

Volume	e/Lane/Sigi	nal Config	uration	s =====								· · · · · · · · · · · · · · · · · · ·
		THBOUN			UTHBOU	ND	w	ESTBOU	ND -	EA	STBOU	ND -
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	533	343	0	0	192	29	0	0	0	0	0	0
AMBIENT												
RELATED					<u> </u>							
PROJECT												
TOTAL	533	343	0	0	192	29	0	0	0	0	0	0
LANE	ዓ _ቆ ታ ት		¹ ₽ 4 ¹ ₽	ф ф П	个 命 行 1 1	\$ p 4p	ч	个 命 仓	\$ rÞ 4πÞ	4 fr 4	分 4	4 ₁ 0 4 ₁ 0
	Phasing	j R1	OR	Phasii	ng i	RTOR	Phasii	ng l	RTOR	Phasin	g	RTOR
SIGNAL	Perm	A	uto	Pern	n	Auto	Pern	n _	Auto	Perm		Auto

Critical Movements Diagram	SouthBound			
EastBound ———		WestBound	V/C RATIO	LOS
A:0	1 7	A: 0	0.00 - 0.60	A
B: 0		B: 0	0.61 - 0.70	В
	NorthBound A: 172		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 533		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = $B(N/B) + A($	S/B)		
West/East Critical Movemen	ts = B(W/B) + A(E/B)		
V/C = 533	+ 111 + 0 1500	+ 0 = 0.429	LOS =	A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

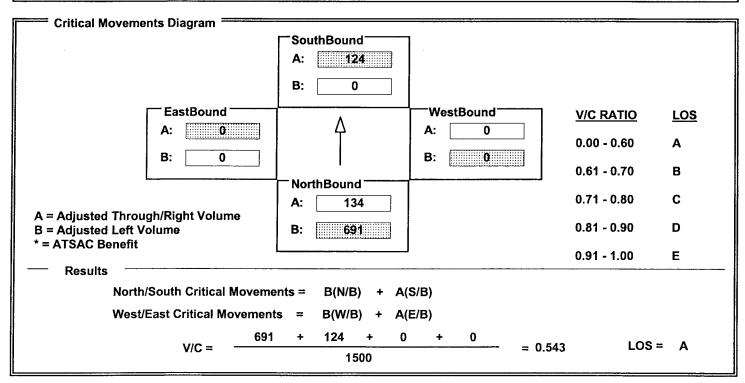
N/S:	Harbor Bl	W/E:	SR-47 WB On-Ramp	I/S No: 1
AM/PM: PM	Commen	ts: Existing Con	ditions	
COUNT DATE	:	STUDY DATE:	GROWT	TH FACTOR:

Volume	:/Lane/Signa	al Configuration	s								
	NORT	HBOUND	SOU	ITHBOU	ND	WE	STBOUN	VD.	E	ASTBOU	ND
	LT	TH RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	540	284 0	0	226	46	0	0	0	0	0	0
AMBIENT											
RELATED											
PROJECT											
TOTAL	540	284 0	0	226	46	0	0	0	0	0	0
LANE	ሳ _ብ 수	\$\frac{2}{3}\tau^2\tau^2	\$\frac{1}{4} \frac{1}{4}	A 分 		\$ \$P 4	7 A3 C3	<u>, t</u> b 4 ¹ €	4 &	个 森 4	1) IP 41P
	Phasing	RTOR	Phasing	g l	RTOR	Phasin	ıg F	RTOR	Phasi	ng	RTOR
SIGNAL	Perm	Auto	Perm		Auto	Perm		Auto	Perr	n	Auto

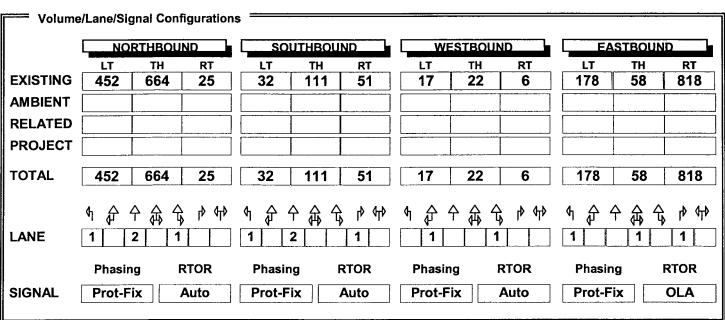
Critical Movements Diagram	SouthBound A: 136			
EastBound	Λ	WestBound	V/C RATIO	LOS
A: 0 B: 0	Ţ	A: 0 B: 0	0.00 - 0.60	Α
B	NorthBound	5 .	0.61 - 0.70	В
	A: 142		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 540		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results North/South Critical Movement West/East Critical Movement	(, , , , , , , , , , , , , , , , , , ,	•		
V/C = 540	+ 136 + 0 1500	+ 0 = 0.451	LOS =	A

N/S:	Harbor Bl	W/E:	SR-47 WB On-Ramp	I/S No: 1
AM/PM: PM	Comments	Existing Cond	ditions for Saturday	
COUNT DATE:		STUDY DATE:	GROWTH	FACTOR:

	NOF	RTHBOU	ΩV	SC	UTHBO	IND	W	ESTBOU	ND	E/	ASTBOU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	ТН	RT
EXISTING	691	267	0	0	228	19	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												Ī
TOTAL	691	267	0	0	228	19	0	0	0	0	0	0
	4 £ 4	4 4	f\$ 4 _T \$	\$ A	个 	क्ष क्	4 fr	ተ ሒ ና	40 41 2	\$ £	个 	ተ ተ
LANE	1 2				1 .	Í						
	Phasing	g F	TOR	Phasi	ng	RTOR	Phasir	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Perm		Auto	Perr	n	Auto	Perm	1	Auto	Pern	n	Auto



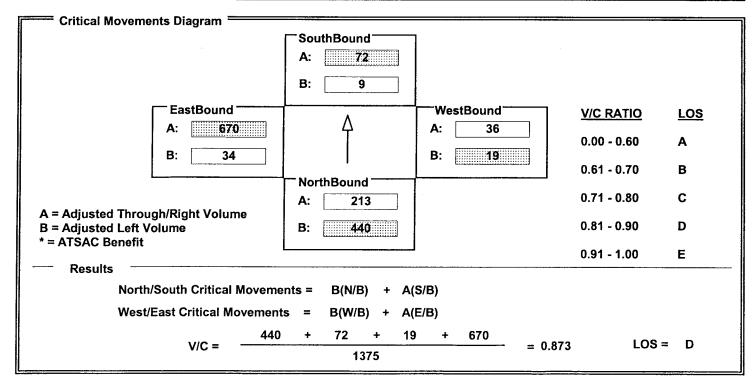
N/S:	Harbor Bl	W/E:	SR-47 & Swinford St	I/S No: 2
AM/PM: A	M Comment	s: Existing Con	ditions	
COUNT DA	TE:	STUDY DATE:	GROWT	H FACTOR:



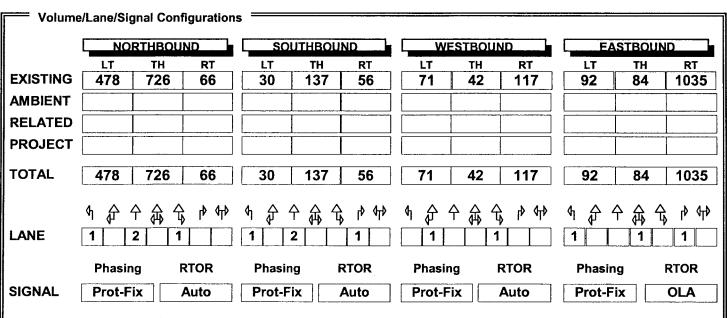
Critical Movements Diagram	SouthBound A:56			
EastBound	Λ	WestBound	V/C RATIO	LOS
A: 438 B: 178		A: 28 B: 17	0.00 - 0.60	Α
B: 178		B: 17	0.61 - 0.70	В
	A: 230		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 452		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results North/South Critical Movement West/East Critical Movement		S/B) E/B)		
V/C = 452	+ 56 + 17 1375	+ 438 = 0.700	LOS =	С

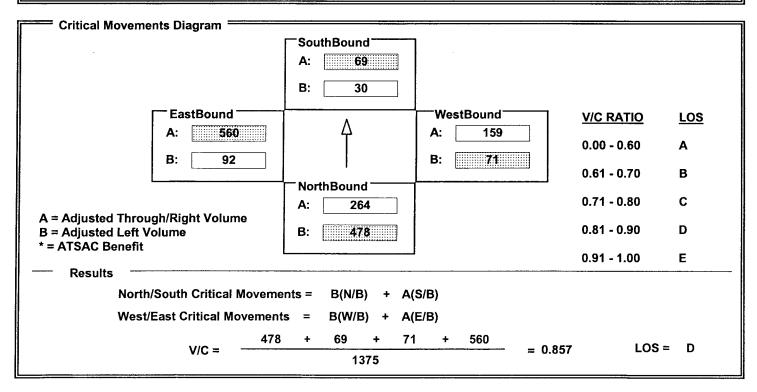
N/S:	Harbor BI	W/E:	SR-47 & Swinford St	I/S No: 2
AM/PM: PM	Comme	nts: Existing Con	ditions	
COUNT DATE:		STUDY DATE:	GROWTI	H FACTOR:

Volume	e/Lane/Sigr	nal Confid	guration	s ====								
	., <u>Lai 10, 0 19</u> 1	iai oomii	garation									
	NOR	THBOUN	D	SO	UTHBOL	ND	v	VESTBOU	ND	EA	STBOU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	440	627	11	9	143	63	19	24	12	34	14	1326
AMBIENT												
RELATED									[.			
PROJECT												
TOTAL	440	627	11	9	143	63	19	24	12	34	14	1326
LANE	φ ή ή ή 1 2	VV V	lþ 44þ	4 分	今 命 行 2	\(\frac{1}{4}\)	φ β	个命	\$	f 分 f	个 命 4	β β ΦηΦ 1
	Phasing	, R	TOR	Phasir	ng	RTOR	Phas	ing	RTOR	Phasir	ng	RTOR
SIGNAL	Prot-Fix	(A	uto	Prot-F	ix	Auto	Prot-	Fix	Auto	Prot-F	ix	OLA



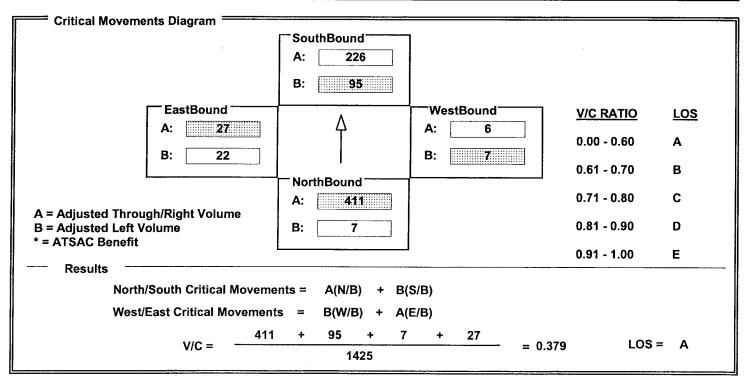
N/S:	Harbor BI	W/E:	SR-47 & Swinford St	I/S No: 2
AM/PM: P	M Commer	nts: Existing Con	ditions for Saturday	
COUNT DA	TE:	STUDY DATE:	GROWTI	H FACTOR:





N/S:	Harbor Bl	W/E:	6th St	I/S No: 3
AM/PM: AN	Commer	ts: Existing Condition	ns	
COUNT DAT	E:	STUDY DATE:	GRO	OWTH FACTOR:

Volume	e/Lane/Sig	gnal Conf	iguration	1S								
	NO	RTHBOU	ND.	so	UTHBOU	IND	WE	STBOU	ND	EA	STBOUN	ND -
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	7	798	24	95	414	37	7	6	22	22	16	11
AMBIENT												
RELATED												
PROJECT												T
TOTAL	7	798	24	95	414	37	7	6	22	22	16	11
LANE	h 分 (个 命 存 1 1	, ι _γ φιγ	φ _φ	个 命 仓 1 1	4p 4p 4p	f 分 2	个 众 行 1	2	\$ 分 ²	分 众 句	4 _T ₽ 4 ₁ 4
	Phasin	ıg F	RTOR	Phasir	ng i	RTOR	Phasin	ıg l	RTOR	Phasin	g	RTOR
SIGNAL	Prot-F	ix	Auto	Prot-F	ix	Auto	Perm		Auto	Perm		Auto



N/S:	Harbor BI	W/E:	6th St	I/S No: 3
AM/PM: PM	Comm	nents: Existing Condition	ons	
COUNT DATE	:	STUDY DATE:	GR	OWTH FACTOR:

	NORTI	BOUND	SOL	JTHBOU	VD =	WE	STBOU	ND	EA FA	STBOU	ND
	LT	TH RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	9 4	39 44	107	1042	45	21	34	79	37	23	6
AMBIENT											1
RELATED				Ī							
PROJECT											
TOTAL	9 4	39 44	107	1042	45	21	34	79	37	23	6
LANE	\$ 分 个 1 1		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	分分 存 1 1 1	¹b d¹b		个 命 行 1	2	\$ 分(分 	φ τ
	Phasing	RTOR	Phasin	g F	RTOR	Phasin	ıg	RTOR	Phasin	ıg	RTOR
SIGNAL	Prot-Fix	Auto	Prot-F	ix /	Auto	Perm	1	Auto	Perm		Auto

Critical Movements Diagram	SouthBound A: 544			
EastBound A: 29	Д	WestBound A: 34	V/C RATIO	LOS
В: 37		B: 21	0.00 - 0.60 0.61 - 0.70	A B
A = Adjusted Through/Right Volume	NorthBound A: 242		0.71 - 0.80	С
B = Adjusted Left Volume * = ATSAC Benefit	B: 9		0.81 - 0.90 0.91 - 1.00	D E
Results				
North/South Critical Moveme	ents = $B(N/B) + A($	S/B)		
West/East Critical Movement	ts = A(W/B) + B(E/B)		
V/C = 9	+ 544 + 34 1425	+ 37 = 0.438	LOS =	A

