APPENDIX D

Traffic Report
Fehr & Peers

February 2014

DRAFT

AVALON AND FRIES STREETS SEGMENTS CLOSURE

PROJECT TRAFFIC REPORT

LOS ANGELES, CALIFORNIA

FEBRUARY 2014

PREPARED FOR

AECOM

PREPARED BY

FEHR & PEERS

DRAFT
TRAFFIC STUDY
FOR THE
AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT

February 2014

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1. Introduction

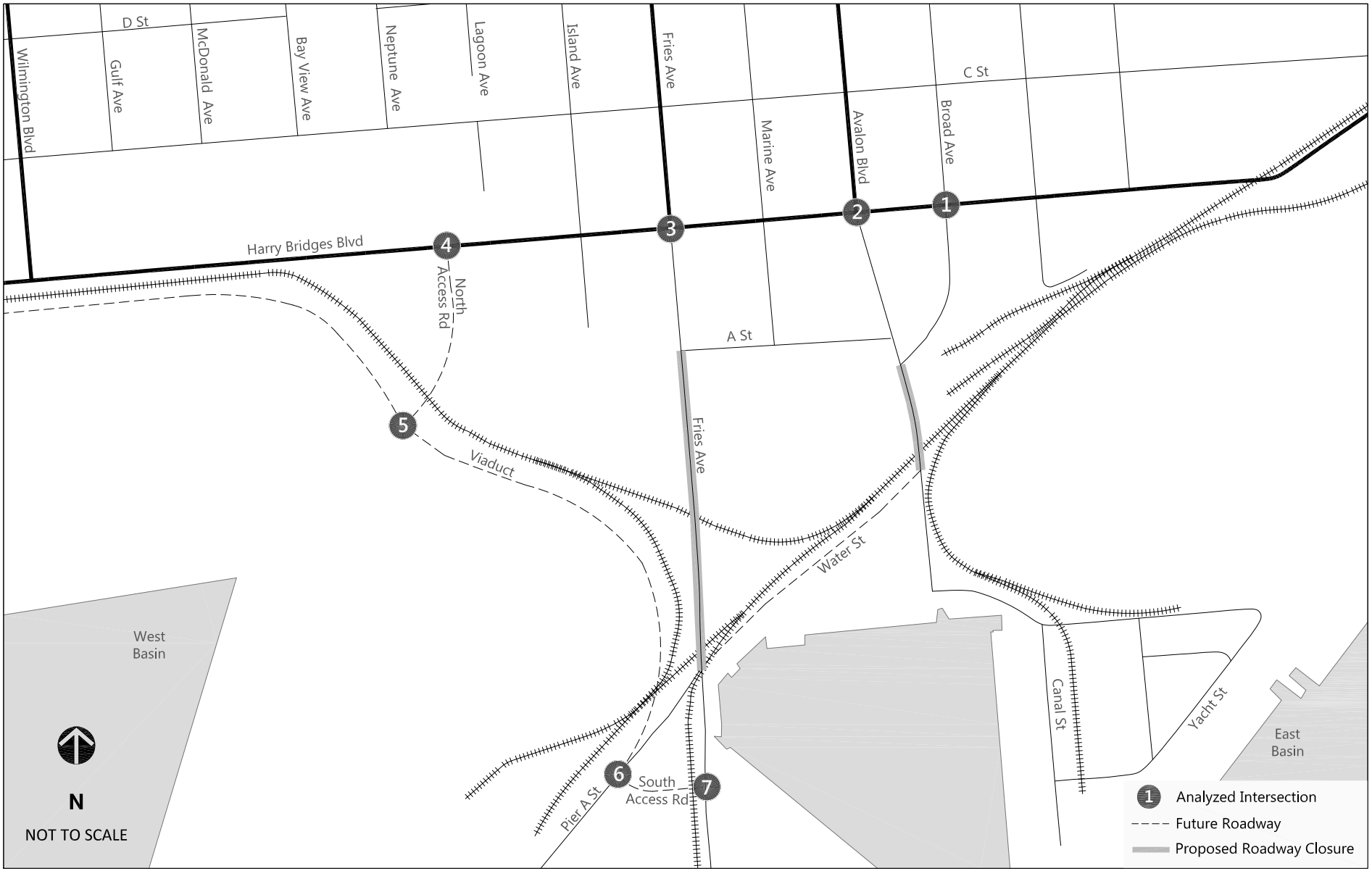
Fehr & Peers conducted a traffic study to evaluate the potential traffic impacts of the proposed closure of Fries Avenue and Avalon Boulevard between Water Street and "A" Street within the Port of Los Angeles due to operational changes with train assembly in the vicinity and the requirement to comply with CPUC regulations regarding duration of railroad-related roadway blockages. This report identifies the base data and assumptions, explains the methodologies used, and summarizes the findings of the study. The traffic impact analysis conducted for this report includes analysis of existing (2012) conditions, interim year (2017) conditions and cumulative (2038) conditions.

Project Description

Due to operational changes associated with train assembly in the vicinity of the Avalon Boulevard and Fries Street grade crossings, it may not be possible to meet the requirement to comply with CPUC General Order 135, which limits grade crossing blockages due to stopped or switching train cars to 10 minutes. For this reason, the Port of Los Angeles proposes to close segments of two streets to public vehicular circulation:

- Fries Avenue between A Street and Pier A Street (closing two grade crossings and approximately 1,337 feet of street to the public); and
- Avalon Boulevard between south of Broad Avenue and south of the existing grade crossing (closing one grade crossing and approximately 438 feet of street to the public).
- The currently planned lane configuration at two new intersections along the South Wilmington Grade Separation will be modified slightly, resulting in a second westbound left-turn lane from Harry Bridges Boulevard onto the North Access Road; from the North Access Road toward the relocated TraPac gate a second southbound right-turn lane will be provided and the eastbound approach will be modified to provide one left-turn lane and one left/through lane.

The affected street segments and the limits of the proposed closures are depicted in Figure 1. The construction schedule for the closures is tied to the opening of the South Wilmington Grade Separation (SWGS, shown in Figure 1) Project, which is scheduled to be completed in December 2014 and open in January 2015. Previous studies assumed that the construction of the SWGS would occur, but that it would be constructed slightly east of where it is now being built, aligned with Fries Avenue. The SWGS, currently under construction, connects with Harry Bridges Boulevard between Neptune Avenue and Lagoon Avenue. The SWGS will provide unobstructed access to the waterfront, and will carry the traffic that now traverses the street segments that are proposed for closure including traffic related to the nearby terminals. This traffic study analyzes the impacts of the proposed project.



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Nov 04, 2013

STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 1

Study Scope

The scope of work for this study was developed in conjunction with staff of the Port of Los Angeles and the Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed as part of the study approach. The study analyzes potential project-related traffic impacts on the adjacent street system for Interim Year (2017) and Cumulative conditions (2038). Because the project is conditioned upon the completion of the ongoing South Wilmington Grade Separation Project, which changes the traffic flow in the area and is under construction, existing (2012) plus project analysis is not presented. The following traffic scenarios were analyzed for the weekday AM peak hour, midday peak hour and PM peak hour:

- Existing (Year 2012) Conditions – The analysis of existing Year 2012 traffic conditions provides existing baseline information at the time the analysis was begun. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions. Because the proposed project would not be implemented by the Port of Los Angeles until after the SWGS is completed, however, this study does not include analysis of a strict Existing plus Project scenario. Rather, potential project impacts are assessed against projected conditions under two future baselines: a near-term interim year (2017) and cumulative (2038) conditions. Section 15151 of the CEQA Guidelines states that "An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences." In the decision on the Neighbors for Smart Rail v. Exposition Metro Line (S202828 - 8.5.13.) case, the California Supreme Court agreed with the plaintiff that existing conditions should normally serve as the baseline but allowed that other baselines may be used under certain circumstances. The court stated that "A departure from this norm can be justified by substantial evidence that an analysis based on existing conditions would tend to be misleading or without information value to the EIR users." For this project, analysis of potential project impacts against existing conditions would not provide meaningful information to the public or to the decision-makers because the proposed closure of the subject portions of Fries Avenue and Avalon Boulevard, which are the two access routes to the Mormon Island area of the Port, would not be implemented until the SWGS has been completed and the main gate to the TraPac Terminal has been relocated. At that time, traffic patterns in the immediate vicinity will differ from those that now prevail. Thus, analysis of potential project impacts against the existing baseline would not be meaningful.

- Cumulative (2017) Conditions and Cumulative (2038) Conditions – Future traffic conditions are projected without the proposed project in 2017 and in 2038. While the proposed project is planned for construction in 2016, the following year was chosen for analysis because that is the closest horizon year for which projections from the Port's travel demand forecasting model are available and because if offers a more conservative estimation of traffic volumes in the area.. The objective of this phase of analysis is to project future traffic growth and operating conditions that could be expected to result from ambient growth and known cumulative projects in the vicinity. These traffic forecasts are used to establish future operating conditions without implementation of the project that provide the basis for determining project impacts.

- Cumulative (2017) plus Project Conditions and Cumulative (2038) plus Project Conditions – This is an analysis of future traffic conditions with traffic shifts expected from the proposed project in future years 2017 and 2038. The objective of this analysis is to develop the traffic forecasts of the proposed project that are then used to identify potential impacts.

The traffic study assesses potential project impacts during the weekday AM, midday and PM peak hours.