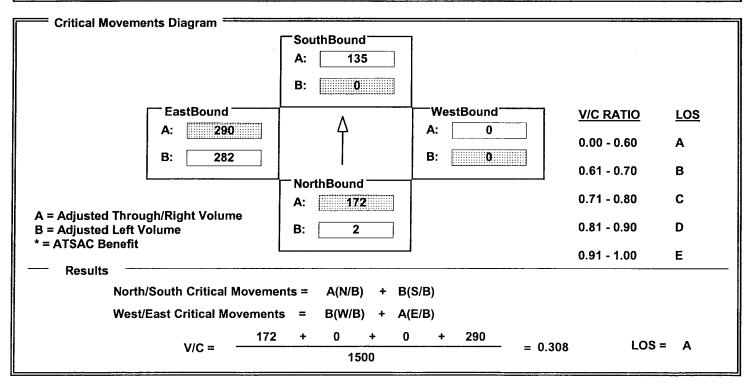
N/S:	Harbor BI	W/E:	6th St	I/S No: 3
AM/PM: PM	Comme	nts: Existing Condition	ons for Saturday	
COUNT DATE:		STUDY DATE:	GRO	WTH FACTOR:

Volume	e/Lane/Sig	nal Confi	auration	. = ===								
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	ar Larier Orgi	nai oomi	garatio	13								
	NOR	THBOUN	D	SO	UTHBOU	ND		WESTBOUND			ASTBOU	ND
l	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	370	230	483	521	67	76	149	489	29	90	18
AMBIENT					•							
RELATED												
PROJECT												
						· · · · · · · · · · · · · · · · · · ·			1	1		
TOTAL	6	370	230	483	521	67	76	149	489	29	90	18
	4 ^ ^		J. 4.3	1	^ ^ ^		4 ^		A . A . A . A	4. ^	^ ^	A . A.A
	4 2 4	4 44	lp 44p	δ φ γ ·	↑ ♠ 1	\$ to 4to	Ψ _{\$\direct{\psi}}	· 수 🌣	\$ 10 40	ሳ &	个科 '	计中邻
LANE	1 1	1		1	1 1		1	1	2	1		1
	Phasing	ı R'	TOR	Phasin	a i	RTOR	Pha	sing	RTOR	Phasi	na	RTOR
							1 110	,		,		NION .
SIGNAL	Prot-Fix	K A	uto	Prot-F	ix	Auto	Pe	rm	Auto	Peri	n	Auto

Critical Movements Diagram	SouthBound A: 294 B: 483			
EastBound A: 108	Δ	WestBound A: 149	<u>V/C RATIO</u> 0.00 - 0.60	<u>LOS</u>
B: 29		B: 76	0.61 - 0.70	В
A = Adjusted Through/Right Volume B = Adjusted Left Volume	A: 300 B: 6		0.71 - 0.80 0.81 - 0.90	C D
* = ATSAC Benefit Results			0.91 - 1.00	E
North/South Critical Moveme	ents = A(N/B) + B(S/B)		
West/East Critical Movement	ts = B(W/B) + A(E/B)		
V/C = 300	+ 483 + 76 1425	= 0.679	LOS =	В

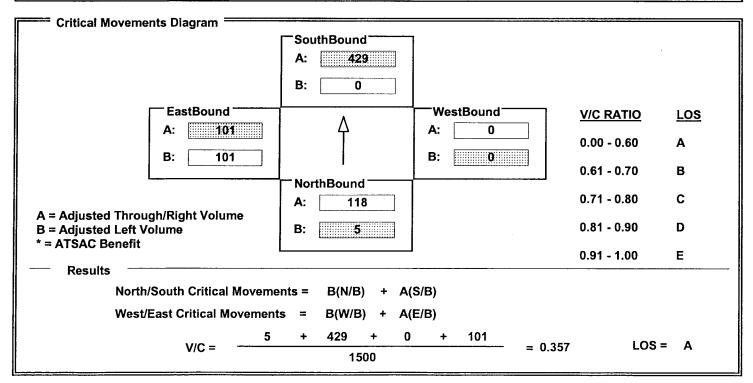
N/S:	Harbor Bl/ Miner St	W/E:	Cresent Av	I/S No:	4
AM/PM:	AM Comments:	Existing Condit	ions		
COUNT DA	ATE:	STUDY DATE:	GRO	WTH FACTOR:	

Volume	e/Lane/Sig	nal Conti	guration	s									
	NOR	THBOUN	D	SO	UTHBOU	ND	WESTBOUND			EA	EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	2	344	0	0	203	66	0	0	0	282	0	8	
AMBIENT								T	T				
RELATED													
PROJECT								Ī	Ī				
TOTAL	2	344	0	0	203	66	0	0	0	282	0	8	
LANE	\$ 分分 1 2		lβ (41)	\$ \$P	个 _命 行 1 1	<u>}</u>	ф []	个 命 4		4 pr 4	产 		
	Phasing	g R	TOR	Phasir	ng :	RTOR	Phasi	ing	RTOR	Phasin	g	RTOR	
SIGNAL	Perm	A	uto	Perm	1	Auto	Peri	m	Auto	Perm		Auto	



N/S:	Harbor Bl/ Miner St	W/E:	Cresent Av	I/S No: 4
AM/PM:	PM Comments	Existing Cond	ditions	
COUNT	DATE:	STUDY DATE:	GROWT	H FACTOR:

Volume	e/Lane/Sig	nal Confi	auration	· e								
	#Laile/Oig	nai oomi	garation	13								
	NOF	RTHBOUN	VD.	SO	SOUTHBOUND			WESTBOUND			ASTBOU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	235	0	0	356	429	0	0	0	101	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	235	0	0	356	429	0	0	0	101	0	0
LANE	4 A 4	公 公		4 & 4	个 众 仓 1 1	1 1 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	\$ p	个 命	\$ p \$p	4 &	个命"	τ̂ _β ι δ 4η δ 1
	Phasin	g R	TOR	Phasin	g l	RTOR	Phas	ing	RTOR	Phasi	ng	RTOR
SIGNAL	Perm		luto	Perm		Auto	Per	m	Auto	Peri	n	Auto



INTERSECTION DATA SUMMARY SHEET

I 			····		·····							
N/S:		bor BI/ M		nonte: F	W/E: [1142		ent Av			4	
AM/PM:	AW		Comn	nents: Ex	disting C	onditions	s for Sati	urday				
COUNT	ATE:			STU	DY DATE	:			GROWTH	FACTOR:		
										L		
<u> </u>												
Volume	e/Lane/Si	gnal Confi	iguration	s			· · · - · ·		 ;			
	NO	RTHBOU	ND.	SO	UTHBOU	IND •	W	ESTBOU	IND	EAS	TBOUN	ND =
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT '
EXISTING	6	254	0	0	239	190	0	0	0	110	0	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	254	0	0	239	190	0	0	0	110	0	19
LANE SIGNAL	hasii	2 R	rþ ∮πþ LTOR Auto	∮ ∯ Phasii	1 1 ng		hasii	ng	RTOR Auto	Phasing Perm		RTOR Auto
Critica	l Moveme	ents Diagr	am —									
		J		S A B		nd 15 0						
		EastB			٨		West	Bound		V/C RATIO	<u> </u>	LOS
		A:	129		台		A: _	0		0.00 - 0.60		Α
		В: [110				В:	0				
		L		— - _N	orthBour	nd	<u> </u>			0.61 - 0.70	l	В
				A		27				0.71 - 0.80	(c
A = Adjus B = Adjus	ted Left V		Volume	В	:	6				0.81 - 0.90	ı	D
* = ATSAC	Benefit						j			0.91 - 1.00		€

North/South Critical Movements = B(N/B) + A(S/B)

> West/East Critical Movements = B(W/B) + A(E/B)

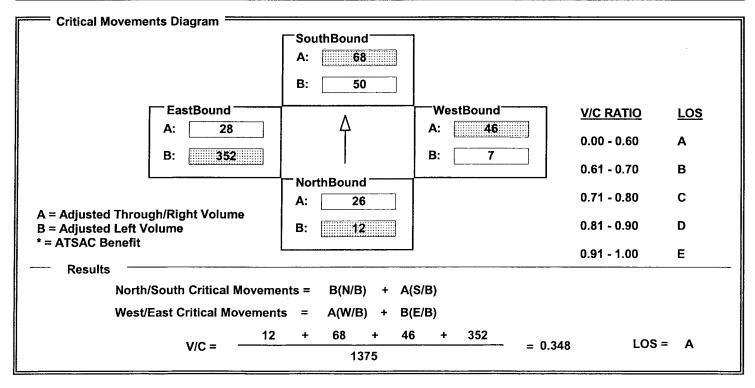
> > 0 129 215 V/C = 1500

= 0.233LOS = A

Results

N/S:	Miner St	W/E:	22nd St	I/S No:	5
AM/PM: A	M Comme	nts: Existing Condition	ons		
COUNT DA	TE:	STUDY DATE:	GRO	WTH FACTOR:	

Volume	e/Lane/Sign	al Configu	rations =										
	NORT	HBOUND		SOUTHBOUND			w	WESTBOUND			FASTBOUND		
	LT	TH	RT _	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	12	24	2	50	73	62	7	16	46	352	39	16	
AMBIENT					I								
RELATED													
PROJECT					I			I.					
TOTAL	12	24	2	50	73	62	7	16	46	352	39	16	
LANE	\$ 合个 1	命 分 「	Ե գեր գեր գեր գեր գեր գեր գեր գեր գեր գեր	4	∯ G 1	ip dip	fy 分 1	个 余 行 1		4 & 4 1	A 分 1 1 1	<u></u>	
	Phasing	RTC	R	Phasing	F	RTOR	Phasi	ng	RTOR	Phasin	g	RTOR	
SIGNAL	Perm	Aut	0	Perm		Auto	Prot-\	/ar	Auto	Prot-Va	ar	Auto	



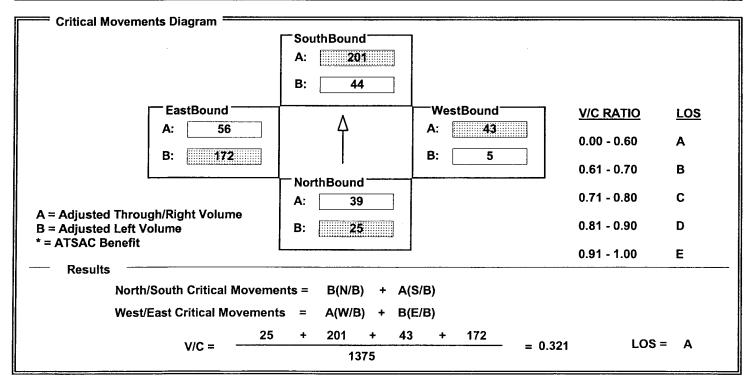
N/S:	Miner St	W/E:	22nd St	I/S No:	5
AM/PM: PM	Commo	ents: Existing Condition	ons		
COUNT DATE:		STUDY DATE:	GRO	WTH FACTOR:	

Volume	e/Lane/Sign	ai Config	urations	5									
	NOR	THBOUN		SO	UTHBOL	JND	<u>v</u>	WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	16	32	4	48	18	259	5	53	53	164	64	8	
AMBIENT													
RELATED													
PROJECT													
TOTAL	16	32	4	48	18	259	5	53	53	164	64	8	
LANE	\$ 分 个 1	命 兮	<u> </u>	ी की ²	产命 1 1		φ β	个 _命 行 1 1	7 kp 4tp	\$ 分	个 命 句 1 1	1 44 44 4	
	Phasing	RT	OR	Phasin	g	RTOR	Phasi	ing l	RTOR	Phasin	g	RTOR	
SIGNAL	Perm	Aı	uto	Perm		Auto	Prot-	Var	Auto	Prot-V	ar	Auto	

Critical Movements Diagram	SouthBound A: 259 B: 48			
EastBound	Λ	WestBound	V/C RATIO	LOS
A: 36 B: 164		A: 53 B: 5	0.00 - 0.60	A
	Nowth Down of		0.61 - 0.70	В
	NorthBound A: 36		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit	B: 16		0.81 - 0.90	D
			0.91 - 1.00	E
Results North/South Critical Movement	ents = B(N/B) + A(S/B)		
West/East Critical Movement	, , ,	E/B)		
V/C = 16	+ 259 + 53		LOS =	Α

N/S:	Miner St	W/E:	22nd St	I/S No: 5
AM/PM: PM	Comme	nts: Existing Conditio	ns for Saturday	
COUNT DATE	:	STUDY DATE:	GRO	WTH FACTOR:

Volume	e/Lane/Signa	I Configuration	ns =====								
	NORTI	BOUND	SOUTH	SOUTHBOUND		WESTBOUND			EASTBOUND		
	LT	TH RT	LT T	H RT	LT	TH	RT	LT	TH	RT	
EXISTING	25	32 7	44 3	2 201	5	62	24	172	95	17	
AMBIENT											
RELATED											
PROJECT											
TOTAL	25	32 7	44 3	2 201	5	62	24	172	95	17	
LANE	\$ 分 个 1		h 分分分		4 & 4	分分分	¹ Φτ	4 & 4		,	
	Phasing	RTOR	Phasing	RTOR	Phasing	g RT	OR	Phasin	g	RTOR	
SIGNAL	Perm	Auto	Perm	Auto	Prot-Va	ar Aı	uto	Prot-Va	ar	Auto	



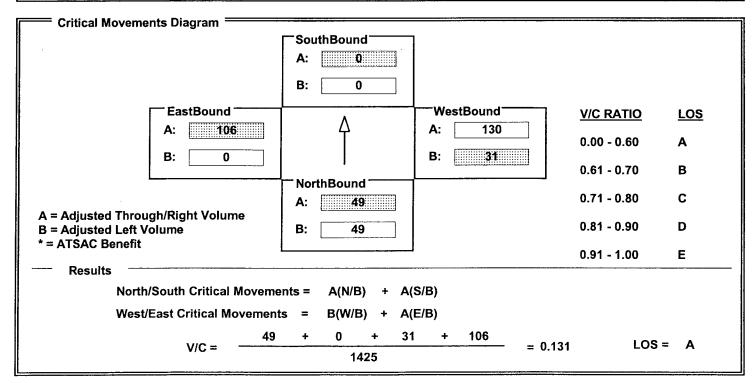
N/S:	Via Cabrillo Marina	W/E:	22nd St	I/S No: 6
AM/PM	: AM Comments	Existing Condition	ons	
COUN	T DATE:	STUDY DATE:	GRO	WTH FACTOR:

Valuma	./!/Ci	al Canf		_									
Volume	e/Lane/Sigr	iai Com	guration	S									
	NOR	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	42	0	45	0	0	0	28	59	0	0	360	73	
AMBIENT													
RELATED													
PROJECT													
TOTAL	42	0	45	0	0	0	28	59	0	0	360	73	
LANE	\$ 分 分	命 兮	ι	4 & 4	产品 "	β ι ο φο	φ _ψ ·	个 众 仓 2	4 th 4th	\$ & 4	个 众 句 1 1		
	Phasing	ı R	TOR	Phasin	g	RTOR	Phasin	g l	RTOR	Phasin	g	RTOR	
SIGNAL	Perm		Auto	<none< td=""><td>></td><td><none></none></td><td>Perm</td><td></td><td>Auto</td><td>Prot-F</td><td>ix</td><td>Auto</td></none<>	>	<none></none>	Perm		Auto	Prot-F	ix	Auto	