As illustrated in Figure 1, seven intersections were identified for analysis:

1. Harry Bridges Boulevard & Broad Avenue (signalized) – Existing
2. Harry Bridges Boulevard & Avalon Boulevard (signalized) – Existing
3. Harry Bridges Boulevard & Fries Avenue (signalized) – Existing
4. Harry Bridges Boulevard & North Access Road (signalized) – Future
5. North Access Road & TraPac Access/Viaduct (signalized) – Future
6. South Access Road & Pier A Street/Viaduct (signalized) – Future
7. South Access Road & Fries Avenue (side-street stop-controlled) – Future

Organization of Report

This report is divided into six chapters, including this introduction. Chapter 2 describes the existing conditions in the study area, including a summary of existing traffic volumes and an assessment of operating conditions. The methodologies used to develop traffic forecasts for the cumulative base and cumulative plus project and the forecasts themselves are included in Chapter 3. Chapter 4 presents an assessment of potential intersection traffic impacts associated with the proposed project. The results of the regional transportation system analysis are provided in Chapter 5. Chapter 6 summarizes the key findings and conclusions of the study. Appendices to this report include details of the technical analysis.

2. Existing Conditions

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

Existing Highway and Street System

The project site is inside the Port of Los Angeles. Primary regional access to the project area is provided by the Harbor Freeway (I-110), located approximately one-half mile west of Avalon Boulevard. Local access to the project site is provided by a well-defined grid of arterial and collector roads. There is no public transit service that operates on the portions of Avalon Boulevard or Fries Avenue that are proposed for closure. The primary roadway facilities in the project study area are:

- Harry Bridges Boulevard – Harry Bridges Boulevard is classified as a Major Class I Highway that runs east-west approximately one-quarter mile north of the proposed street closures. This four-lane arterial links Figueroa Street and John S. Gibson Boulevard with Alameda Street, and provides a connection for local and regional travel to the community of Wilmington and parts of the Port of Los Angeles. Other than the Wilmington Waterfront Park, which lies on the north side of Harry Bridges Boulevard for several blocks, the adjoining land uses are industrial.

- Avalon Boulevard – Avalon Boulevard provides north-south access between the community and the Port of Los Angeles. North of Harry Bridges Boulevard it is classified as a Major Highway Class II; between Harry Bridges Boulevard and the boundary between the Wilmington community plan area and the Port of Los Angles is classified as a Collector street, North of A Street, Avalon Boulevard provides four travel lanes with bicycle lanes and is adjoined by a mix of land uses. South of A Street, it provides two travel lanes through industrial land uses except for the Banning's Landing community center, which lies on Water Street at the southern terminus of Avalon Boulevard.

- Broad Avenue – Broad Avenue is classified as a Secondary Highway that provides north-south access between the community and the Port of Los Angeles. North of A Street, Broad Avenue provides four travel lanes with bicycle lanes and, near the project site, is lined with a mix of commercial and industrial land uses. South of Harry Bridges Boulevard Broad Avenue curves westward and joins with Avalon Boulevard. It provides two travel lanes near the project site. A future park, the Avalon Triangle Park, is planned by the Port in the area bounded by Harry Bridges Boulevard, Avalon Boulevard and Broad Avenue.

- A Street – A Street is classified as a Secondary Highway that provides east-west access for two blocks between Avalon Boulevard and Fries Avenue. It is a two-lane roadway with industrial land uses.

- Pier A Street/Water Street – Pier A Street and Water Street are two-lane roadways within the Port of Los Angeles which connect with each other and provide access to Banning's Landing and the adjacent waterfront area near the southern terminus of Avalon Boulevard. Near Fries Avenue, Water Street becomes Pier A Street and provides access to heavy industrial uses and terminals.

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

Existing Traffic Volumes and Levels of Service

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

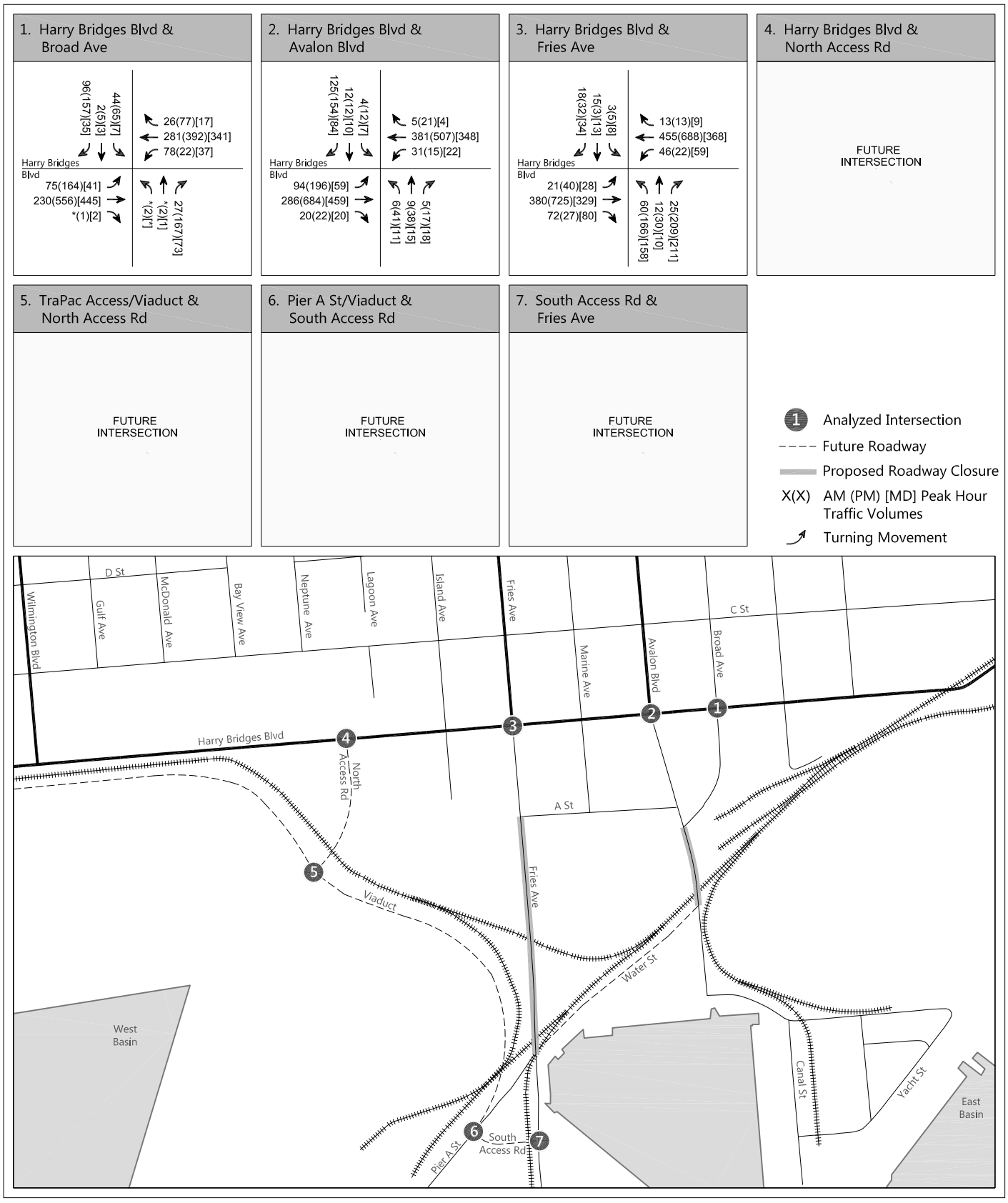
Existing Traffic Volumes

New classified traffic counts were conducted during the weekday morning peak (between 7:00 and 10:00 AM), midday and afternoon peak periods (between 4:00 and 7:00 PM) in November 2012 (existing Intersections 1, 2 and 3). Vehicle counts for the study intersections include the classification of passenger cars and large trucks. A Passenger Car Equivalent (PCE) factor of 2.0 was applied to semi-tractor/trailer combinations and a PCE factor of 1.1 was applied to smaller trucks to convert the traffic counts in to PCEs. The existing weekday AM, midday and OM peak hour traffic volumes at the analyzed intersections (the highest one-hour volume observed during each of the analyzed peak periods) are presented in Figure 2. Traffic count data sheets are provided in Appendix B.

Level of Service Methodology

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

Consistent with the *Traffic Study Policies and Procedures* (LADOT, June 2013), this study used the Critical Movement Analysis (CMA) method of intersection capacity calculation to analyze the LOS at the existing and future signalized intersections. The CMA methodology determines the V/C ratio of an intersection based on the number of approach lanes, the traffic signal phasing and the traffic volumes. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 1. All three analyzed intersections are currently controlled by traffic signals and are controlled by the City's Automated Traffic Surveillance and Control (ATSAC) system. In accordance with LADOT procedures, a capacity increase of 10% was applied to reflect the benefits of ATSAC and Adaptive Traffic Control Systems (ATCS). The CMA worksheet developed by LADOT was used to implement the CMA methodology in this study.



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Nov 07, 2013

EXISTING CONDITIONS PEAK HOUR TRAFFIC VOLUMES

FIGURE 2

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

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

The "All-Way Stop-Controlled" methodology from Highway Capacity Manual was used to determine the average vehicle control delay (in seconds) for the all-way stop-controlled study intersection (Study Intersection 7). The two-way stop-controlled methodology relates intersection LOS to the average delay experienced by motorists traveling through the intersection as a whole. The corresponding levels of service are defined by the list in Table 2.