Critical Movements Diagram				
	SouthBound A:			
EastBound —	٨	WestBound	V/C RATIO	LOS
A: 217 B: 0		A: 30 B: 28	0.00 - 0.60	A
	<u> </u>		0.61 - 0.70	В
A = Adjusted Through/Right Volume	NorthBound A: 29		0.71 - 0.80	С
B = Adjusted Left Volume	B: 29		0.81 - 0.90	D
* = ATSAC Benefit Results			0.91 - 1.00	E
North/South Critical Move	ments = A(N/B) + A(S/B)		
West/East Critical Moveme		E/B)		;
V/C =	9 + 0 + 28	= 0.192	LOS =	Α

N/S:	Via Cabrillo Marina	W/E:	22nd St	I/S No:	6
AM/PM:	PM Comments	Existing Condition	ons		
COUNT	DATE:	STUDY DATE:	GRO	WTH FACTOR:	

Volume	e/Lane/Signa	al Configuration	ns					
	NORT	HBOUND	SOUTHE	THBOUND WESTBOUND			EAS	TBOUND
	LT	TH RT	LT TH	ı RT	LT	TH RT	LT	TH RT
EXISTING	89	0 57	0 0	0	31 2	259 0	0	141 71
AMBIENT								
RELATED								
PROJECT								
TOTAL	89	0 57	0 0	0	31 2	259 0	0	141 71
LANE	新命 个	命令 ⁶ 中 中	4 & A	分 中外	\$\frac{1}{4} \frac{2}{2}	\$ \$ P \$P	外 分 分	分分分
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none></none>	<none></none>	Perm	Auto	Prot-Fix	Auto



INTERSECTION DATA SUMMARY SHEET

	<u>.</u>											
N/S:	Via	Cabrillo	Marina		W/E:		22n	d St	•••	I/S No:	6	
AM/PM:	PM		Comn	nents: Ex	isting C	ondition	s for Satu	ırday				
COUNT D	PATE:			STU	DY DATE			(SROWTH	FACTOR:		
Volume	e/Lane/Sig	nal Conf	iguration	s	. ,							
		RTHBOU			UTHBOU			STBOU			STBOUN	
EXISTING	116	тн 0	8T 52	LT 0	TH 0	RT 0	101	тн 156	RT 0	LT O	TH 203	8T 96
AMBIENT								1				
RELATED												
PROJECT												
TOTAL	116	0	52	0	0	0	101	156	0	0	203	96
LANE	4 分 个 命 名 卢 仲 4 分 个 命 名 卢 仲 4 分 个 命 名 卢 仲 4 分 个 命 名 卢 仲 h											
			1 - 1 - 1				<u> </u>					
0101141	Phasin		RTOR	Phasir		RTOR	Phasin	,	RTOR	Phasin		RTOR
SIGNAL	Perm		Auto	<none< td=""><td>9> < </td><td>none></td><td>Perm</td><td></td><td>Auto</td><td>Prot-Fi</td><td>X </td><td>Auto</td></none<>	9 > <	none>	Perm		Auto	Prot-Fi	X	Auto
Critica	l Moveme	nts Diag	ram ====	1 								
Onto	ii iiioveiiie	ino Diagi	·u···	S	outhBour :	nd						
				В	:	0						
		EastE			Λ		WestE			V/C RATI	<u>o</u> <u>ı</u>	<u>.os</u>
		A:	150		T		A:	78		0.00 - 0.60	0 4	١
	į	В:	0	_]			B:	101		0.61 - 0.70	O E	3
		· · · · · · · · ·			orthBoun					0.71 - 0.80		
A = Adjus			Volume	A	L	52						
B = Adjus * = ATSAC		olume		В	: 6	4				0.81 - 0.90	0 [)
— Resu										0.91 - 1.00	O E	
Nest		South C	ritical Mo	vements :	= B(N/E	B) + A	S/B)					
	West/	East Criti	ical Move	ments =	-	•	E/B)					

101

1425

150

= 0.221

LOS = A

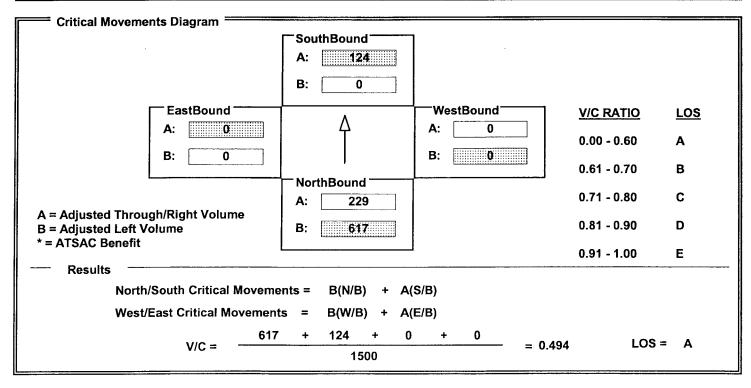
64

V/C =

CUMULATIVE BASE CONDITIONS

N/S:	Harbor Bl	W/E:	SR-47 WB On-Ramp	I/S No: 1
AM/PM:	AM Commen	ts: Cumulative B	ase Conditions	
COUNT DA	ATE:	STUDY DATE:	GROWTH	I FACTOR:

Volume	e/Lane/Signal	Configuration	s							
	NORTH	BOUND	SOUT	HBOUND	WE	STBOUND	EA	FASTBOUND		
	LT	TH RT	LT	TH RT	LT	TH RT	LT	TH	RT	
EXISTING	617 4	57 0	0	210 37	0	0 0	0	0	0	
AMBIENT										
RELATED										
PROJECT										
TOTAL	617 4	57 0	0	210 37	0	0 0	0	0	0	
LANE	4 分分。	444金金	φ φ γ 1	命 兮 Þ 钟 1	4 p f	· 命 令 ゆ ゆ	4 p 2		ι β 4 τβ	
	Phasing	RTOR	Phasing	RTOR	Phasing	g RTOR	Phasin	g R	TOR	
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Α	uto	



INTERSECTION DATA SUMMARY SHEET

				······································					
N/S:	Harbo	or Bl		N/E: S	R-47 WB	On-Ramp		I/S No:	1
AM/PM:	PM	Comm	ents: Cum	ulative Base C	onditions				
COUNT	ATE:		STUDY	DATE:		GRO	OWTH I	FACTOR:	
					J			<u> </u>	
Volume	e/Lane/Signal Co	nfigurations							
	NORTHBO	UND	SOUT	HBOUND	WE	STBOUND		EASTB	OUND
	LT TH	RT	LT	TH RT	LT	ТН	RT	LT TI	H RT
EXISTING	665 361	0	0 2	289 93	0	0	0	0 0	0
AMBIENT									
RELATED									
PROJECT									
TOTAL	665 361	0	0 2	289 93	0	0	0	0 0	0
LANE	ф ф ф ф	€ 10 4TP	\$ \$\frac{1}{4} \tag{7}	\$\frac{1}{4}\$\$	4 £ 4		г > 4 г >	4 分个和	
LANL	1 2		<u> </u>						
	Phasing	RTOR	Phasing	RTOR	Phasin	g RTC	OR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Au	to	Perm	Auto
								 	
Critica	l Movements Dia	gram ===						: : : : : : : : : : : : : : : : : : : :	
			Sout	hBound]				
			A:	191					
			В:	0					
	[_ ,	tBound		Λ	WestB			V/C RATIO	<u>LOS</u>
	A:	0		7	A:	0		0.00 - 0.60	Α
	B:	0		 	B:	0		0.61 - 0.70	В
			Norti	hBound 181				0.71 - 0.80	С

A = Adjusted Through/Right Volume
B = Adjusted Left Volume

* = ATSAC Benefit

Results —

North/South Critical Movements = B(N/B) + A(S/B)

B:

West/East Critical Movements = B(W/B) + A(E/B)

 $V/C = \frac{665 + 191 + 0 + 0}{1500}$

665

= 0.571

LOS = A

D

Ε

0.81 - 0.90

0.91 - 1.00

I/S:	Harbor Bl	W/E:	SR-47 WB On-Ramp	I/S No: 1
M/PM: PM	Comments: C	umulative B	ase Conditions for Saturday	
COUNT DATE:	STL	JDY DATE:	GROWTH	H FACTOR:

₩ Volume	e/Lane/Sig	nal Conf	iguration			···							
Volume	#Lane/Sig	nai com	iguration	3									
	NOF	RTHBOU	VD.	so	UTHBOU	ND		WES	TBOUN	VD -	E/	STBOU	VD.
1	LT	TH	RT	LT	TH	RT	Lī	Ī	TH	RT	LT	TH	RT
EXISTING	834	343	0	0	257	33	0		0	0	0	0	0
AMBIENT													
RELATED													
PROJECT													
					· · · · · · · · · · · · · · · · · · ·							· · · · · · · · · · · · · · · · · · ·	
TOTAL	834	343	0	0	257	33	0		0	0	0	0	0
	\$ # # ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ←	分益分	г ъ фъ	ἡ β	分 盆 台	у цу ф	Ψ á	4 4	公公	th th	ሳ 🔂	ዮሒ ኅ	β φ φφ β
LANE		2 1 1	T		1 1	, T-T-1	<u>`</u>		```				
			Щ		<u>' '</u>		LL		<u> </u>				
	Phasin	g R	TOR	Phasii	ng l	RTOR	Ph	asing	F	RTOR	Phasir	ng	RTOR
SIGNAL	Perm		Auto	Pern		Auto	D	erm	$\neg \vdash$	Auto	Pern		Auto
SIGNAL	reim		1010	reili		Auto		CIIII		MUIO	Perii	<u>'</u>	Auto

Critical Movements Diagram			··· · · · · · · · · · · · · · · · · ·	
	SouthBound			
	A: 145			
	B: 0			
EastBound —				
l	Λ	A: 0	V/C RATIO	<u>LOS</u>
A: 0 B: 0	l T		0.00 - 0.60	Α
В	NorthBound	B: 0	0.61 - 0.70	В
	A: 172		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 834		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results			- · · · · · · · · · · · · · · · · · · ·	
North/South Critical Moveme	ents = $B(N/B) + A($	S/B)		
West/East Critical Movement	ts = B(W/B) + A(E/B)		
V/C = 834	+ 145 + 0	+ 0 = 0.653	LOS =	В
¥70 =	1500	2 0.055		-

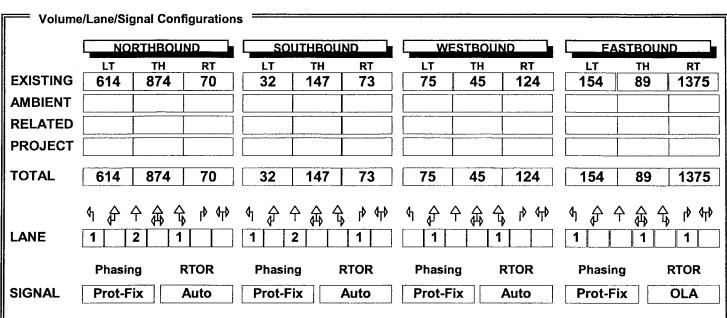
N/S:	F	Harbor	BI		W/E:	S	R-47 & S	winford	St	I/S No:	2	2
АМ/РМ:	AM		Comm	nents: Cu	ımulativ	e Base C	onditions	3				
COUNT D	ATE:			STU	DY DATE			•	GROWTH I	FACTOR: [
Volume	e/Lane/Sign	al Conf	igurations	3								
		HBOU	_		UTHBOU			STBOU			STBOU	
EXISTING	525	тн 761	27	34	118	60	18	23	RT 6	277	<u>тн</u> 61	941
AMBIENT								<u> </u>				
RELATED					Ì							
PROJECT												
TOTAL	525	761	27	34	118	60	18	23	6	277	61	941
LANE	∯ ∯ ↑ 1 2 Phasing Prot-Fix	1 F	p fp RTOR Auto		2 ng	TOR Auto	外 分 伯 Phasin	ng	RTOR Auto	1 Phasing	9	RTOR OLA
Critical	l Movement	s Diagr	am ——	S A		nd 59						
	Г	EastB		nn	Λ		WestE			V/C RATI	<u>o</u>	LOS
		A:	501		T		A: _	29		0.00 - 0.60	0	A
		В:	277	<u> </u>			B:	18		0.61 - 0.70	0	В
				A	orthBour : 2	63				0.71 - 0.80	0	С
B = Adjust	ted Through ted Left Vol		Volume	В		25				0.81 - 0.90	0	D
* = ATSAC										0.91 - 1.00	D	E
Resu	North/S		ritical Mover		= B(W/ - 59	,	(S/B) (E/B) 3 +	501	= 0.802		LOS =	D

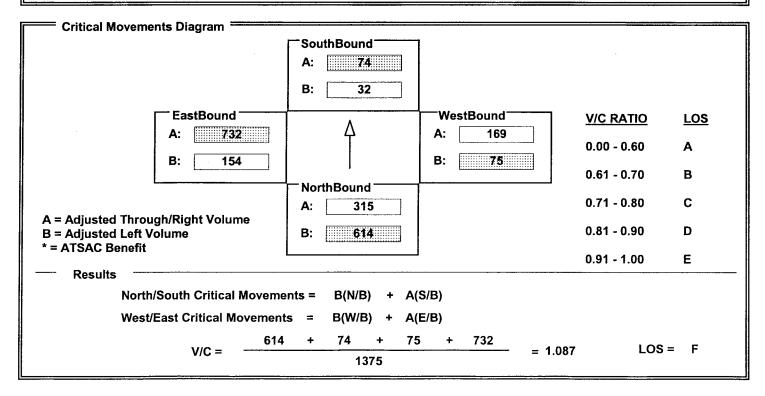
N/S:	Harbor Bl	W/E:	SR-47 & Swinford St	I/S No:	2
AM/PM: PM	Commen	ts: Cumulative B	ase Conditions		
COUNT DATE:		STUDY DATE:	GROWT	H FACTOR:	

	NOF	RTHBOU	ND.	SOL	ITHBOL	JND	W	STBOU	ND	EA	STBOU	ND
	LT	TH	RT	LT	TH	RT	LT	ТН	RT	LT	ТН	RT
EXISTING	570	761	12	10	157	111	20	25	13	92	15	1648
AMBIENT												
RELATED												
PROJECT												
TOTAL	570	761	12	10	157	111	20	25	13	92	15	1648
LANE	\$\begin{aligned} 4 & \begin{aligned} 2 & \delta	分分 2 1	φ τ⊅ φ τ		产 _命 4 2	μ _γ ιδ (ηδ 1	\$ \$\frac{1}{4}	个 _命	ξ _φ μ	\$ 分·	个 命 4	1
	Phasing	g F	TOR	Phasin	g	RTOR	Phasir	ıg	RTOR	Phasir	ıg	RTOR
SIGNAL	Prot-Fi	x /	Auto	Prot-F	ix	Auto	Prot-F	ix	Auto	Prot-F	ix	OLA