Existing Peak Hour Levels of Service

The existing weekday peak hour turning movement volumes presented in Figure 2 were used in conjunction with the LOS methodology described above to determine existing operating conditions at each of the study intersections. LOS calculation worksheets are included in Appendix C.

Table 3 summarizes the existing weekday peak hour V/C ratios and corresponding LOS at the three existing study intersections, and indicates that each is currently operating at a good level of service during each analyzed peak hour (LOS A).

TABLE 2 LEVEL OF SERVICE DEFINITIONS FOR STOP-CONTROLLED INTERSECTIONS	
Level of Service	**Average Control Delay (seconds/vehicle)**
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: *Highway Capacity Manual,* Transportation Research Board, 2000.

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	V/C	LOS
1	Harry Bridges Boulevard & Broad Avenue	AM	0.092	A
	Signalized	MD	0.115	A
		PM	0.287	A
2	Harry Bridges Boulevard & Avalon Boulevard	AM	0.168	A
	Signalized	MD	0.131	A
		PM	0.298	A
3	Harry Bridges Boulevard & Fries Avenue	AM	0.116	A
	Signalized	MD	0.176	A
		PM	0.292	A

Note: A v/c credit of 0.100 has been applied to reflect the combined benefits of ATSAC and ATCS at these intersections

3. Traffic Projections

Traffic conditions for the cumulative analysis years were estimated by adding traffic that would be associated with regional traffic growth and traffic increases resulting from increases in Port throughput to baseline conditions in the Port area. Local traffic growth was forecast based on a computerized traffic analysis tool known as the Port Area Travel Demand Model, which is based on the SCAG 2012 Regional Transportation Plan model. The Port Area Travel Demand Model includes regional traffic growth as well as growth for the Port and the local area, and supplements the growth factors described below.

Background traffic growth occurs as a result of regional growth in employment, population, schools, and other activities. Most of the past, present, and reasonably foreseeable future projects are covered by the growth forecasts of the Port Area Travel Demand Model. Other local projects are not included in the SCAG Regional Model and were thus separately accounted for in the Port Travel Demand Model (e.g., the San Pedro Waterfront Project). All Port and Port of Long Beach projected container and non-container terminal traffic growth are included in the Port Travel Demand Model.

The background future intersection traffic volumes (which account for cumulative non-project growth) were developed based on SCAG socioeconomic projections for the years 2017 and 2035, with amendments as reflected in the Port Area Travel Demand Model. The forecast traffic volumes used in this study were developed by Raju Associates, Inc. in coordination with Port staff.

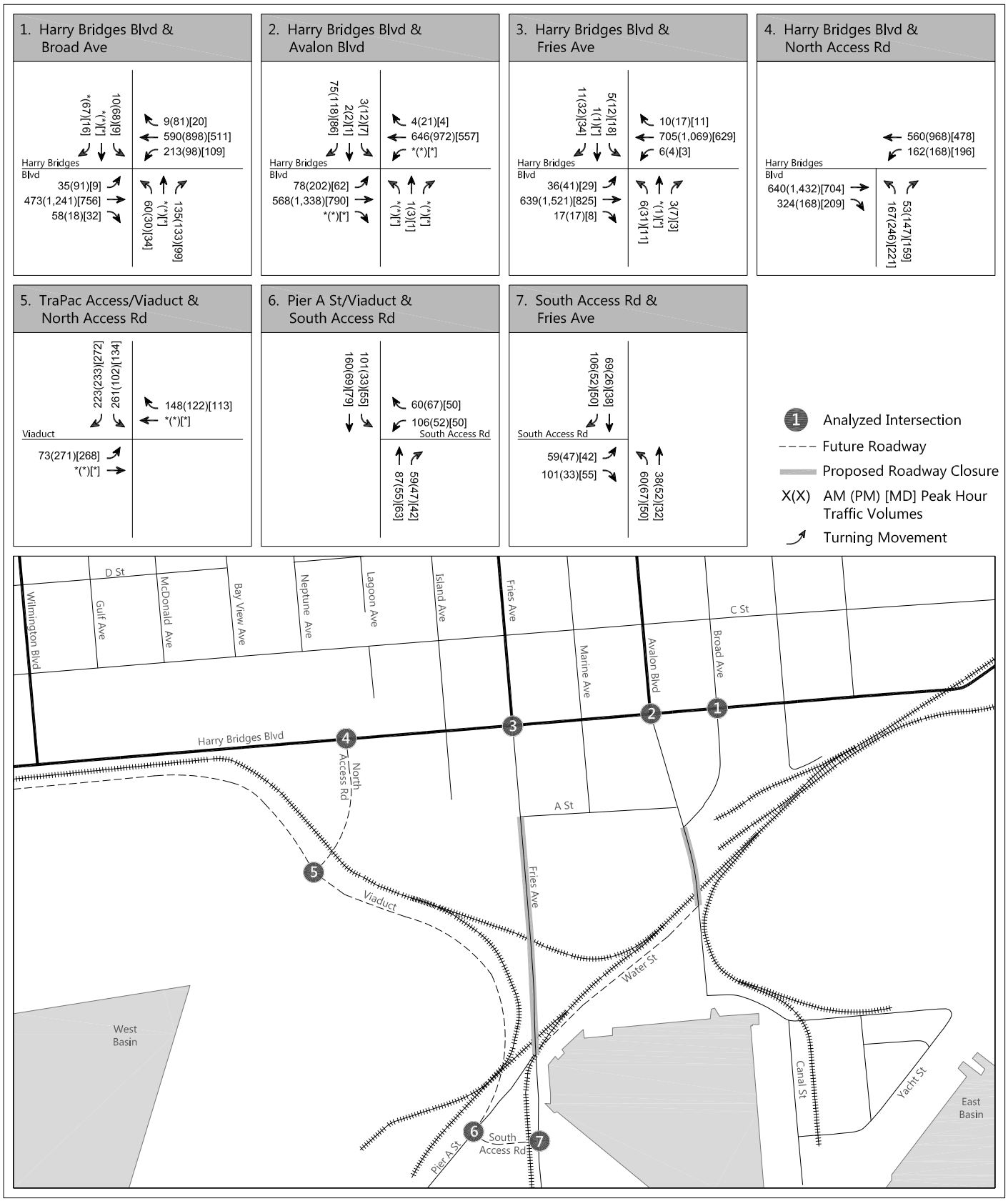
The local street network in the Port Area Travel Demand Model was modified to represent conditions with the proposed project in place for each horizon year and run to develop cumulative plus project traffic forecasts. The proposed project would not generate new traffic on the surrounding street system but would result in localized traffic shifts around the project site. Forecast traffic volumes for Cumulative (2017) conditions and Cumulative (2017) plus project conditions are presented in Figures 3 and 4, respectively. Forecast traffic volumes for Cumulative (2038) conditions and Cumulative (2038) plus project conditions are presented in Figures 5 and 6, respectively.

Future Street Improvements

The South Wilmington Grade Separation (SWGS) project is current under construction and will create an unobstructed access route between the Wilmington community and the regional street network and the areas of the Port south of Harry Bridges Boulevard. Four new intersections will be created once this background project is completed (Study Intersections 4 through 7). The planned lane configuration of each is shown in Appendix A.

As part of the proposed project, changes would be made to two of these four new intersections.

- As currently planned, the westbound approach to the future intersection of Harry Bridges Boulevard & North Access Road (Study Intersection 4) will provide one left-turn lane and two through lanes. As part of the proposed project, if approved, that intersection would be modified to include a second westbound left-turn lane.



CUMULATIVE (2017) BASE CONDITIONS PEAK HOUR TRAFFIC VOLUMES

FIGURE 3

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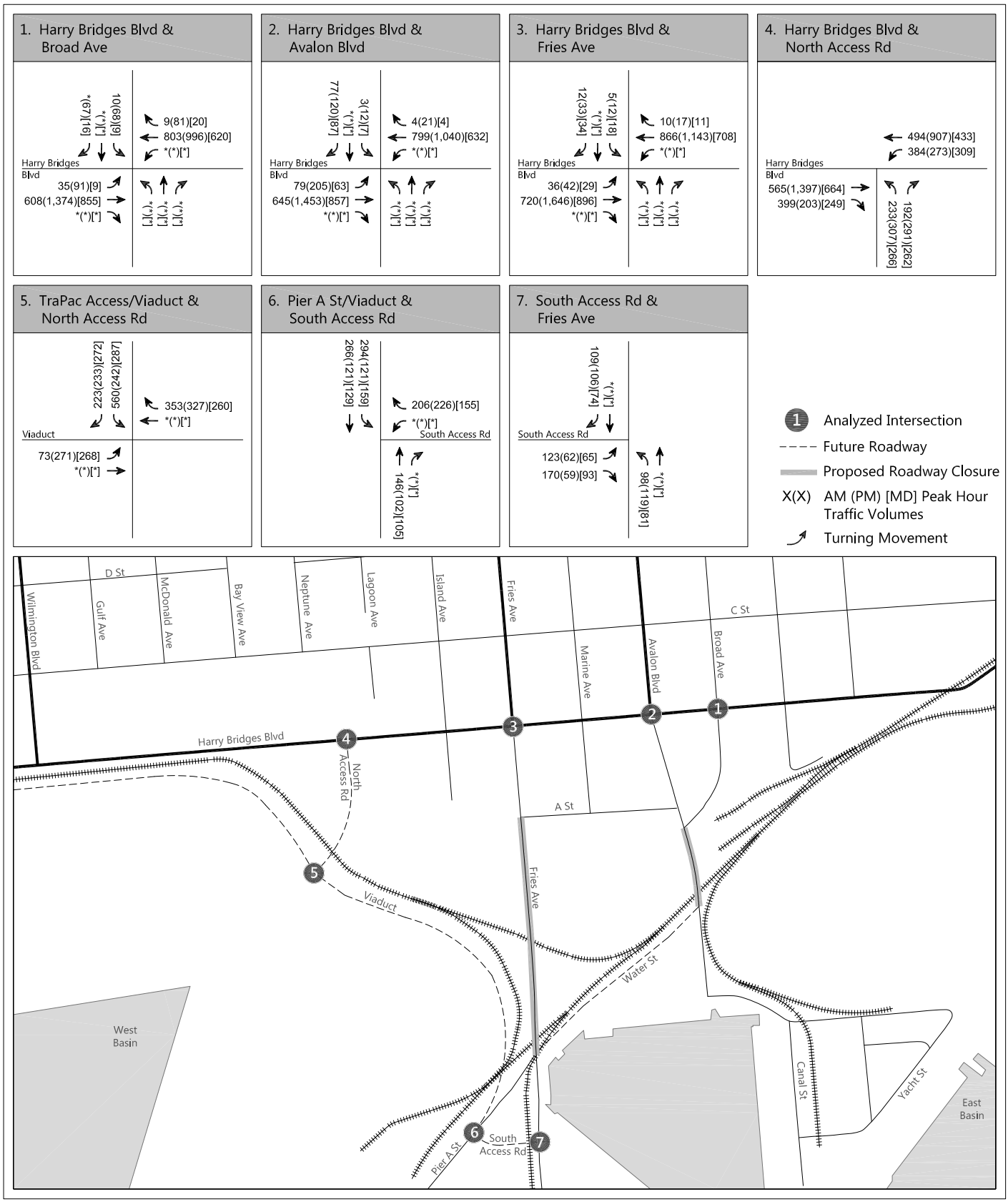

CUMULATIVE (2017) PLUS PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES

FIGURE 4

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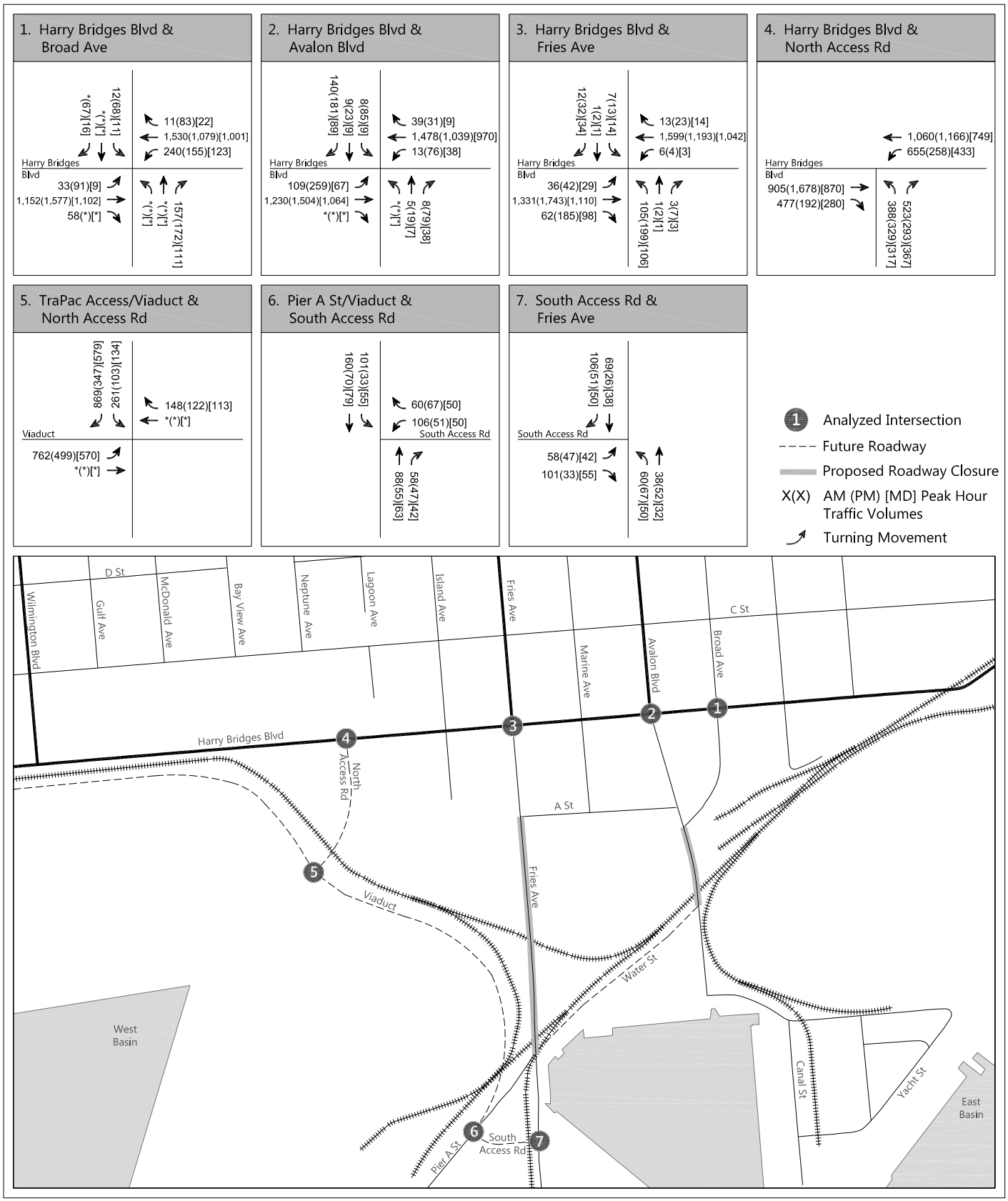

CUMULATIVE (2038) BASE CONDITIONS PEAK HOUR TRAFFIC VOLUMES

FIGURE 5

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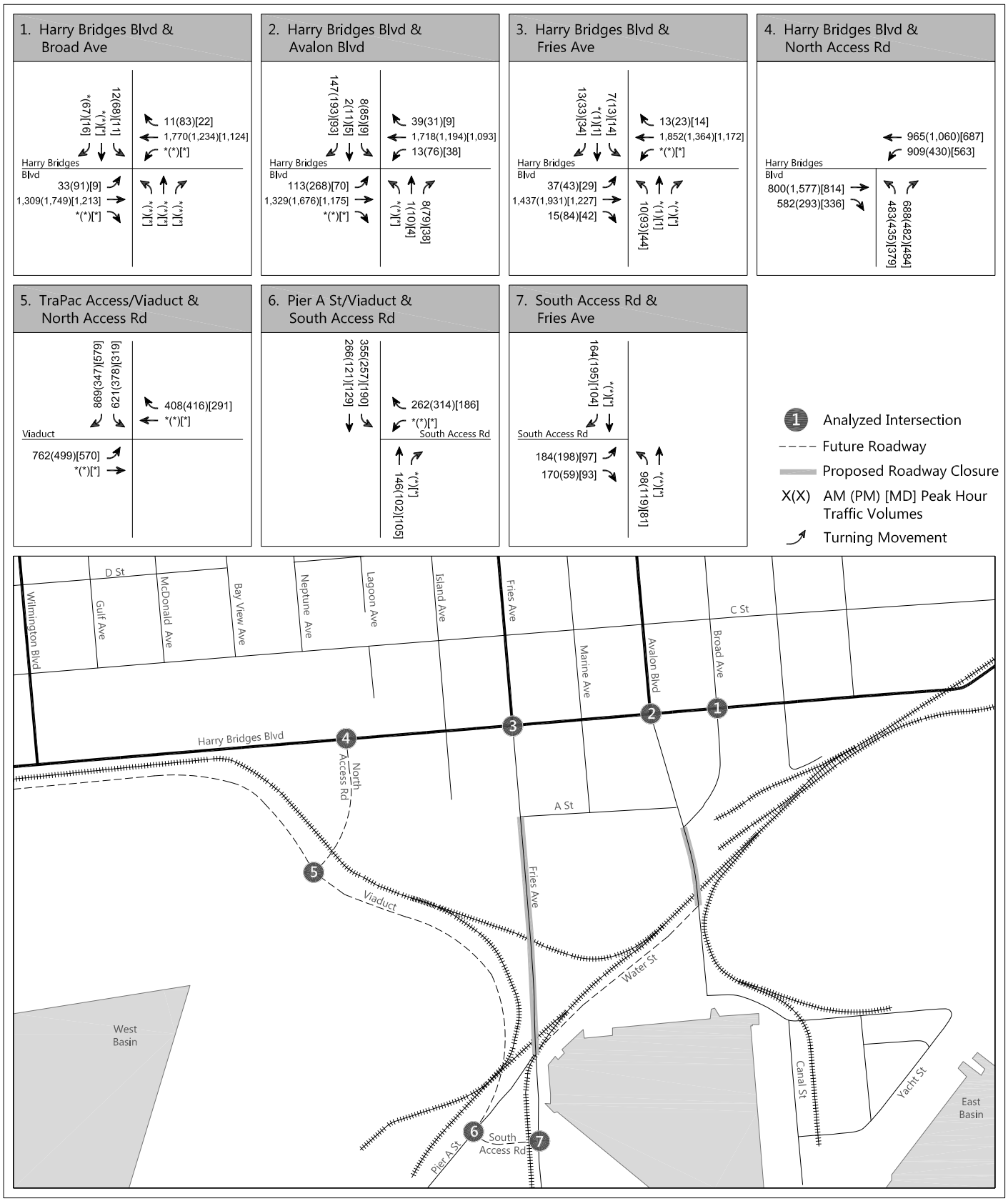

CUMULATIVE (2038) PLUS PROJECT CONDITIONS PEAK HOUR TRAFFIC VOLUMES

FIGURE 6

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- As currently planned, the southbound approach to the future intersection of North Access Road & TraPac Access/Viaduct (Study Intersection 5) will provide one left-turn lane and one right-turn. As part of the proposed project, if approved, that intersection would be modified to include a second southbound right-turn lane. In addition, the eastbound approach would be modified from the currently-planned configuration of one left-turn lane, one shared through/left-turn lane and one through lane to instead provide one left-turn lane and one shared through/left-turn lane.