Critical Movements Diagram	SouthBound A:			
EastBound —	٨	WestBound	V/C RATIO	LOS
A: 832 B: 92		A: 38 B: 20	0.00 - 0.60	Α
D. <u>92</u>	1	D. ZV	0.61 - 0.70	В
	NorthBound A: 258		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 570		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results North/South Critical Movement West/East Critical Movement	` ,	•		
570	` ,	•		_
V/C =	1375	= 1.092	LOS =	F

N/S:	Harbor Bl	W/E:	SR-47 & Swinford St	I/S No:	2
AM/PM: PM	Commer	nts: Cumulative B	ase Conditions for Saturday		
COUNT DATE:		STUDY DATE:	GROWTI	H FACTOR:	





N/S:	Harbor Bl	. W/E:	6th St	I/S No:	3
AM/PM: AM	Commer	ts: Cumulative Base	Conditions		
COUNT DATE:		STUDY DATE:	GRO	WTH FACTOR:	

- Valuma	II analeia	nal Canfi										
volume	/Lane/Sig	nai Conii	guration	5								
	NOR	THBOUN	D	SO	UTHBOL	IND	W	ESTBOU	ND	E/	STBOUN	ND =
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	8	857	15	85	445	49	1	-3	14	39	1	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	857	15	85	445	49	1	-3	14	39	1	12
LANE	\$ & A	4 4	¹ β 4 ₁ β	ή _ξ ¹	个 命 4 1 1	 	th €	个 _价 ⁴	}	4 A	个命 行	, t _p d ^t p
	Phasing	g R	TOR	Phasir	ng	RTOR	Phasi	ing	RTOR	Phasir	ng	RTOR
SIGNAL	Prot-Fi	x A	uto	Prot-F	ix	Auto	Peri	m]	Auto	Pern	1 [Auto

Critical Movements Diagram				
	SouthBound			
·	A: 247		•	
	B: 85			
EastBound —	^	WestBound	V/C RATIO	LOS
A: 13 B: 39		A: 0 0 B: 1	0.00 - 0.60	A
J	'	D	0.61 - 0.70	В
	NorthBound			_
	A: 436		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit	B: 8		0.81 - 0.90	D
- ATOAO BEHEIR			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = $A(N/B) + B($	S/B)		
West/East Critical Movement	s = A(W/B) + B(E/B)		
V/C = 436	+ 85 + 0 1425	+ 39 = 0.393	LOS =	Α

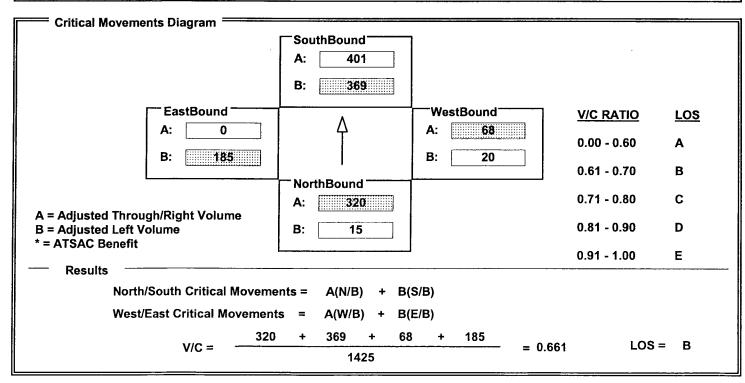
N/S:	Harbor Bl	W/E:	6th St	I/S No:	3
AM/PM: PN	Commer	nts: Cumulative Base	Conditions		
COUNT DAT	E:	STUDY DATE:	GR	OWTH FACTOR:	
			- 10-year-98192-5		

	NO	RTHBOU	ND	SO	UTHBOU	ND	WE	STBOU	ND -	LEA	STBOU	VDOV
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	19	495	30	88	1135	116	-4	-4	44	91	-1	11
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	495	30	88	1135	116	-4	-4	44	91	-1	11
LANE	\$ A A	个 命 句 1 1	(I O O O	有 分	个 命 句 1 1	⁴ ⁴ ⁴ ⁴	ή _φ ΄	个 _命 行 1	2 2	\$\frac{1}{4}	产) p (1)
	Phasin	ig F	RTOR	Phasir	ng I	RTOR	Phasin	ıg	RTOR	Phasin	g	RTOR
SIGNAL	Prot-F	ix	Auto	Prot-F	ix	Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram				
	SouthBound A: 626 B: 88	·		
EastBound —	<u> </u>	WestBound	V/C RATIO	LOS
A: 10 B: 91		A: 0 B: -4	0.00 - 0.60	Α
	1		0.61 - 0.70	В
	NorthBound		. = 4	
	A: 263		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit	B: 19		0.81 - 0.90	D
- ATOAO Dellelit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = $B(N/B) + A($	S/B)		
West/East Critical Movement	s = A(W/B) + B(E/B)		
V/C =19	+ 626 + 0 1425	+ 91 = 0.516	LOS =	Α

N/S:	Harbor Bl	W/E:	6th St	I/S No: 3
AM/PM: P	M Comme	nts: Cumulative Base	Conditions for Saturd	lay
COUNT DA	TE:	STUDY DATE:	GRO	WTH FACTOR:

Volume	e/Lane/Si	gnal Conf	iguration	s				i				
	LNO	RTHBOU	ND	SO	UTHBOU	ND	LWE	STBOU	ND	EA	STBOUN	VD.
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	ТН	RT
EXISTING	15	491	149	369	614	187	20	68	428	185	-47	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	491	149	369	614	187	20	68	428	185	-47	23
LANE	ή _φ	个 命 句 1 1			个 命 行 1	4tb 41 4	竹 矿 (个 命 行 1	2	\$ 分 4	^ ^ ^ ^ 	2 rb 4th 1
	Phasir	ng F	RTOR	Phasin	ıg	RTOR	Phasin	ıg	RTOR	Phasin	ıg	RTOR
SIGNAL	Prot-F	ix	Auto	Prot-F	ix	Auto	Perm		Auto	Perm		Auto



N/S: Harbor I	3I/ Miner St	W/E:	Cresent Av	I/S No:	4
AM/PM: AM	Comments	Cumulative Bas	e Conditions		
COUNT DATE:		STUDY DATE:	GRO	WTH FACTOR:	

Values	.///0:-	al Canfi		_								
Volume	e/Lane/Sig	inai Conti	guration	5								
	NOI	RTHBOU	ND.	SO	UTHBOL	IND	w	ESTBOU	ND.	EA	STBOU	VD.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	2	365	0	0	215	71	0	0	0	300	0	8
AMBIENT						Ī						
RELATED												
PROJECT												
TOTAL	2	365	0	0	215	71	0	0	0	300	0	8
LANE		个 负 负 2	β Φ	φ φ	个 命 行 1 1	\$ 10 dtb	ф П	个命	\$ p qp	4 & 4		1
	Phasin	g R	TOR	Phasir	ng	RTOR	Phasi	ng	RTOR	Phasin	g	RTOR
SIGNAL	Perm		Auto	Perm	1	Auto	Perr	n	Auto	Perm		Auto
i												

Critical Movements Diagram	SouthBound A: 143 B: 0			
EastBound	Λ	WestBound	V/C RATIO	<u>LOS</u>
A: <u>308</u>	1 7	A: 0	0.00 - 0.60	Α
B: 300		B: 0	0.61 - 0.70	В
	NorthBound A: 183		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit	B: 2		0.81 - 0.90	D
			0.91 - 1.00	E
Results North/South Critical Movemen West/East Critical Movemen	` , , .	S/B) E/B)		
V/C = 183	+ 0 + 0 1500	+ 308 = 0.327	LOS =	A

N/S:	Harbor Bl/ Miner St	W/E:	Cresent Av	I/S No:	4
AM/PM:	PM Comments:	Cumulative Base	e Conditions		
COUNT	DATE:	STUDY DATE:	GROV	VTH FACTOR:	

Volume	e/Lane/Si	gnal Conf	iguratior	ns								
	NO	RTHBOU	ND	so	UTHBOL	IND	w	ESTBOU	ND	EA	STBOU	VD.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	249	0	0	377	458	0	0	0	111	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	249	0	0	377	458	0	0	0	111	0	0
LANE	1 J	수 🚓 🕏 2	Ip 44p	ф ф 	个 命 行 1 1	<u> </u>	\$ £	个 	44 4 4	\$ & 4	λ Α 1	\(\frac{1}{2} \) \(\frac{1}{2} \) \(\frac{1}{2} \)
	Phasir	ng F	RTOR	Phasir	ng	RTOR	Phasi	ng	RTOR	Phasin	g	RTOR
SIGNAL	Pern	1	Auto	Perm	1	Auto	Pern	n	Auto	Perm		Auto

Critical Movements Diagram	SouthBound A: 458			
EastBound A:	B: 0	WestBound A: 0	V/C RATIO	<u>LOS</u>
B: 111	T	B: 0	0.00 - 0.60 0.61 - 0.70	A B
A = Adjusted Through/Right Volume B = Adjusted Left Volume	NorthBound A: 125 B: 5		0.71 - 0.80 0.81 - 0.90	C D
* = ATŚAC Benefit Results			0.91 - 1.00	E
North/South Critical Moveme	ents = $B(N/B) + A($	S/B)		
West/East Critical Movement	ts = B(W/B) + A(E/B)		
V/C =5	+ 458 + 0 1500	+ 111 = 0.383	LOS =	A

N/S:	Harbor BI/ Miner St	W/E:	Cresent Av	I/S No: 4
M/PM:	PM Comments	Cumulative Base	e Conditions for Saturda	у
COUNT DA	ATE:	STUDY DATE:	GROV	VTH FACTOR:
		<u> </u>		1

	LNO	RTHBOL	IND	SO	UTHBOL	IND	W	ESTBO	UND	EAS	STBOU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	269	0	0	253	204	0	0	0	121	0	20
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	269	0	0	253	204	0	0	0	121	0	20
LANE	\$\delta\frac{1}{4}	个 _命 4 2		4 &	个 ₆ 4 1 1	}	\$ \$P\$	个 命	\$ 10 St0	\$ \$F 4	分 6 6	ት <i>ነ</i> ቀ
	Phasir	ng	RTOR	Phasir	ng	RTOR	Phas	ing	RTOR	Phasin	g	RTOR
SIGNAL	Perm	1	Auto	Perm	1	Auto	Per	m	Auto	Perm		Auto

Critical Movements Diagram EastBound A: 141 B: 121 A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit	SouthBound	WestBound A: 0 B: 0	V/C RATIO 0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00	LOS A B C D
Results North/South Critical Movement West/East Critical Movement V/C =	` ,	E/B)	LOS =	A

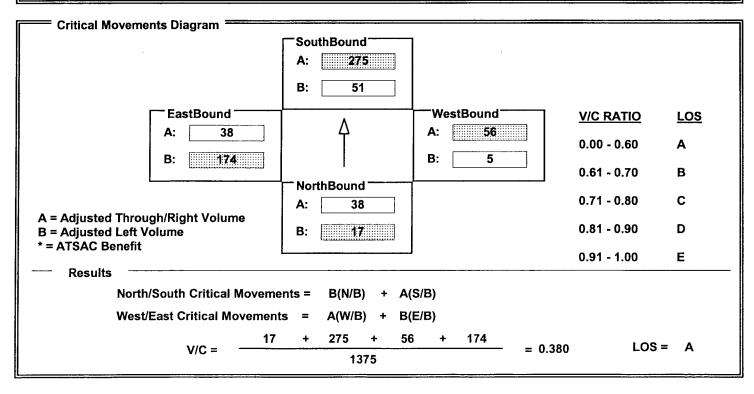
N/S:	Miner St	W/E:	22nd St	I/S No:	5
AM/PM: AN	Commer	nts: Cumulative Base	• Conditions		
COUNT DAT	E: [STUDY DATE:	GRO	WTH FACTOR:	

- Valume	// ana/Sian	al Configuratio						
Volume	e/Lane/Sign	al Configuratio	115					
	NORT	HBOUND	SOUTH	BOUND	WE	STBOUND	EAS	STBOUND
	LT	TH RT	LT T	H RT	LT	TH RT	LT	TH RT
EXISTING	13	25 2	53 7	7 66	7	17 49	373	41 17
AMBIENT								
RELATED								
PROJECT								
TOTAL	13	25 2	53 7	7 66	7	17 49	373	41 17
LANE	4 分 个	命令 * * * * * * * * * * * * * * * * * * *) \$ 分分台] 1 1 1		析 分 分 1 1	· 命 句 巾 fti	() () () () () () () () () ()	
)·	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Va	r Auto	Prot-Va	r Auto

Critical Movements Diagram				
	SouthBound A:			
EastBound	Λ	WestBound	V/C RATIO	<u>LOS</u>
A: 29 B: 373		A: 49 B: 7	0.00 - 0.60	A
B. 3/3	<u> </u>	D. [0.61 - 0.70	В
A A I' A I Thomas Division A Value	NorthBound A: 27		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 13		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results			·	
North/South Critical Moveme	ents = $B(N/B) + A($	S/B)		
West/East Critical Movemen	ts = A(W/B) + B(E/B)		
V/C = -13	+ 72 + 49	+ 373 = 0.369	LOS =	Α
V/C =	1375			

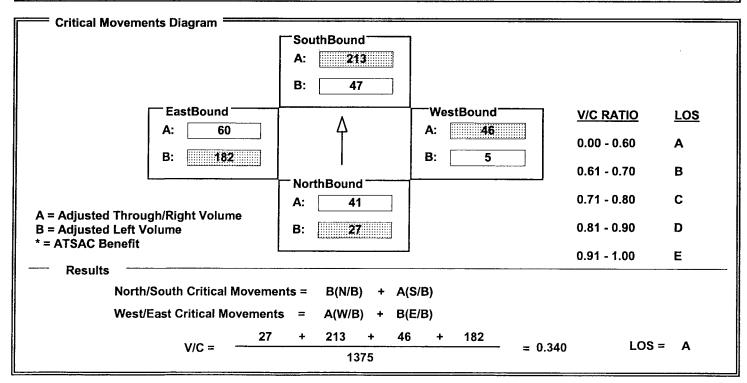
N/S:	Miner St	W/E:	22nd St	I/S No:	5
AM/PM: PM	Comme	nts: Cumulative Base	e Conditions		
COUNT DATE		STUDY DATE:	GRO	WTH FACTOR:	

	LNORTH	BOUND	SOUTH	BOUND	LWES	TBOUND	EAST	BOUND
	LT 1	TH RT	LT T	H RT	LT	TH RT	LT	TH RT
EXISTING	17 3	34 4	51 1	9 275	5	56 56	174	68 8
AMBIENT								
RELATED								
PROJECT								
TOTAL	17 3	34 4	51 1	9 275	5	56 56	174	68 8
LANE	\$ 分 分 (\$ 分 分 di		\$ 分 个 1 1	命分 ¹ ¹ ¹	\$\frac{1}{4} \frac{1}{1}	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

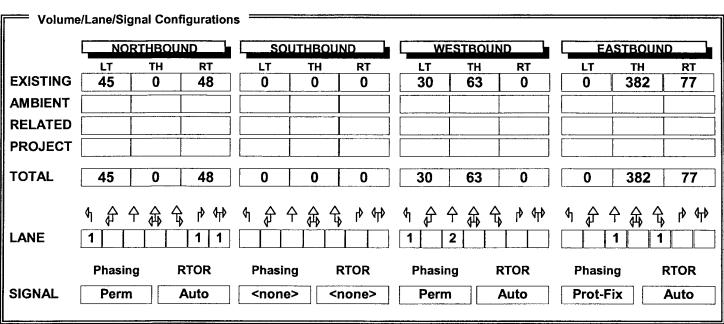


N/S:	Miner St	W/E:	22nd St	I/S No: 5	
AM/PM: PM	Commen	its: Cumulative Base	e Conditions for Saturd	ay	
COUNT DATE:		STUDY DATE:	DATE: GROWTH FACTOR:		

Volume	e/Lane/Sig	ınal Conf	iguratior	ns =====		***************************************				y 		
	NOF	RTHBOU	ON.	SC	UTHBOL	JND	WE	STBOUN	ND.	EA	STBOUN	D
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	34	7	47	34	213	. 5	66	25	182	101	18
AMBIENT					<u> </u>							
RELATED												
PROJECT												
TOTAL	27	34	7	47	34	213	5	66	25	182	101	18
LANE	4 A 2		44 41	角 分	个 众 4 1 1		竹 分 '	个 命 句 1		h 分 4	个 众 分 1 1	\$
	Phasin	g F	RTOR	Phasi	ng	RTOR	Phasin	ng F	RTOR	Phasin	ig i	RTOR
SIGNAL	Perm		Auto	Pern	n	Auto	Prot-V	ar	Auto	Prot-V	ar	Auto



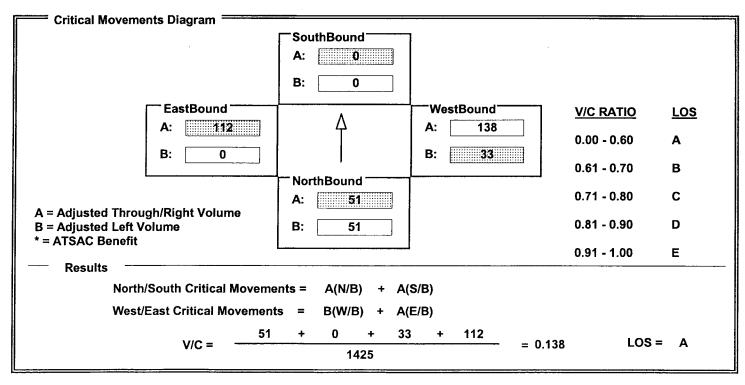
N/S: Via Cab	orillo Marina	V/E:	22nd St	I/S No: 6
AM/PM: AM	Comments: Cum	ılative Base Con	ditions	
COUNT DATE:	STUDY	DATE:	GROWTH	FACTOR:



Critical Movements Diagram		<u> </u>		
	A: 0			
EastBound	Λ	WestBound	V/C RATIO	LOS
A: 230 B: 0	<u>Δ</u>	A: 32 B: 30	0.00 - 0.60	A
В		В	0.61 - 0.70	В
	NorthBound A: 31		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 31		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results	nto - A/N/D) A/	C/D)		
North/South Critical Moveme	,	-		
West/East Critical Movement	s = B(W/B) + A(E/B)		
V/C = 31	+ 0 + 30	+ 230 = 0.204	LOS =	Α
	1425			

N/S: Via Cabrillo	o Marina	W/E:	22nd St	1/S No: 6
АМ/РМ: РМ	Comments:	Cumulative Bas	e Conditions	
COUNT DATE:	ST	UDY DATE:	GRO	WTH FACTOR:

	NORT	HBOUND	SOUT	HBOUND		WESTBOU	ND	EA	STBOUN	D.
	LT	TH RT	LT	TH R	T LT	TH	RT	LT	TH	RT
EXISTING	94	0 60	0	0 (0 33	275	0	0	149	75
AMBIENT										
RELATED										
PROJECT										
TOTAL	94	0 60	0	0 (33	275	0	0	149	75
LANE	\$ 分 个 1	命令 ゆゆ 111	\$ \$P P	命 令 巾	4 4 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	个		\$ \$P	个 众 公 1 1	rÞ 4 ₇ b
	Phasing	RTOR	Phasing	RTO	R Pha	sing	RTOR	Phasir	ng l	RTOR
SIGNAL	Perm	Auto	<none></none>	<non< td=""><td>e> Pe</td><td>rm</td><td>Auto</td><td>Prot-F</td><td>ix</td><td>Auto</td></non<>	e> Pe	rm	Auto	Prot-F	ix	Auto



INTERSECTION DATA SUMMARY SHEET

N/S:	Via	Cabrillo	Marina		W/E:		22nd	d St		I/S No:	6	
AM/PM:	PM		Comm	nents: Cı	ımulativ	e Base Co	onditions	for Sati	urday			
COUNT DA	ATE:			STU	DY DATE	:		G	ROWTH	FACTOR:		
												•
Volume/	/Lane/Sig	nal Cont	figurations	S		 		·				
─ Volume/ [_	nal Con			ИТНВОИ	ND	WE	STBOUN		EA	STBOUN	ID
─ Volume/	_				UTHBOU TH	ND RT	LT WE	STBOUN TH	ID RT	EA	ASTBOUN TH	ID RT
[NO	RTHBOU	ND	SO						-		RT
[XISTING	NO LT	RTHBOU TH	ND RT	SO	ТН	RT	LT	TH	RT	LT	TH	RT
[XISTING [MBIENT [NO LT	RTHBOU TH	ND RT	SO	ТН	RT	LT	TH	RT	LT	TH	
XISTING [MBIENT [ELATED [NO LT	RTHBOU TH	ND RT	SO	ТН	RT	LT	TH	RT	LT	TH	RT
(XISTING (NO LT	RTHBOU TH	ND RT	SO	ТН	RT	LT	TH	RT	LT	TH	RT

RTOR

<none>

Phasing

Perm

RTOR

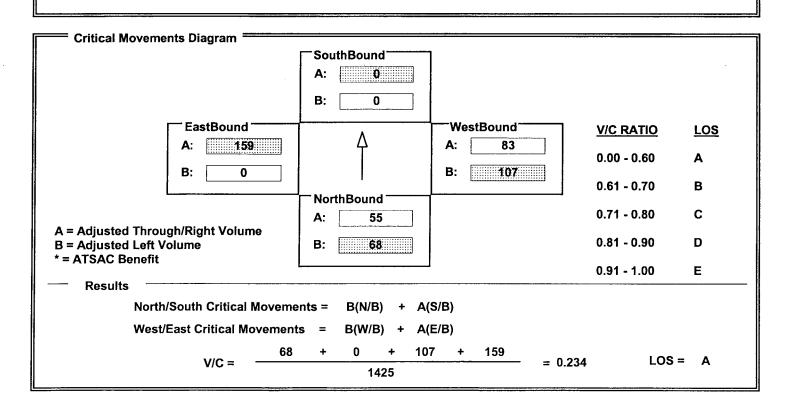
Auto

Phasing

Prot-Fix

RTOR

Auto



Phasing

Perm

SIGNAL

RTOR

Auto

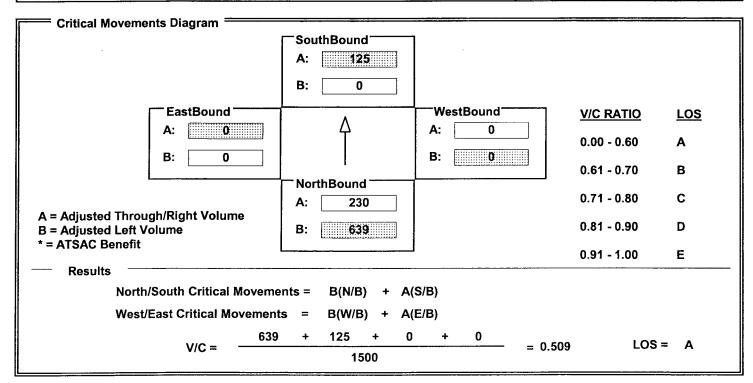
Phasing

<none>

CUMULATIVE PLUS PROJECT CONDITIONS

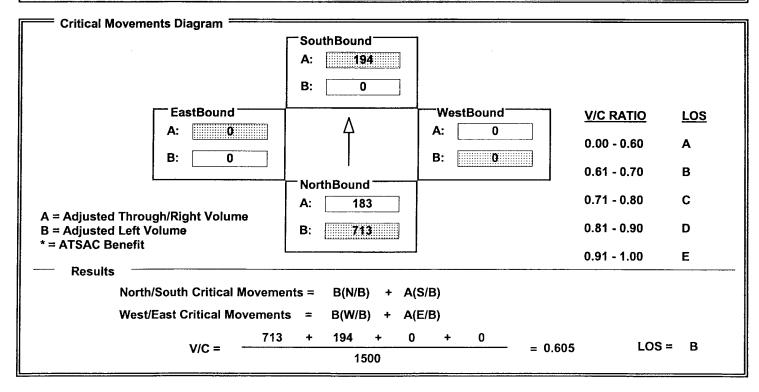
N/S:	Harbor Bl	W/E:	SR-47 WB On-Ramp	I/S No: 1
AM/PM: AM	Comment	s: Cumulative P	lus Project Conditions	
COUNT DATE:		STUDY DATE:	GROWT	H FACTOR:

Volume	/Lane/Si	gnal Conf	iguration	ıs ====					 			
	NO	RTHBOU	ND	SC	UTHBOL	IND		WESTBO	UND	E	ASTBOU	ND
	LT	TH	RT	LT	TH	RT	LT	ТН	RT	LT	TH	RT
EXISTING	639	459	0	0	213	37	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	639	459	0	0	213	37	0	0	0	0	0	0
LANE	h 沪 1	个 命 句 2	t _{\$} 4 ¹ \$	ф	个 众 ⁴ 1 1		\$\frac{4}{2}	2	↑	4 p	个命	β ρ φρ
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Pha	asing	RTOR	Phas	ing	RTOR
SIGNAL	Pern	1 <i>i</i>	Auto	Perr	n	Auto	Pe	erm	Auto	Per	m	Auto



N/S:	Harbor BI	W/E:	SR-47 WB On-Ramp	I/S No: 1
AM/PM: PN	Commer	nts: Cumulative P	lus Project Conditions	
COUNT DAT	E:	STUDY DATE:	GROWT	H FACTOR:

	NOR	HBOUND	SC	UTHBOU	ND	W	STBOU	ND	E	ASTBOU	VD.
	LT	TH RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	713	366 0	0	295	93	0	0	0	0	0	0
AMBIENT											
RELATED										1	
PROJECT											
TOTAL	713	366 0	0	295	93	0	0	0	0	0	0
LANE	f 分分 1 2	命分户		个 负 仓 1	φ ₁ β φ ₁ β	ф ф	² 命 ²	<u>t</u>	\$ \$\frac{1}{4}	个 森 4	\
	Phasing	RTOR	Phasi	ng i	RTOR	Phasir	ıg	RTOR	Phasi	ng	RTOR
SIGNAL	Perm	Auto	Perr	n .	Auto	Perm	<u>, </u>	Auto	Perr	n	Auto



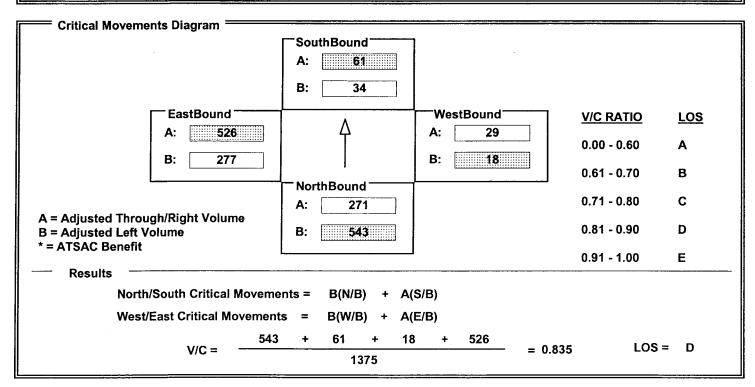
N/S:	Harbor Bl	W/E:	SR-47 WB On-Ramp	I/S No: 1
AM/PM: PM	Commen	ts: Cum Plus Pro	ject Conditions for Saturday	
COUNT DATE:		STUDY DATE:	GROWT	H FACTOR:

Volume	all analsi	gnal Conf	iguration	. = ==								
Volume	JI Laner On	girai com	iguratioi	13								
	NO	RTHBOU	ND	SO	UTHBOU	ND	WE	STBOU	ND	E/	ASTBOU	VD.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	945	354	0	0	268	33	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT											İ	
TOTAL	945	354	0	0	268	33	0	0	0	0	0	0
LANE	(h (f)	个 命 存 2	tβ 4 1	ф ф	个 众 行 1 1	<u>}</u>	\$ \$P 4	产 命 行	\$ 10 dtp	\$ p	个 	4τÞ 41 4
	Phasir	ng F	RTOR	Phasir	ng	RTOR	Phasin	g i	RTOR	Phasii	ng	RTOR
SIGNAL	Perm	1 /	Auto	Perm	1	Auto	Perm		Auto	Pern	n	Auto

Critical Movements Diagram	SouthBound A: 151 B: 0			
EastBound	Λ	WestBound	V/C RATIO	<u>LOS</u>
A: 0		A: 0 B: 0	0.00 - 0.60	A
B: 0	 NorthBound	B: 0	0.61 - 0.70	В
	A: 177		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 945		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results North/South Critical Movement West/East Critical Movement	` , , .	S/B) E/B)		
V/C = 945		•	LOS =	С