Wilmington Waterfront Development

This project is generally bounded by Lagoon Avenue, Broad Avenue, C Street and the waterfront area near Banning's Landing. The project involves a variety of pedestrian-oriented features and a waterfront promenade, enhancement of the Avalon Boulevard commercial corridor, commercial/industrial retail development, open space, and transportation enhancements and improvements. Following is list of the key elements of the proposed project:

- Development of a 10-acre raised park space on an expansive land bridge for pedestrians and cyclists over active railroad lines to connect A Street with the water's edge and approximately 5 additional acres of other pedestrian-oriented features such as parks, plazas, and sidewalk enhancements;

- Development of a waterfront promenade and piers, with commercial retail/restaurant components and enhancement of the Avalon Boulevard Corridor to support commercial, industrial, and retail development; and

- Improvement of traffic circulation on Avalon Boulevard, Broad Avenue, A Street, and Water Street.

    - Avalon Boulevard north of A Street would be straightened and the short segment between A Street and Broad Avenue would be vacated and incorporated into new parks and open space.

    - Broad Avenue would be realigned to create a more direct route between the waterfront and Harry Bridges Boulevard and Avalon Boulevard would no longer be the primary vehicular access route to the waterfront.

    - Water Street would be relocated to an alignment north of its current location. Currently Pier A Street becomes Water Street as its alignment changes from southwest-northeast to west-east adjacent to the water. The new alignment will maintain the southwest-northeast alignment as Water Street would connect to Broad Avenue approximately 1,000 feet north of its current intersection with Avalon Boulevard.

I-110 and C Street Interchange Improvements

This project will improve the flow of traffic from the I-110 ramps at C Street by consolidating two closely-spaced intersections and facilitating heavy right-turn volumes with free-flowing turn lanes. As part of the improvement, C Street would be terminated in a cul-de-sac east of Figueroa Street and would no longer intersect with Figueroa Street. Harry Bridges Boulevard would be re-aligned to intersect with Figueroa Street across from the existing I-110 ramps. Also part of the improvement would be the construction of a northbound I-110 off-ramp to Harry Bridges Boulevard that would be grade-separated over Figueroa Street/John S. Gibson Boulevard with eastbound Harry Bridges Boulevard east of the consolidated intersection. The existing TraPac Terminal gate aligned with Figueroa Street will be relocated and accessed from the SWGS.

4. Level of Service and Significant Impact Analysis

This section presents an analysis of the existing and future, without and with project volumes to determine the potential traffic impacts of the proposed project on the operating conditions of the surrounding street system. The traffic impact analysis for 2017 and 2038 compares the projected LOS at each study intersection under Future plus Project conditions to the Future Base 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. Detailed LOS calculations are included in Appendix C.

Criteria for Determination of Significant Traffic Impact

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

The City of Los Angeles has established threshold criteria to determine significant traffic impact of a proposed project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04, or an increase of 6.0 seconds in delay for intersections projected to operate at LOS C after the addition of project traffic. Stricter thresholds of significance apply to intersections projected to operate at LOS D, E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the project related increase in V/C ratio or delay. The following summarizes the impact criteria:

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

LOS	***Final Delay***	***Project-related Increase in V/C***
C	>20 - 35	equal to or greater than 6.0 seconds
D	>35 - 55	equal to or greater than 4.0 seconds
E	>55 - 80	equal to or greater than 2.5 seconds
F	>80	equal to or greater than 2.5 seconds

Level of Service Analysis

Cumulative (2017) Traffic Conditions and Cumulative (2017) plus Project Traffic Conditions

Future (year 2017) base traffic projections presented in Figures 3 and 4 were analyzed to establish future (2017) base operating conditions without and with the project. The results of this analysis, presented in Table 4, show that the study intersections would continue to operate at acceptable (good) levels of service (LOS A or B). The traffic shifts due to the proposed project would result in minor V/C improvements where Harry Bridges Boulevard intersects with Broad Avenue and where it intersects with the North Access Road (Study Intersections 1 and 4). At the other study intersections, small increases in V/C would occur due to traffic shifted from the streets that are proposed for closure.

Cumulative (2038) Traffic Conditions and Cumulative (2038) plus Project Traffic Conditions

Future (year 2038) base traffic projections presented in Figures 5 and 6 were analyzed to establish future (2038) base operating conditions without and with the project. The results of this analysis, presented in Table 5, show that the study intersections would continue to operate at acceptable (good) levels of service (LOS A, B or C). The traffic shifts due to the proposed project would result in minor V/C improvements where Harry Bridges Boulevard intersects with Broad Avenue and with Fries Avenue (Study Intersections 1 and 3). Changes to the SWGS where the North Access Road intersects with Harry Bridges Boulevard (Study Intersection 4) would also result in small improvements to V/C. At the other study intersections, small increases in V/C would occur due to traffic shifted from the streets that are proposed for closure.

Project Intersection Impacts Years 2017 and 2038

To determine whether significant impacts would occur at the study intersections, the results of this analysis were compared and assessed against the impact criteria described above. As shown in Tables 4 and 5, using the City of Los Angeles criteria for determination of significant traffic impacts the proposed project would not result in any significant impacts under either future analysis year 2017 or 2038.

Intersection Mitigation Measures

The aforementioned traffic impact analysis determined that the proposed project will not result in any significant traffic impacts. As such, no mitigation measures are needed.

TABLE 4

FUTURE (YEAR 2017) INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (YEAR 2017)		FUTURE + PROJECT (YEAR 2017)		Project Increase	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS	VC or Delay	
1	Harry Bridges Boulevard & Broad Avenue	AM	0.240	A	0.198	A	-0.042	NO
	Signalized	MD	0.261	A	0.193	A	-0.067	NO
		PM	0.481	A	0.403	A	-0.077	NO
2	Harry Bridges Boulevard & Avalon Boulevard	AM	0.218	A	0.276	A	0.058	NO
	Signalized	MD	0.227	A	0.253	A	0.025	NO
		PM	0.413	A	0.442	A	0.029	NO
3	Harry Bridges Boulevard & Fries Avenue	AM	0.164	A	0.216	A	0.052	NO
	Signalized	MD	0.198	A	0.212	A	0.014	NO
		PM	0.439	A	0.457	A	0.018	NO
4	North Access Road & Harry Bridges Boulevard	AM	0.303	A	0.336	A	0.034	NO
	Signalized	MD	0.370	A	0.355	A	-0.015	NO
		PM	0.615	B	0.614	B	-0.001	NO
5	North Access Road & TraPac Access/Viaduct	AM	0.113	A	0.347	A	0.234	NO
	Signalized	MD	0.161	A	0.259	A	0.097	NO
		PM	0.153	A	0.289	A	0.137	NO
6	South Access Road & Pier A Street Viaduct	AM	0.139	A	0.302	A	0.164	NO
	Signalized	MD	0.073	A	0.158	A	0.085	NO
		PM	0.071	A	0.179	A	0.108	NO
7	Fries Avenue & South Access Road	AM	8.1 secs	A	8.7 secs	A	0.6 secs	NO
	All-way stop-controlled	MD	7.7 secs	A	8.0 secs	A	0.3 secs	NO
		PM	7.9 secs	A	8.3 secs	A	0.4 secs	NO

Note: A v/c credit of 0.100 has been applied to reflect the combined benefits of ATSAC and ATCS at these intersections

TABLE 5

FUTURE (YEAR 2038) INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (YEAR 2038)		FUTURE + PROJECT (YEAR 2038)		Project Increase	Significant Project Impact
			V/C	LOS	V/C	LOS	VC or Delay	
1	Harry Bridges Boulevard & Broad Avenue	AM	0.477	A	0.520	A	0.043	NO
	Signalized	MD	0.390	A	0.313	A	-0.077	NO
		PM	0.638	B	0.529	A	-0.109	NO
2	Harry Bridges Boulevard & Avalon Boulevard	AM	0.579	A	0.673	B	0.094	NO
	Signalized	MD	0.355	A	0.397	A	0.042	NO
		PM	0.594	A	0.656	B	0.063	NO
3	Harry Bridges Boulevard & Fries Avenue	AM	0.528	A	0.549	A	0.021	NO
	Signalized	MD	0.356	A	0.353	A	-0.003	NO
		PM	0.624	B	0.614	B	-0.010	NO
4	North Access Road & Harry Bridges Boulevard	AM	0.827	D	0.718	C	-0.109	NO
	Signalized	MD	0.631	B	0.549	A	-0.082	NO
		PM	0.797	C	0.792	C	-0.005	NO
5	North Access Road & TraPac Access/Viaduct	AM	0.631	B	0.633	B	0.002	NO
	Signalized	MD	0.421	A	0.391	A	-0.031	NO
		PM	0.270	A	0.470	A	0.200	NO
6	South Access Road & Pier A Street Viaduct	AM	0.139	A	0.384	A	0.246	NO
	Signalized	MD	0.073	A	0.201	A	0.128	NO
		PM	0.071	A	0.336	A	0.266	NO
7	Fries Avenue & South Access Road	AM	8.1 secs	A	9.4 secs	A	1.3 secs	NO
	All-way stop-controlled	MD	7.7 secs	A	8.3 secs	A	0.6 secs	NO
		PM	7.9 secs	A	9.7 secs	A	1.8 secs	NO