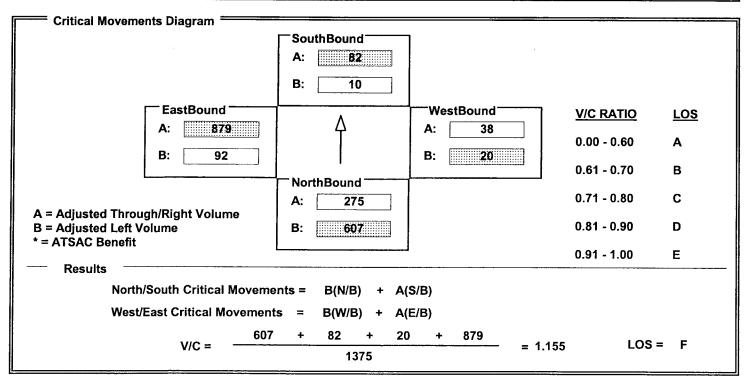
N/S:	Harbor Bl	W/E:	SR-47 & Swinford St	I/S No: 2	
AM/PM: AN	Comment	s: Cumulative P	lus Project Conditions		
COUNT DAT	E:	STUDY DATE:	GROWT	H FACTOR:	

	NORT	BOUND	SOUTH	BOUND	WE	STBOUND	EAST	BOUND
	LT	TH RT	LT	TH RT	LT	TH RT	LT	TH RT
EXISTING	543 7	786 27	34 1	21 60	18	23 6	277	61 991
AMBIENT								
RELATED								
PROJECT								
TOTAL	543 7	786 27	34 1	21 60	18	23 6	277	61 991
LANE	\$ 分 分 1 2			☆ ☆ ゆ ゆ 1	\$\frac{1}{4}	4 4 4	\$\frac{1}{4} \frac{1}{4} \frac{1}{4}	
	Phasing	RTOR	Phasing	RTOR	Phasin	g RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fi	x Auto	Prot-Fix	OLA



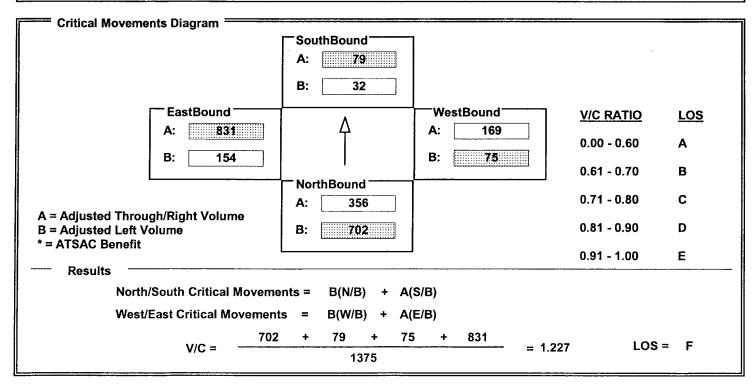
N/S:	Harbor Bl	W/E:	SR-47 & Swinford St	I/S No: 2
AM/PM: PM	Comme	ents: Cumulative F	lus Project Conditions	
COUNT DATE		STUDY DATE:	GROWT	H FACTOR:

Volume	e/Lane/Sig	anal Conf	iguration	. = ===								
Voiding	e/ Lane/Org	gilai Goili	iguratioi	13								
	NO	RTHBOU	ND -	SO	UTHBOU	IND -	Lw	ESTBOU	ND.	EA	STBOU	ND.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	607	813	12	10	163	111	20	25	13	92	15	1742
AMBIENT								Ι				
RELATED												
PROJECT								Ī				
TOTAL	607	813	12	10	163	111	20	25	13	92	15	1742
LANE	, V	个 命 句 2 1	_ fÞ 4 _T ♦		个 命 行 2	\$	\$ 分 1	个 众 1		ή _ψ ⁴	1	1 1
	Phasin	g F	RTOR	Phasir	ng	RTOR	Phasi	ng	RTOR	Phasin	g	RTOR
SIGNAL	Prot-F	ix	Auto	Prot-F	ix	Auto	Prot-F	Fix	Auto	Prot-F	ix	OLA



I/S:	Harbor BI	W/E:	SR-47 & Swinford St	I/S No: 2
M/PM: PM	Commer	nts: Cum Plus Pro	ject Conditions for Saturday	
OUNT DATE	:	STUDY DATE:	GROWT	H FACTOR:
		_		

Volume	e/Lane/Sig	nal Conf	iguration	s ====							 		
	NOF	THBOU	ND	SO	SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	702	997	70	32	158	73	75	45	124	154	89	1572	
AMBIENT													
RELATED						T							
PROJECT													
TOTAL	702	997	70	32	158	73	75	45	124	154	89	1572	
LANE	\$ 分分分 1 2	, ' ' ' ' '	P 410		个 _命 ⁴ 2	β β Φρ 1	ή _ξ	个 俞 ⁴	τ̂ _δ μ	ή ή·	1	β	
SIGNAL	Phasing Prot-Fi		RTOR Auto	Phasir Prot-F		RTOR Auto	Phasir Prot-F	···	RTOR Auto	Phasin Prot-F		RTOR OLA	



N/S:	Harbor Bl	W/E:	6th St	I/S No: 3							
AM/PM: AM Comments: Cumulative Plus Project Conditions											
COUNT DA	ATE:	STUDY DATE:	GRO	OWTH FACTOR:							

Volume	e/Lane/Sigi	nal Conf	iguration	ıs ====						· .			
	NOR	THBOU	ND.	SO	SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	11	899	15	85	498	49	1	-3	14	39	1	16	
AMBIENT													
RELATED													
PROJECT			-										
TOTAL	11	899	15	85	498	49	1	-3	14	39	1	16	
LANE	\$ 分介 1 1	命 分	¹ 4 ¹	4 A	个 _命 句 1 1			个 众 行 1	2	ी की ⁴	产 	tb 4tb €	
	Phasing	; F	TOR	Phasir	ng l	RTOR	Phasin	g	RTOR	Phasin	g	RTOR	
SIGNAL	Prot-Fix	K /	Auto	Prot-F	ix	Auto	Perm		Auto	Perm		Auto	

Critical Movements Diagram	SouthBound A: 274 B: 85			
EastBound	<u> </u>	WestBound	V/C RATIO	LOS
A: 17 B: 39		A: 0	0.00 - 0.60	A
B: 39		B: 1	0.61 - 0.70	В
	NorthBound A: 457		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit	B: 11		0.81 - 0.90	D
			0.91 - 1.00	E
Results North/South Critical Movement West/East Critical Movement	` , ,	S/B) E/B)		
V/C = 457	+ 85 + 0 1425	+ 39 = 0.408	LOS =	Α

INTERSECTION DATA SUMMARY SHEET

	· · ·											
N/S:		Harbor	BI		W/E: [6th	St		I/S No:	3	
AM/PM:	PM		Comm	nents: C	umulativ	e Plus P	oject Cor	nditions	<u> </u>			
COUNT	PATE:			STU	JDY DATE	:		(GROWTH	FACTOR:		
Volume	e/Lane/Si	gnal Conf	igurations	·								
	NC	RTHBOU	VD.	SC	SOUTHBOUND WESTBOUND				ND	EASTE	OUND	
EXISTING	25	TH	RT	LT	TH	RT 44C	LT TH RT				TH RT	
AMBIENT	25	585	30	88	1235	116	-4	-4	44	91 -	1 18	
		<u> </u>										
RELATED												
PROJECT	05	505	20		1005							
IOIAL	25	585	30	88	1235	116	4	-4	44	91 .	-1 18	
9 分个每分户4 分个每分户4 分个每分户4 分个每分户4												
LANE	1	1 1		1	1 1			1	2	1	1	
	Phasi	ng R	TOR	Phasi	ng f	RTOR	Phasin	a	RTOR	Phasing	RTOR	
SIGNAL	Prot-F		Auto	Prot-F		Auto	Perm		Auto	Perm	Auto	
											71410	
Critica	Marian	to Diag-										
Critica	ı movem	ents Diagr	am —	r-s	outhBour	nd	7					
				A		76						
				В	. 0	8						
					. 0							
		EastB		\neg		-	WestB			V/C RATIO	LOS	
		B:	17 91		Ť		B: [0		0.00 - 0.60	A	
		D		<u> </u>	 		В.	-4		0.61 - 0.70	В	
				A	orthBoun : 30	a)8				0.71 - 0.80	С	
A = Adjust B = Adjust	ted Left \		Volume	В		5				0.81 - 0.90	D	
* = ATSAC				<u> </u>			I			0.91 - 1.00	E	
Resu												
		n/South Cr			•		S/B)					
	West	/East Critic	cal Moven	nents =	= A(W/E	3) + B(E/B)					

25

V/C =

676

1425

0

91

= 0.556

LOS = A

N/S:	Harbor BI	W/E:	6th St	I/S No:	3
AM/PM: PI	M Comme	nts: Cum Plus Projec	t Conditions for Satur	day	
COUNT DAT	re:	STUDY DATE:	GRO	OWTH FACTOR:	

┌── Volume	e/Lane/Sig	nal Conf	iguration	s ====						·················· <u>··</u>			
	LNO	RTHBOU	ND	SOUTHBOUND			W	WESTBOUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	30	702	149	369	822	187	20	68	428	185	-47	38	
AMBIENT													
RELATED												,	
PROJECT													
TOTAL	30	702	149	369	822	187	20	68	428	185	-47	38	
LANE	4 分 ²		10 d40	ी (1)	个 命 仓 1 1	ф ф ф ф	ी की 1	个 命 ⁴	2	4 A 4		\$	
	Phasin	g F	RTOR	Phasir	ng	RTOR	Phasi	ing	RTOR	Phasin	g	RTOR	
SIGNAL	Prot-Fi	x	Auto	Prot-F	ix	Auto	Peri	m	Auto	Perm		Auto	

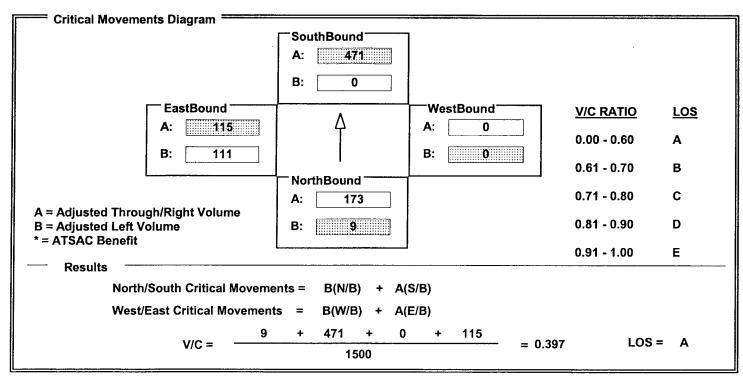
Critical Movements Diagram			.	·
	SouthBound A: 505 B: 369			
EastBound A: 0	Ι Λ	WestBound	V/C RATIO	<u>LOS</u>
A: 0 B: 185		A: 68	0.00 - 0.60	A
	NorthBound		0.61 - 0.70	В
A = Adjusted Through/Right Volume	A: 426		0.71 - 0.80	С
B = Adjusted Left Volume * = ATSAC Benefit	B: 30		0.81 - 0.90	D
Results			0.91 - 1.00	E
North/South Critical Movem	ents = $A(N/B) + B(S)$	S/B)		:
West/East Critical Movemen	ts = A(W/B) + B(W/B)	E/B)		
V/C = 426	5 + 369 + 68	+ 185 = 0.735	LOS =	С
V/O -	1425			

N/S:	Har	bor BI/ N	liner St		W/E:		Crese	ent Av		I/S No:	4	
AM/PM:	AM		Comm	nents: Cı	umulativ	e Plus Pr	oject Co	ndition	s			
COUNT D	ATE:			STU	IDY DATE	:			GROWTH	FACTOR: [
Volume		gnal Cont	figurations		OUTHBOU	ND L	14/1	ESTBOL	IND L	EAS	STBOUN	in L
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING AMBIENT	4	409	0	0	271	71	0	0	0	300	0	11
RELATED												
PROJECT												
TOTAL	4	409	0	0	271	71	0	0	0	300	0	11
LANE	\$ A	수 🚓 🕏 2	₽	ф П	个 Ap Cp 1 1 1	77	\$ p	个 命 		4 4 4	4	\$
	Phasii	ng F	RTOR	Phasi	ng F	RTOR	Phasir	ng	RTOR	Phasing	g	RTOR
SIGNAL	Pern	1	Auto	Pern	n .	Auto	Pern	า	Auto	Perm		Auto
Critica	l Moveme	ents Diag	ram ===									
				⊢s A	outhBour a: 1	71						
		- Facts		В	:	0		.				
		A:	Bound 311		Д		A:	Bound 0		V/C RATIO	<u>o</u> !	<u>LOS</u>

	SouthBound			
	A: 171			
	В: 0			
EastBound	٨	WestBound	V/C RATIO	LOS
A: 311 B: 300		A: 0 B: 0	0.00 - 0.60	A
Б. 300		D.	0.61 - 0.70	В
	NorthBound	<u>-</u>	0.74 0.00	
A = Adinated Thurstonk/Discht Volume	A: 205		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit	B: 4		0.81 - 0.90	D
" = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Movem	ents = $A(N/B)$ + $B($	S/B)		
West/East Critical Movemen	ts = B(W/B) + A(C)	E/B)		
205	5 + 0 + 0	+ 311	100	A
V/C =	1500	= 0.344	LOS =	= A

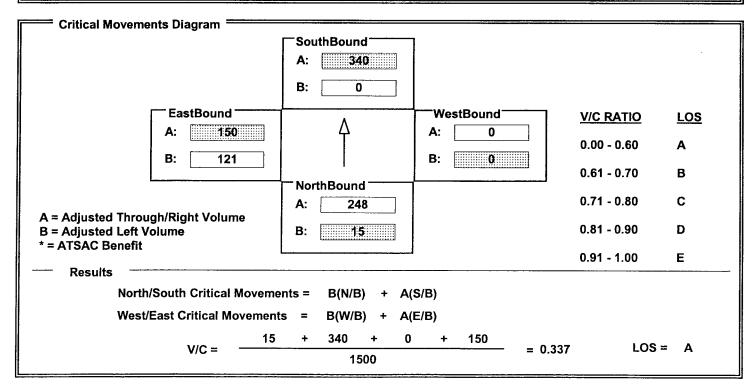
N/S:	Harbor Bl/ Miner St	W/E:	Cresent Av	I/S No: 4							
AM/PM: PM Comments: Cumulative Plus Project Conditions											
COUNT DAT	E: S	TUDY DATE:	GROW	/TH FACTOR:							

	e/Lane/Sig	gnal Conf	iguration	ns						·			
<u> </u>	NO	RTHBOU	ND	SOUTHBOUND			w	WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	9	345	0	0	484	458	0	0	0	111	0	4	
AMBIENT											,		
RELATED													
PROJECT													
TOTAL	9	345	0	0	484	458	0	0	0	111	0	4	
LANE		个 命 仓 2	, tþ 4±þ	ф ф 	个 命 行 1 1	\$ rb 4tb	4	个		4 & 4		\$ rÞ 4rÞ 1	
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR	Phasin	g	RTOR	
SIGNAL	Perm	1 /	Auto	Pern	n	Auto	Pern	n [Auto	Perm		Auto	



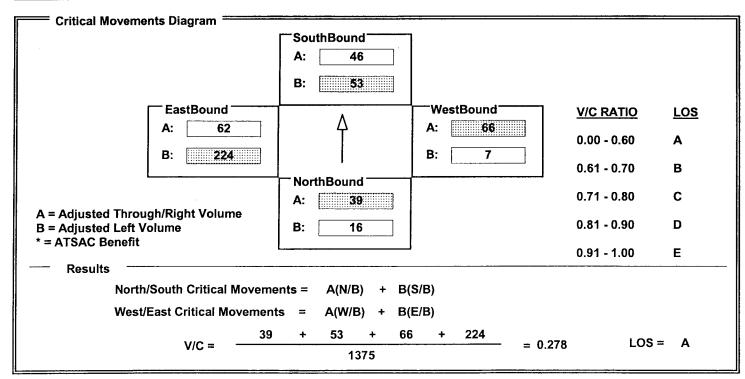
N/S: Harbor BI/ Miner St	W/E:	Cresent Av	I/S No: 4
AM/PM: AM Com	ments: Cum Plus Proje	ct Conditions for Saturd	ay
COUNT DATE:	STUDY DATE:	GRO	WTH FACTOR:

			igurations									
ı	LNO	RTHBOU	ND	SOUTHBOUND			WE	WESTBOUND			STBOU	4D
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	15	495	0	0	476	204	0	0	0	121	0	29
AMBIENT												
RELATED												T
PROJECT												
TOTAL	15	495	0	0	476	204	0	0	0	121	0	29
LANE	4 A 4	个 负 负 2 _	, I ₂	\$\frac{1}{4} \frac{1}{4} \frac{1}{4}	· 命 仓	47 47	4 &		\$\frac{2}{4} \text{\$\frac{2}{4}} h & '	全最 4	β IÞ ΦτÞ 1	
	Phasin	ıg F	RTOR	Phasing	a '	RTOR	Phasing	g l	RTOR	Phasin	ıg	RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto



N/S:	Miner St	W/E:	22nd St	I/S No:	5
AM/PM: AM	Comme	ents: Cumulative Plus	Project Conditions		
COUNT DATI	:	STUDY DATE:	GR	OWTH FACTOR:	

Volume	e/Lane/Signal	Configuration	ns =====							
	NORTH	BOUND	SOUT	HBOUND	ı L	WESTBOU	ND	EASTBOUND		
	LT	TH RT	LT	TH RT	LT	TH	RT	LT	TH	RT
EXISTING	16	37 2	53	92 110	7	17	49	408	41	21
AMBIENT										
RELATED										
PROJECT										
TOTAL	16	37 2	53	92 110	7	17	49	408	41	21
LANE	\$ 分; 1 1		ή ή ή 1 2	会分	φ _φ	· 个 命 ⁴	τ̂ _β ρ (π) 1	φ & Δ 1 1	分 命(2 p 4p 4
	Phasing	RTOR	Phasing	RTOR	Pha	sing	RTOR	Phasin	9	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Pro	t-Var	Auto	Prot-Va	ar	Auto



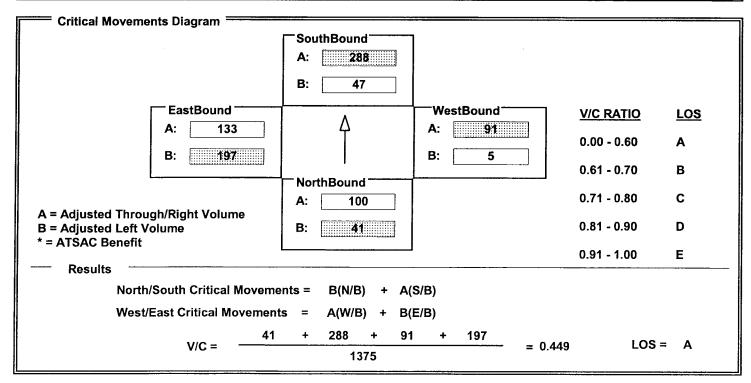
N/S:	Miner St	W/E:	22nd St	I/S No:	5
AM/PM: PM	Comme	nts: Cumulative Plus	Project Conditions		
COUNT DATE	:	STUDY DATE:	GRO	WTH FACTOR:	

	NORTH	BOUND	SOUT	HBOUND	WEWE	STBOUN	D	EAS	STBOUN	D
	LT 1	H RT	LT	TH RT	LT	TH	RT	LT	TH	RT
EXISTING	23 5	9 4	51	47 358	5	56	56	249	68	15
AMBIENT										
RELATED				<u> </u>						
PROJECT										
TOTAL	23 5	9 4	51	47 358	5	56	56	249	68	15
	4 47 个	分分分		命分户的	4 62 4	^ ^ ^ ^ ^ ^ °	β Φ† δ	4 & 4	4 4	ъ ф
LANE	1	1	1 2	1	1	1		1 1	1	
	Phasing	RTOR	Phasing	RTOR	Phasin	g F	RTOR	Phasing	9	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-V	ar /	Auto	Prot-Va	ır	Auto

Critical Movements Diagram				
·	SouthBound A: 290 B: 51			
EastBound	Λ	WestBound	V/C RATIO	LOS
A: 83		A: 112	0.00 - 0.60	A
B: 137	NorthBound	B: 5	0.61 - 0.70	В
	A: 63		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 23		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results North/South Critical Moveme	ents = B(N/B) + A(S/B)		
West/East Critical Movement	s = A(W/B) + B(E/B)		
V/C = -23	+ 290 + 11	2 + 137 = 0.409	LOS =	A
	1375			

N/S:	Miner St	W/E:	22nd St	I/S No: 5
AM/PM: P	M Commen	ts: Cum Plus Projec	t Conditions for Saturd	lay
COUNT DAT	TE:	STUDY DATE:	GRO	WTH FACTOR:

Volume	e/Lane/Sig	nal Conf	figuration	ıs								
	NO	RTHBOU	ND	SOU	THBOL	IND	WE	STBOU	ND	EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	93	7	47	92	386	5	66	25	358	101	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	93	7	47	92	386	5	66	25	358	101	32
LANE	(h) (2)	分 命句	rb 4tb	ή ή γ γ 1 2	命 行	}	1	产 命 行	\$ 10 dtp	η φ 4 1 1	分	
	Phasin	g f	RTOR	Phasing		RTOR	Phasin	g	RTOR	Phasin	g	RTOR
SIGNAL	Prot-Va	ar .	Auto	Prot-Va	r][Auto	Prot-V	ar	Auto	Prot-V	ar	Auto



		 						 			·	
N/S:		Mine	r		W/E : [22n	d St			5	5
АМ/РМ:	AM		Comn	nents: Al	ternativ	e Cum. P	lus Proje	ct Cond	itions			
COUNT D	ATE:			STU	DY DATE	: [(GROWTH	FACTOR:	-	
Volume	e/Lane/Si	gnal Con	figuration	s								
		RTHBOU			UTHBOL		WESTBOUND			EASTBOUND		
EXISTING	16	тн 37	2 RT	53	тн 92	RT 110	1 T	TH 17	RT 49	408	TH 41	21
AMBIENT							<u> </u>					
RELATED												
PROJECT												
TOTAL	16	37	2	53	92	110	7	17	49	408	41	21
LANE	hasii	ng I	(本) (中) RTOR Auto		1 1 ng	RTOR Auto	1 Phasir	1 1 ng	RTOR Auto	∮ ∯ ↑ 1 1 Phasing Prot-Fix	,	Auto
Critical	l M ovemo	ents Diag	ram ===	Se A		nd 10 53						
		I _	Bound —		Λ			Bound		V/C RATIO	2	<u>LOS</u>
		A: _	31		Ť		A: 💆	49		0.00 - 0.60) ,	A
		B:	408		1		B:	7		0.61 - 0.70)	В
				No A:	orthBour	nd				0.71 - 0.80) (c
A = Adjust B = Adjust	ted Left \		Volume	B:	L	16				0.81 - 0.90		D
* = ATSAC							J			0.91 - 1.00	•]	E
Resu		VSouth C	ritical Mov	romonto -	= B(N/	D) + A	(C/D)					
			ical Move			-	(S/B) (E/B)					
				16 +		+ 49		408				_
		V/	C =			425		·	= 0.409	L	.os =	Α

N/S:	Miner St	W/E:	22nd St	I/S No:	5
AM/PM: PM	Comments	s: Alternative Cum	. Plus Project Condition	1S	
COUNT DATE:		STUDY DATE:	GRO	WTH FACTOR:	

	NOR	THBOUN	D	SO	SOUTHBOUND WE			ESTBOUND		EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	23	59	4	51	47	358	5	56	56	249	68	15
AMBIENT												
RELATED												T
PROJECT												
TOTAL	23	59	4	51	47	358	5	56	56	249	68	15
LANE	\$ 分 个 1		β Φτ β	ή ή ·	个 命 ⁴ 1	τ <mark>ι</mark> ρ φρ	\$\frac{1}{4}	个 命 行 1		Y	↑ ♠ ↑ 1	<u> </u>
	Phasing	R	TOR	Phasir	ıg	RTOR	Phasin	g	RTOR	Phasin	g	RTOR
SIGNAL	Split	A	uto	Split		Auto	Prot-F	ix	Auto	Prot-Fi	ix	Auto

Critical Movements Diagram				
ontical movements singian	SouthBound A: 358 B: 51			
EastBound		WestBound	V/C RATIO	LOS
A: 42 B: 249	7	A: 56 5 5 5	0.00 - 0.60	A
[<u>[75] [14] [4] [4] [4] [4] [4] [4] [4] [4] [4] [</u>	<u> </u>		0.61 - 0.70	В
A = Adjusted Through/Right Volume	NorthBound A: 55		0.71 - 0.80	С
B = Adjusted Infodgli/Right Volume * = ATSAC Benefit	B: 23		0.81 - 0.90	D
	L		0.91 - 1.00	Ε .
Results				
North/South Critical Moveme	ents = $A(N/B) + A(S)$	S/B)		
West/East Critical Movement	ts = A(W/B) + B(B)	E/B)		
V/C =55	+ 358 + 56	+ 249 = 0.522	LOS =	Α
V/C -	1375	= 0.322		^

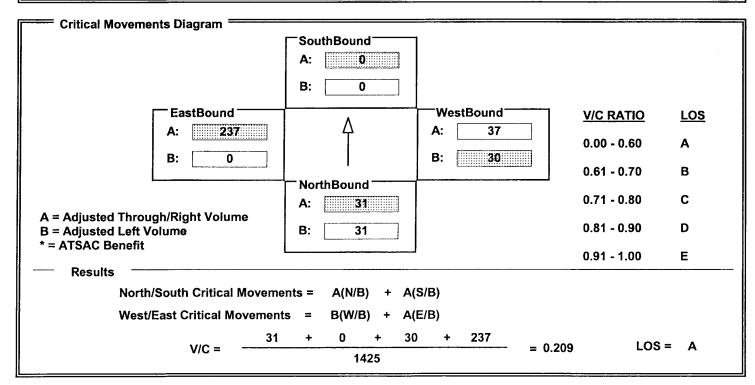
N/S:	Miner St	W/E:	22nd St	I/S No: 5
AM/PM: PM	Comments:	Alt Cum + Proj C	ond - Weekend Midday	
COUNT DATE:		STUDY DATE:	GRO	WTH FACTOR:

Volume	e/Lane/Sid	anal Con	figuration	s ====		·						
		RTHBOU			UTHBOL	IND	w	ESTBOU	ND •	EA	STBOUN	ID
Į.	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	93	7	47	92	386	5	66	25	358	101	32
AMBIENT		Ī			Î							
RELATED		T			I	<u> </u>						
		<u> </u>			<u>l</u>		L	<u> </u>			1	
PROJECT					L						<u>ł</u>	
TOTAL	41	93	7	47	92	386	5	66	25	358	101	32
LANE	ή _{(μ} -	个 _命 仓) to 440	1 1	个 _命 行 1	1	申	个 命 仓 1 1	\$ \$ \$\frac{1}{4}\$	f 分 f	个 _使 仓) to 440
	Phasir	ng i	RTOR	Phasir	ıg	RTOR	Phasir	ıg f	RTOR	Phasin	ıg	RTOR
SIGNAL	Perm	1	Auto	Perm	1	Auto	Prot-F	ix	Auto	Prot-F	ix	Auto

Critical Movements Diagram				
_	SouthBound A: 386			·
	B: 47			
EastBound	1 ^	WestBound	V/C RATIO	<u>LOS</u>
A: 67 B: 358		A: 46 B: 5	0.00 - 0.60	Α
. 3.0000). Section (1995)	<u>'</u>		0.61 - 0.70	В
	NorthBound		0.71 - 0.80	С
A = Adjusted Through/Right Volume	A: 91		0.71 - 0.60	
B = Adjusted Left Volume	B: 41		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	Ε
Results			0.51 - 1.00	<u> </u>
North/South Critical Moveme	ents = B(N/B) + A(S/B)		
West/East Critical Movement	, ,	E/B)		
	- (
V/C = 41	+ 386 + 46	$\frac{3}{2} + \frac{358}{2} = 0.583$	LOS =	Α
	1425			

N/S:	Via Cabrillo Marina	W/E:	22nd St	I/S No:	6
AM/PM:	AM Comments	: Cumulative Plus	Project Conditions		
COUNT	DATE:	STUDY DATE:	GRO	OWTH FACTOR:	

Volume	/Lane/Sig	nal Confi	guration	s ====			<u> </u>					
	NOF	THBOU	ND.	so	UTHBOL	IND	WE	STBOU	ND	E/	STBOUN	D
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	45	0	48	0	0	0	30	74	0	0	396	77
AMBIENT												
RELATED			·									
PROJECT												
TOTAL	45	0	48	0	0	0	30	74	0	0	396	77
LANE	\$ A A	4	ιÞ 4τÞ 1 1	\$ \$P '	全命 4	4 to 4to	η _φ ·	个 命 4 2		\$ p	个 命 句 1 1	, r 4p
	Phasing	g R	TOR	Phasin	ıg	RTOR	Phasin	ıg	RTOR	Phasir	ng	RTOR
SIGNAL	Perm		Auto	<none< td=""><td>> <</td><td>none></td><td>Perm</td><td></td><td>Auto</td><td>Prot-F</td><td>ix</td><td>Auto</td></none<>	> <	none>	Perm		Auto	Prot-F	ix	Auto