Note: A v/c credit of 0.100 has been applied to reflect the combined benefits of ATSAC and ATCS at these intersections

5. Congestion Management Program Analysis

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

CMP Traffic and Transit Impact Analysis

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

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

The project is not expected to generate any new trips on the roadway system but is intended rather to better accommodate projected future trips in the project area. It would result in localized traffic shifts which would not extend to the nearest CMP arterial monitoring stations. Those intersections, located approximately two miles north of the project site, are Figueroa Street & Pacific Coast Highway and Alameda Street & Pacific Coast Highway. Based on the projections shown in Chapter 3, the proposed project would not alter traffic volumes or patterns through these arterial monitoring stations, no further analysis of CMP arterial intersections is required and CMP arterial intersection impacts are considered to be less than significant.

Similarly the CMP mainline freeway monitoring location nearest to the project site is I-110 south of C Street, approximately one-half mile to the west. As is the case with arterial monitoring intersections, the localized traffic shifts that would occur if the proposed project were implemented would not extend to the freeway monitoring location and no further CMP freeway analysis is required.

6. Summary and Conclusions

Fehr & Peers conducted a traffic study to analyze the potential for traffic impacts resulting from the proposed closure of Fries Avenue and Avalon Boulevard between Water Street and "A" Street within the Port of Los Angeles. The need for the project is related to operational changes with train assembly in the vicinity and the requirement to comply with CPUC regulations regarding the duration of railroad-related roadway blockages. The key findings and conclusions of the study are summarized below:

- The proposed project would close portions of Fries Avenue and Avalon Boulevard to vehicular traffic, including the highway-railroad grade crossings that lie south of A Street, and would modify the currently-planned design of two intersections on the South Wilmington Grade Separation that is currently under construction. That grade separation project would provide alternative access to the area now served by the streets planned for closure. As part of the project, minor changes would be made to the planned lane configuration at two future intersections on the South Wilmington Grade Separation.

- The project would not generate new traffic on the surrounding streets but rather would result in localized shifts of the traffic that is forecast to be present if the project were not implemented. Shifts are forecast to occur in response to frequent operations at the crossings that would result in traffic redirecting to the under construction SWGS which will provide a new route between the Wilmington community and the regional street network and the areas of the Port south of Harry Bridges Boulevard. Some minor localized shifts in traffic due to the street segment closures are also forecast to occur.

- Detailed intersection capacity and operation analyses were conducted for existing (2012) conditions at three intersections near the project site and at seven intersections under future (2017 and 2038) conditions for weekday morning, midday and evening peak hours. Using City of Los Angeles' significant impact criteria, it is determined that the project will not result in any significant impacts. The project would also not result in CMP-related impacts on any arterial or freeway monitoring locations. Because no significant traffic impacts would occur, no traffic mitigation measures are necessary.

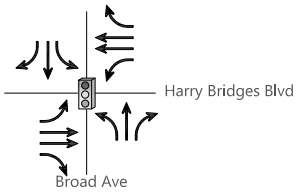
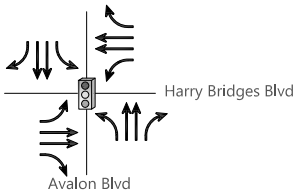
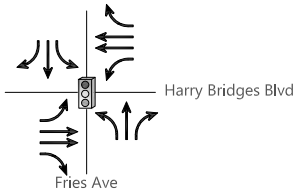
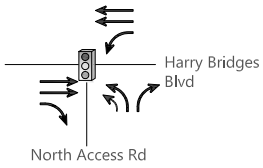
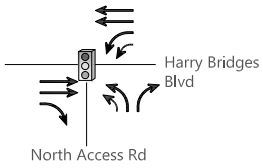
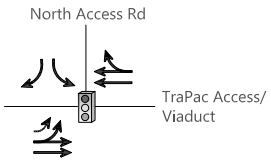
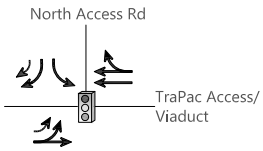
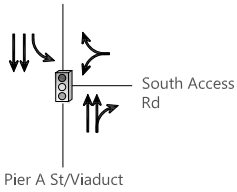
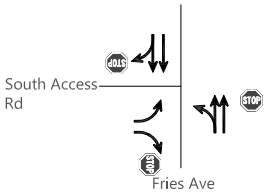
REFERENCES

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

Traffic Study Policies and Procedures, Los Angeles Department of Transportation, June, 2013.

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

APPENDIX A:
INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE CONDITIONS	FUTURE WITH PROJECT CONDITIONS
1. Broad Ave & Harry Bridges Blvd		Same as Existing	Same as Existing
2. Avalon Blvd & Harry Bridges Blvd		Same as Existing	Same as Existing
3. Fries Ave & Harry Bridges Blvd		Same as Existing	Same as Existing
4. North Access Rd & Harry Bridges Blvd	Does Not Exist		
5. North Access Rd & TraPac Access/Viaduct	Does Not Exist		
6. Pier A St/Viaduct & South Access Rd	Does Not Exist		Same as Future
7. Fries Ave & South Access Rd	Does Not Exist		Same as Future

APPENDIX B:
TRAFFIC COUNTS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	2	0	4	0	1	1	3	96	21	19	28	1	176
6:15 AM	5	0	4	0	1	3	3	131	31	19	59	0	256
6:30 AM	3	1	4	0	5	9	5	149	36	14	68	0	294
6:45 AM	2	0	0	0	3	4	3	86	14	23	129	3	267
7:00 AM	8	5	8	0	2	8	1	89	15	15	90	2	243
7:15 AM	15	5	5	2	6	7	2	57	14	11	163	1	288
7:30 AM	19	0	3	0	3	8	3	94	16	7	118	8	279
7:45 AM	12	4	5	0	2	3	5	118	26	9	93	3	280
8:00 AM	14	3	12	1	4	0	11	111	16	19	81	1	273
8:15 AM	31	1	26	0	4	2	6	100	12	14	77	3	276
8:30 AM	45	3	44	0	1	2	7	60	18	18	75	2	275
8:45 AM	41	2	42	1	3	7	9	60	12	16	76	1	270

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	197	24	157	4	35	54	58	1151	231	184	1057	25	3177
APPROACH %'s :	52.12%	6.35%	41.53%	4.30%	37.63%	58.06%	4.03%	79.93%	16.04%	14.53%	83.49%	1.97%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	60	12	25	3	15	18	21	380	72	46	455	13	1120
PEAK HR FACTOR :		0.836			0.600			0.794			0.734		0.972

PCE Factors :

Car	1.0
Motorcycle	1.0
Bus	2.0
Bobtail	1.1
Tractor	1.1
Tractor -Trailor	2.0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	40	4	62	1	5	5	7	74	15	11	80	1	305
2:15 PM	42	3	52	3	1	5	8	94	22	17	87	3	337
2:30 PM	24	1	32	0	6	9	5	68	23	18	91	2	279
2:45 PM	52	2	65	4	1	15	8	93	20	13	110	3	386
3:00 PM													0
3:15 PM													0
3:30 PM													0
3:45 PM													0
4:00 PM													0
4:15 PM													0
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	158	10	211	8	13	34	28	329	80	59	368	9	1307
APPROACH %'s :	41.69%	2.64%	55.67%	14.55%	23.64%	61.82%	6.41%	75.29%	18.31%	13.53%	84.40%	2.06%	

PEAK HR START TIME :	200 PM												TOTAL
PEAK HR VOL :	158	10	211	8	13	34	28	329	80	59	368	9	1307
PEAK HR FACTOR :		0.796			0.688			0.881			0.865		0.847

PCE Factors :

Car	1.0
Motorcycle	1.0
Bus	2.0
Bobtail	1.1
Tractor	1.1
Tractor -Trailor	2.0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	43	5	72	1	1	5	8	175	9	3	140	7	469
4:15 PM	67	16	63	0	2	7	11	184	6	5	168	0	529
4:30 PM	41	6	58	1	0	10	8	206	5	3	148	6	492
4:45 PM	15	3	16	3	0	10	13	160	7	11	232	0	470
5:00 PM	15	4	21	1	1	6	9	88	7	8	241	4	405
5:15 PM	12	1	13	0	1	10	2	62	5	10	149	1	266
5:30 PM	19	2	34	3	0	8	4	65	8	12	151	0	306
5:45 PM	17	0	18	0	1	5	3	51	9	11	80	0	195