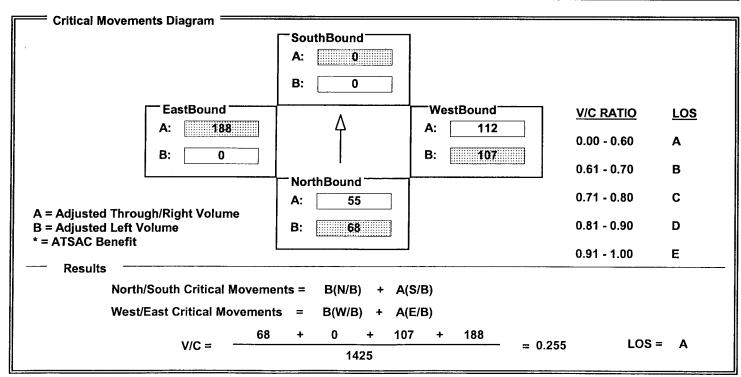
N/S:	Via Cabrillo Marina	W/E:	22nd St	I/S No: 6
AM/PM:	PM Commen	ts: Cumulative Plus I	Project Conditions	
COUNT D	ATE:	STUDY DATE:		GROWTH FACTOR:

	NO	RTHBOU	ND	SO	UTHBO	JND	W	STBOUN	VD.	EA	STBOU	VD.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	94	0	60	0	0	0	33	300	0	0	177	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	0	60	0	0	0	33	300	0	0	177	75
LANE	\$	2	β 4 ₇ δ 1 1	\$ \$P '	个 ₆ 4		ी क्री 1	个 命 句 2	⁴ τ δ δ	\$ \$P '	个 _命 行	<u> </u>
	Phasin	g l	RTOR	Phasin	ng	RTOR	Phasir	ng F	RTOR	Phasir	ıg	RTOR
SIGNAL	Perm		Auto	<none< td=""><td>> <</td><td>none></td><td>Perm</td><td>1 /</td><td>Auto</td><td>Prot-F</td><td>ix</td><td>Auto</td></none<>	> <	none>	Perm	1 /	Auto	Prot-F	ix	Auto

Critical Movements Diagram				·
•	SouthBound A: 0			
EastBound —	Λ	WestBound	V/C RATIO	LOS
A: 126 B: 0	\bigcap	A: 150 B: 33	0.00 - 0.60	A
B	'	J	0.61 - 0.70	В
A A !:	NorthBound A: 51		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 51		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
				-
North/South Critical Moveme	ents = $A(N/B) + A($	S/B)		
West/East Critical Movement	ts = B(W/B) + A(E/B)		
V/C =	+ 0 + 33 1425	+ 126 = 0.147	LOS =	A

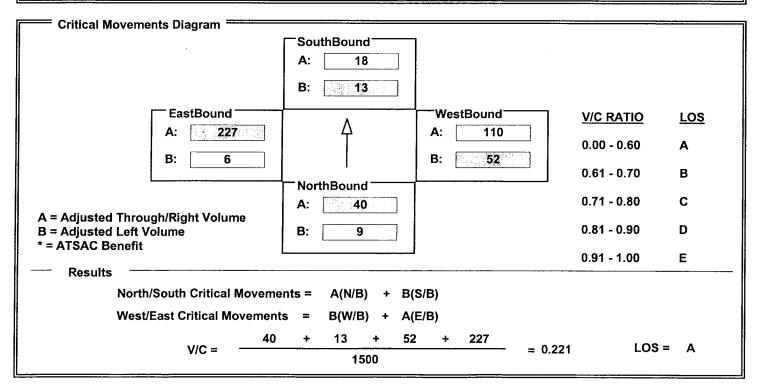
N/S:	Via Cabrillo Marina	W/E:	22nd St	I/S No:	6
AM/PM:	PM Comments:	Cum Plus Projec	t Conditions for Saturd	ay	
COUNT	DATE:	STUDY DATE:	GRO	WTH FACTOR:	

── Volume	e/Lane/Signa	al Configura	tions ——			,					
	.,	ooga									
	NORT	HBOUND	sc	UTHBOL	ND	W	STBOU	ND.	E	ASTBOUN	iD
	LT	TH R		TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	0 5	5 0	0	0	107	224	0	0	273	102
AMBIENT											
RELATED											
PROJECT					[
TOTAL	123	0 5	0	0	0	107	224	0	0	273	102
LANE	φ _φ γ	命令 p 1	中 1	个 命 行	4th ⟨1 €	, <u>, , , , , , , , , , , , , , , , , , </u>	个 _命 行 2	4tb ⟨1	\$ \$F	个 命 句 1 1	₽
	Phasing	RTOR	Phasi	ng	RTOR	Phasir	ng I	RTOR	Phasi	ng	RTOR
SIGNAL	Perm	Auto	<non< td=""><td>e> <</td><td>none></td><td>Perm</td><td>1 .</td><td>Auto</td><td>Prot-F</td><td>ix</td><td>Auto</td></non<>	e> <	none>	Perm	1 .	Auto	Prot-F	ix	Auto
										-	



N/S:	Driveway	W/E:	22nd St	I/S No:	
AM/PM: AM	Comme	nts: Project Driveway	/		
COUNT DAT	E:	STUDY DATE:	GRO	WTH FACTOR:	

	NO	RTHBOU	ND	SOL	SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	9	5	40	13	5	5	52	99	17	6	435	12		
AMBIENT														
RELATED														
PROJECT														
TOTAL	9	5	40	13	5	5	52	99	17	6	435	12		
LANE	ή ₍ μ ⁽ 1)		_ fδ	4 & 4	4	2	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	↑ ∰ (7 LÞ 41Þ	φ _ψ 4	^ ^ 6	· · · · · · · · · · · · · · · · · · ·		
	Phasin	g F	RTOR	Phasin	g	RTOR	Phasin	g	RTOR	Phasin	g	RTOR		
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto		



N/S:	Driveway	W/E:	22nd St	1/S No:
AM/PM: PM	Comme	nts: Project Driveway	/	
COUNT DATE:		STUDY DATE:	GRO	OWTH FACTOR:

Volume	e/Lane/Sigr	nal Conf	iguration	ns ====		-		i				
	NOR	THBOU	D	SC	UTHBOL	IND	W	ESTBOU	ND		ASTBOU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	19	10	86	27	10	10	90	354	30	10	257	20
AMBIENT												
RELATED									I			
PROJECT												
TOTAL	19	10	86	27	10	10	90	354	30	10	257	20
LANE	4 分 个 1	\$ \$ 	ιδ Φτδ 1	ή _φ ¹	个 命 4	₽ ф ф 1	4 分	个 余 行 1	\$ 10 dtp	\$ \$\frac{1}{4}\$	个 条 4	ि कि कि 1
	Phasing	R	TOR	Phasii	ng	RTOR	Phasir	ng	RTOR	Phas	ing	RTOR
SIGNAL	Perm		Auto	Pern	n	Auto	Pern	n	Auto	Per	m	Auto

Critical Movements Diagram				
	SouthBound			
	A: 37			
	B: 27			
EastBound	٨	WestBound	V/C RATIO	<u>LOS</u>
A: 149 B: 10	$\bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{j=1}^{n} \bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{j=1}^{n} \bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{j=1}^{n} \bigcap_{j=1}^{n} \bigcap_{i=1}^{n} \bigcap_{j=1}^{n} \bigcap_{j$	A: 237 B: 90	0.00 - 0.60	A
	_ _ \		0.61 - 0.70	В
	NorthBound		0.71 - 0.80	С
A = Adjusted Through/Right Volume	A: 86		0.71 - 0.00	C
B = Adjusted Left Volume	B: 19		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = A(N/B) + B(S/B)		
West/East Critical Movement	ts = A(W/B) + B(E/B)		
V/C =	+ 27 + 23	7 + 10 = 0.240	LOS =	A
	1500			

									·
N/S:	Driveway	W/E: [22n d	l St		I/S No:		
AM/PM: PM	Comme	nts: Project Dr	iveway Sa	turday					
COUNT DATE:		STUDY DATE	:		GF	ROWTH	FACTOR:		
Volume/Lane/Sig	nal Configurations								
LNO	RTHBOUND	SOUTHBOU	ND	WE	STBOUND		EAS	TBOUN	
LT EXISTING 40	TH RT	LT TH 60 10	RT 20	LT 464	TH	RT 55	LT	TH	RT
EXISTING 40 AMBIENT	10 180	60 10	20	164	321	33	18	315	36
RELATED								<u>_</u>	
PROJECT									
TOTAL 40	10 180	60 10	20	164	321	55	18	315	36
LANE 1 Phasin	1 RTOR	中 中 中 中 中 中 中 中 中 中 中 中 中 中 中 中 中 中 中							
SIGNAL Perm	Auto	Perm	Auto	Perm	A	uto	Perm		Auto
Critical Moveme	nts Diagram ———		nd 70	<i>21</i> .					
	EastBound			WestB			V/C RATIO	<u> </u>	<u>os</u>
	A: 194	1 7		A:	352		0.00 - 0.60	Α	l
	B: 18			В:	164		0.61 - 0.70		
		NorthBour A: 1	nd 80				0.71 - 0.80	С	
A = Adjusted Throu B = Adjusted Left V			10				0.81 - 0.90		
* = ATSAC Benefit							0.91 - 1.00	E	
	/South Critical Moven East Critical Moveme V/C =	ents = A(W/ 80 + 60		S/B) E/B) 2 +	18	= 0.407	L	os = 1	Α

CUMULATIVE PLUS PROJECT CONDITIONS WITH MITIGATION

INTERSECTION DATA SUMMARY SHEET

N/S:		Harbor	BI		W/E:	S	R-47 & Sv	winford	St	I/S No:	2	2	
AM/PM:	AM		Comm	ents: W	eekday /	AM Mitiga	ation						
COUNT D	ATE:			STU	DY DATE	::			ROWTH	FACTOR:			
Volume		gnal Confi	figurations		UTHBOU		10/1	ESTBOUN			ASTBOUND		
	LT NO	TH	RT	LSO	TH	RT	LT WE	ESTBOUN TH	RT	LT	TH	ND	
EXISTING	543	786	27	34	121	60	18	23	6	277	61	991	
AMBIENT													
RELATED													
PROJECT													
TOTAL	543	786	27	34	121	60	18	23	6	277	61	991	
LANE	Phasin Prot-F	2 1 1 ng R	RTOR Auto		2	TOR Auto	Phasin	ng F	1 1	1 Phasin	1 ng	は 「1」 RTOR OLA	
— Critical	Moveme	ents Diagr	am ——	Sc A		nd 61							
		EastB		_	Λ		WestB			V/C RATI	<u>10</u>	<u>LOS</u>	
		, <u></u>	526		7		A:	29	_	0.00 - 0.60	i O ,	A	
		В:	277]			B:	18		0.61 - 0.70	0 [В	
				No A:	orthBoun : 27	nd 71				0.71 - 0.80	0 (С	
A = Adjust B = Adjust * = ATSAC	ted Left V	ugh/Right	Volume	- 1	: 27					0.71 - 0.80 0.81 - 0.90		C D	

B(N/B) + A(S/B)

A(E/B)

526

= 0.657

LOS = B

18

B(W/B) +

1375

61

North/South Critical Movements =

299

West/East Critical Movements

V/C =

INTERSECTION DATA SUMMARY SHEET

<u></u>		A consideration that several control is	Start Consultation Consultation	The second second second second		(P-)500-000-000-0105-0105-01-015-0-015-0-015-0-015-0-015-0-015-0-015-0-015-0-015-0-015-0-015-0-015-0-015-0-015				
N/S:	Harbor B	1	W/E : [S	R-47 & S	winford \$	St] //S No: [2	2
AM/PM:	РМ	Comments:	Weekday I	PM Mitiga	ition					
COUNT	DATE:	sı	UDY DATE	:		G	ROWTH	FACTOR:		
Volume	e/Lane/Signal Config									
	NORTHBOUND	OUTHBOU		i	STBOUN			TBOU		
EXISTING	607 813	12 LT 10	163	RT 111	20	тн 25	13	92	тн 15	RT 1742
AMBIENT										
RELATED										
PROJECT										
TOTAL	607 813	12 10	163	111	20	25	13	92	15	1742
LANE	\$\\delta \chi^2 \chi^2 \dagger \dagger_0^2	1 T	全 命令	1 1	ή _φ 4		[\$ 4 _T \$	4 分 个	· 命行 【1】	\(\frac{1}{2} \) \(\frac{1}{2} \)
	Phasing RT	OR Phas	sing	RTOR	Phasin	g R	RTOR	Phasing	I	RTOR
SIGNAL	Prot-Fix Au	ıto Prot	-Fix	Auto	Prot-F	ix A	Auto	Prot-Fix	(OLA
Critica	l Movements Diagrar	m =====								
				nd 32						
	EastBou	und	Λ		WestE	lound —		V/C RATIO	<u>)</u>	LOS
	A: []	879			A:	38		0.00 - 0.60	,	A
	B:	92	1		B:	20	1	0.61 - 0.70		В
A = Adius	ted Through/Right Vo		NorthBour A: 2	75			1	0.71 - 0.80		С
	ted Left Volume		B: 3	34				0.81 - 0.90		D

Results

North/South Critical Movements = B

B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = 334 + 82 + 20 + 879

1375 = 0.956

LOS = E

Ε

0.91 - 1.00

* = ATSAC Benefit

N/S:	Harbor BI	W/E:	SR-47 & Swinford St	I/S No: 2
AM/PM: PM	Comment	s: Weekend Mid	-day Mitigation	
COUNT DATE:		STUDY DATE:	GROWTI	H FACTOR:

Volume	e/Lane/Sig	ınal Conf	iguration	s 								
l void	,, Earre, 619	jiiai oom	.gara.ioii									
	NO	RTHBOU	ND	SC	UTHBOU	ND		WESTBOL	ND	EA:	STBOU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	702	997	70	32	158	73	75	45	124	154	89	1572
AMBIENT												
RELATED												
PROJECT									T			
TOTAL	702	997	70	32	158	73	75	45	124	154	89	1572
LANE		个	_ t> 4t>	竹 分	个	λ / δ φδ 1 1	φ _{\$\frac{1}{2}}	· 个 命 ·	ቲ _ን ሶ փ 1	\$ \frac{1}{1}	1	τ̂ _δ ιδ Φιδ
	Phasin	ıg F	RTOR	Phasi	ng	RTOR	Pha	sing	RTOR	Phasing	9	RTOR
SIGNAL	Prot-F	ix	Auto	Prot-F	ix	Auto	Prof	t-Fix	Auto	Prot-Fi	x	OLA