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	229	37	295	9	6	61	58	991	56	63	1309	18	3132
APPROACH %'s :	40.82%	6.60%	52.58%	11.84%	7.89%	80.26%	5.25%	89.68%	5.07%	4.53%	94.17%	1.29%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	166	30	209	5	3	32	40	725	27	22	688	13	1960
PEAK HR FACTOR :		0.693			0.769			0.904			0.744		0.926

PCE Factors :

Car	1.0
Motorcycle	1.0
Bus	2.0
Bobtail	1.1
Tractor	1.1
Tractor -Trailor	2.0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	2	0	4	0	1	1	3	96	21	19	27	1	175
6:15 AM	5	0	3	0	1	3	3	131	31	19	55	0	251
6:30 AM	3	1	4	0	5	9	5	146	36	14	58	0	281
6:45 AM	2	0	0	0	3	4	3	81	13	20	121	3	250
7:00 AM	8	5	7	0	2	8	1	86	15	13	79	1	225
7:15 AM	15	5	4	1	6	7	2	55	13	9	152	1	270
7:30 AM	17	0	3	0	3	8	3	90	16	6	111	8	265
7:45 AM	12	4	5	0	2	3	5	112	23	9	84	3	262
8:00 AM	14	3	9	1	4	0	11	107	12	17	68	1	247
8:15 AM	24	1	17	0	4	2	6	95	10	12	67	3	241
8:30 AM	31	3	25	0	1	2	7	58	17	15	63	2	224
8:45 AM	29	2	26	1	3	7	9	57	10	13	65	1	223

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	162	24	107	3	35	54	58	1114	217	166	950	24	2914
APPROACH %'s :	55.29%	8.19%	36.52%	3.26%	38.04%	58.70%	4.18%	80.20%	15.62%	14.56%	83.33%	2.11%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	58	12	21	2	15	18	21	364	64	41	415	13	1044
PEAK HR FACTOR :		0.875			0.625			0.802			0.724		0.967

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	28	4	38	1	5	5	7	64	14	7	59	1	233
2:15 PM	31	3	34	3	1	5	8	78	18	12	65	3	261
2:30 PM	21	1	25	0	6	9	4	60	17	11	82	2	238
2:45 PM	36	2	38	4	1	15	8	79	17	9	91	2	302
3:00 PM	30	2	41	2	3	7	3	91	15	6	75	1	276
3:15 PM	40	9	44	5	7	5	4	94	23	10	81	2	324
3:30 PM	15	2	45	3	4	8	12	138	24	5	71	1	328
3:45 PM	28	2	40	1	3	7	12	164	14	6	74	1	352
4:00 PM	36	5	44	1	1	5	8	164	9	3	126	6	408
4:15 PM	61	16	42	0	2	6	11	178	6	3	158	0	483
4:30 PM	33	6	38	1	0	10	8	194	5	2	130	5	432
4:45 PM	14	3	13	2	0	10	13	149	6	7	212	0	429
5:00 PM	15	4	21	1	1	6	9	80	5	5	224	3	374
5:15 PM	10	1	9	0	1	10	2	58	5	6	140	1	243
5:30 PM	17	2	22	2	0	8	4	59	6	8	144	0	272
5:45 PM	14	0	13	0	1	5	3	50	9	8	66	0	169

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	429	62	507	26	36	121	116	1700	193	108	1798	28	5124
APPROACH %'s :	42.99%	6.21%	50.80%	14.21%	19.67%	66.12%	5.77%	84.62%	9.61%	5.58%	92.97%	1.45%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	144	30	137	4	3	31	40	685	26	15	626	11	1752
PEAK HR FACTOR :		0.653			0.792			0.907			0.744		0.907

CONTROL :

ITM Peak Hour Summary

Prepared by:

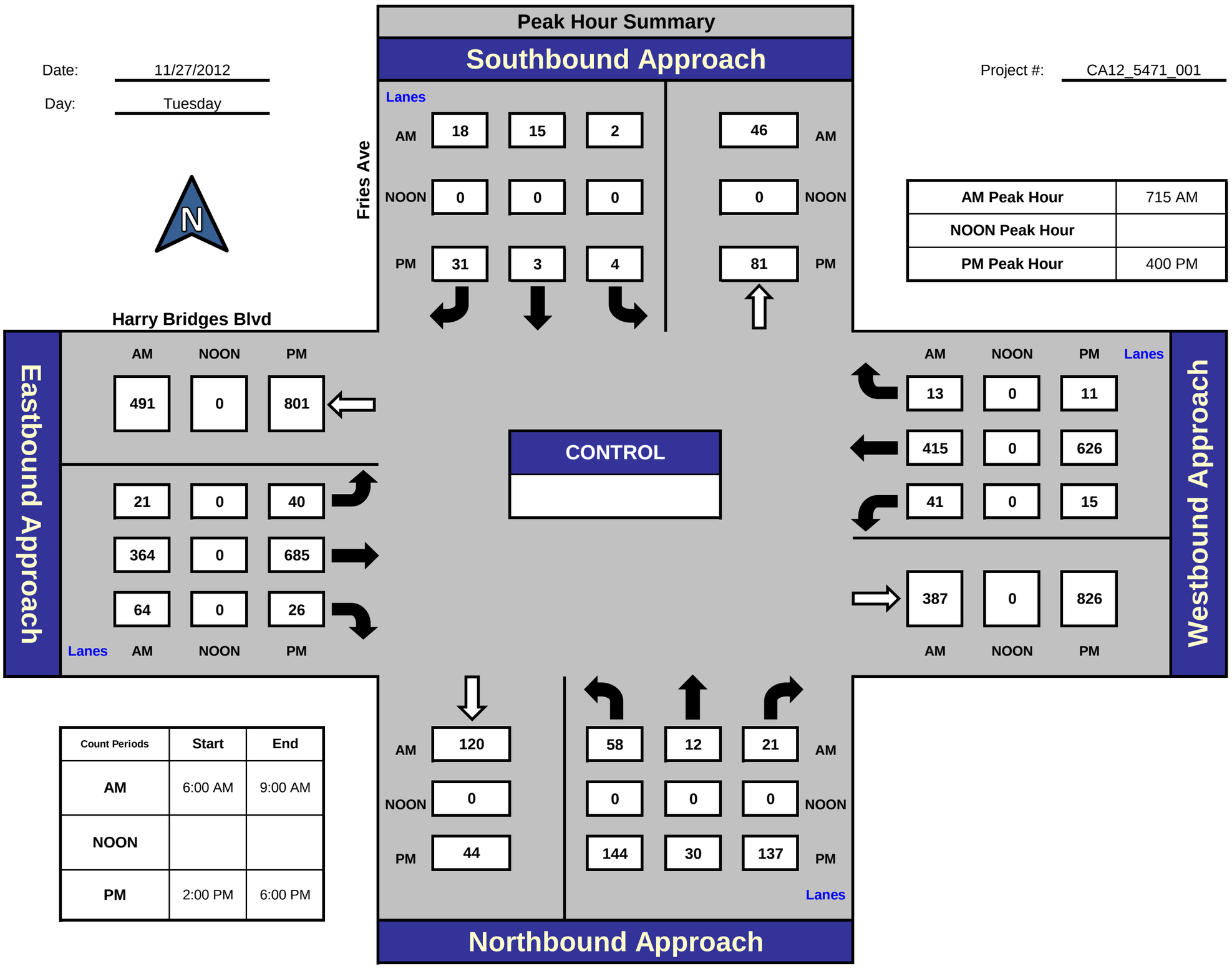
NDS

Fries Ave and Harry Bridges Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

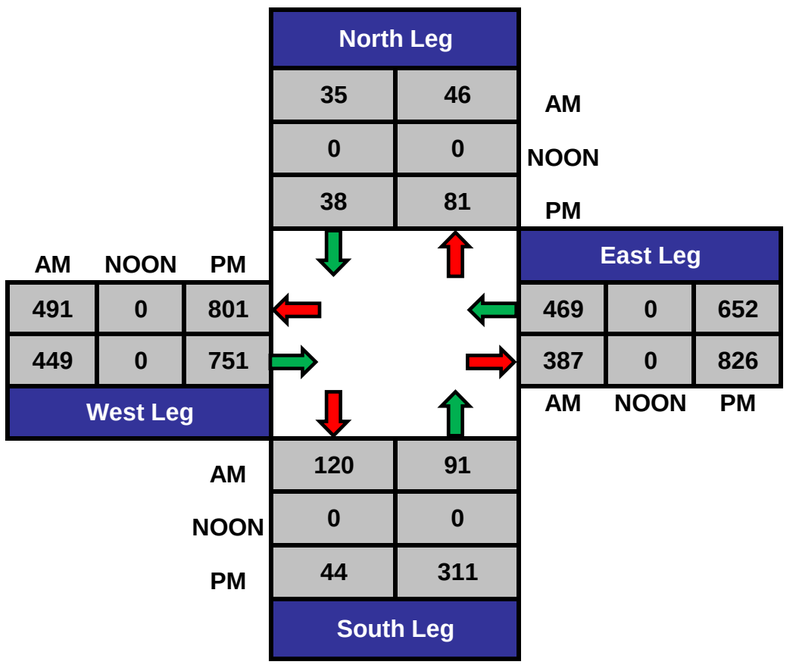
Project #: CA12_5471_001



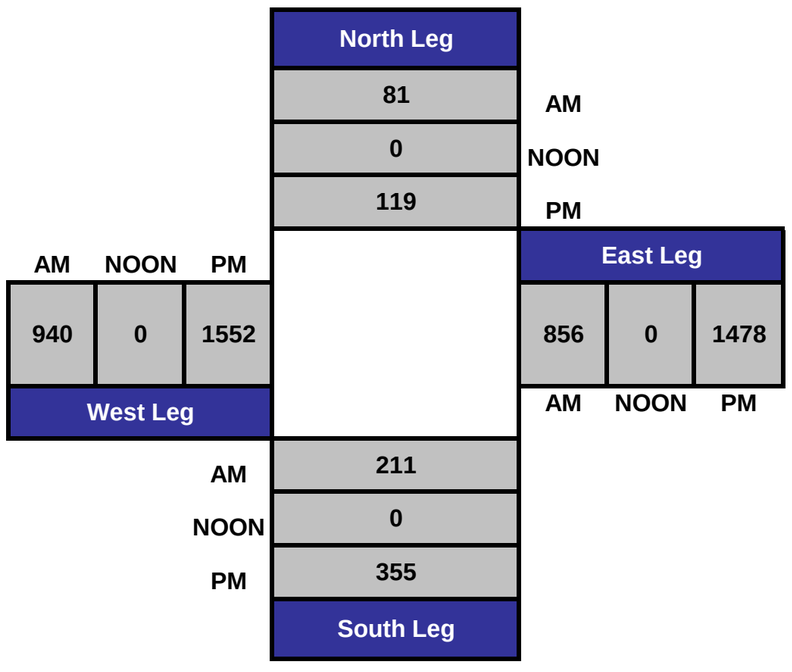
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM	2:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Passenger Cars

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	2	0	4	0	1	1	3	94	21	19	26	1	172
6:15 AM	4	0	2	0	1	3	3	130	30	19	47	0	239
6:30 AM	2	1	4	0	5	9	5	141	36	14	43	0	260
6:45 AM	2	0	0	0	3	3	3	76	11	15	110	3	226
7:00 AM	8	5	6	0	2	8	1	76	15	10	65	0	196
7:15 AM	13	5	3	0	6	7	2	51	12	6	137	1	243
7:30 AM	14	0	3	0	3	8	3	82	15	5	98	8	239
7:45 AM	11	4	4	0	2	3	5	101	18	7	67	3	225
8:00 AM	12	2	5	0	4	0	9	99	8	11	45	1	196
8:15 AM	13	1	4	0	4	2	6	87	7	9	49	3	185
8:30 AM	10	3	2	0	1	2	7	52	16	12	42	1	148
8:45 AM	9	2	6	1	3	7	8	48	8	8	47	1	148

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	100	23	43	1	35	53	55	1037	197	135	776	22	2477
APPROACH %'s :	60.24%	13.86%	25.90%	1.12%	39.33%	59.55%	4.27%	80.45%	15.28%	14.47%	83.17%	2.36%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	50	11	15	0	15	18	19	333	53	29	347	13	903
PEAK HR FACTOR :		0.905			0.635			0.817			0.675		0.929

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Passenger Cars

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	12	3	3	1	5	5	7	48	12	2	33	1	132
2:15 PM	17	3	10	3	1	5	8	50	11	5	38	2	153
2:30 PM	11	1	9	0	6	9	2	49	7	1	69	2	166
2:45 PM	15	2	3	4	1	15	8	57	12	4	65	1	187
3:00 PM	8	1	11	1	3	7	2	70	10	0	60	1	174
3:15 PM	11	9	10	4	6	4	4	72	18	4	51	2	195
3:30 PM	3	1	13	2	4	8	12	103	20	2	56	1	225
3:45 PM	10	2	4	1	3	7	12	139	13	2	57	1	251
4:00 PM	22	4	8	1	1	5	8	140	9	2	99	4	303
4:15 PM	48	15	12	0	2	5	11	159	6	0	139	0	397
4:30 PM	16	6	12	1	0	10	8	175	5	0	106	4	343
4:45 PM	13	3	9	1	0	10	13	131	5	2	183	0	370
5:00 PM	12	4	16	1	1	6	8	67	1	1	191	1	309
5:15 PM	4	1	1	0	1	10	2	53	5	-1	118	1	195
5:30 PM	6	2	3	1	0	8	4	52	4	1	130	0	211
5:45 PM	7	0	5	0	1	5	3	48	8	4	44	0	125

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	215	57	129	21	35	119	112	1413	146	29	1439	21	3736
APPROACH %'s :	53.62%	14.21%	32.17%	12.00%	20.00%	68.00%	6.70%	84.56%	8.74%	1.95%	96.64%	1.41%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	99	28	41	3	3	30	40	605	25	4	527	8	1413
PEAK HR FACTOR :		0.560			0.818			0.891			0.728		0.890

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Motorcycles

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM								0	0		0		0
6:15 AM								0	1		0		1
6:30 AM								0	0		0		0
6:45 AM								0	0		0		0
7:00 AM								3	0		0		3
7:15 AM								1	0		0		1
7:30 AM								0	1		1		2
7:45 AM								1	0		0		1
8:00 AM								0	0		0		0
8:15 AM								0	0		0		0
8:30 AM								0	0		0		0
8:45 AM								0	0		0		0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	5	2	0	1	0	8
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	71.43%	28.57%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	2	1	0	1	0	4
PEAK HR FACTOR :		0.000			0.000			0.750			0.250		0.929

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Motorcycles

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM		0	0	0				0		0	1		1
2:15 PM		0	1	0				0		0	0		1
2:30 PM		0	0	0				0		0	0		0
2:45 PM		0	0	0				0		0	0		0
3:00 PM		1	0	0				0		0	0		1
3:15 PM		0	0	0				0		0	0		0
3:30 PM		1	0	1				2		1	1		6
3:45 PM		0	1	0				0		0	0		1
4:00 PM		1	0	0				0		0	0		1
4:15 PM		0	0	0				3		0	1		4
4:30 PM		0	0	0				0		0	0		0
4:45 PM		0	0	0				2		0	1		3
5:00 PM		0	1	0				1		0	2		4
5:15 PM		0	0	0				0		0	0		0
5:30 PM		0	0	0				1		0	0		1
5:45 PM		0	0	0				0		0	0		0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3	3	1	0	0	0	9	0	1	6	0	23
APPROACH %'s :	0.00%	50.00%	50.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	14.29%	85.71%	0.00%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	5	0	0	2	0	8
PEAK HR FACTOR :		0.250			0.000			0.417			0.500		0.890

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Buses

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													0
6:15 AM													0
6:30 AM													0
6:45 AM													0
7:00 AM													0
7:15 AM													0
7:30 AM													0
7:45 AM													0
8:00 AM													0
8:15 AM													0
8:30 AM													0
8:45 AM													0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.929

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Buses

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM						0							0
2:15 PM						0							0
2:30 PM						0							0
2:45 PM						0							0
3:00 PM						0							0
3:15 PM						1							1
3:30 PM						0							0
3:45 PM						0							0
4:00 PM						0							0
4:15 PM						0							0
4:30 PM						0							0
4:45 PM						0							0
5:00 PM						0							0
5:15 PM						0							0
5:30 PM						0							0
5:45 PM						0							0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.890

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Bobtails

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	0	0		0	0	1	0	0	0		1
6:15 AM	1	0	0	0		0	0	1	0	0	3		5
6:30 AM	1	0	0	0		0	0	2	0	0	2		5
6:45 AM	0	0	0	0		1	0	0	1	1	1		4
7:00 AM	0	0	0	0		0	0	2	0	1	2		5
7:15 AM	2	0	0	0		0	0	1	0	0	3		6
7:30 AM	1	0	0	0		0	0	1	0	0	3		5
7:45 AM	1	0	1	0		0	0	1	1	0	1		5
8:00 AM	1	1	0	1		0	2	3	0	0	1		9
8:15 AM	1	0	0	0		0	0	1	1	0	1		4
8:30 AM	1	0	0	0		0	0	1	0	0	2		4
8:45 AM	0	0	0	0		0	1	1	0	1	3		6

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	9	1	1	1	0	1	3	15	3	3	22	0	59
APPROACH %'s :	81.82%	9.09%	9.09%	50.00%	0.00%	50.00%	14.29%	71.43%	14.29%	12.00%	88.00%	0.00%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	5	1	1	1	0	0	2	6	1	0	8	0	25
PEAK HR FACTOR :	0.875			0.250			0.450			0.667			0.929

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Bobtails

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	1	1	0			0	1	1	1	2	0	7
2:15 PM	0	0	1	0			0	6	1	1	0	1	10
2:30 PM	0	0	0	0			1	2	0	1	3	0	7
2:45 PM	0	0	0	0			0	4	0	0	2	0	6
3:00 PM	0	0	0	0			1	1	0	2	3	0	7
3:15 PM	0	0	0	1			0	1	0	1	2	0	5
3:30 PM	0	0	0	0			0	5	0	0	2	0	7
3:45 PM	1	0	0	0			0	0	0	0	1	0	2
4:00 PM	0	0	0	0			0	5	0	0	4	0	9
4:15 PM	0	0	1	0			0	1	0	0	3	0	5
4:30 PM	0	0	0	0			0	1	0	0	0	0	1
4:45 PM	0	0	0	0			0	1	0	0	0	0	1
5:00 PM	0	0	0	0			1	4	1	0	0	1	7
5:15 PM	0	0	0	0			0	0	0	0	1	0	1
5:30 PM	0	0	0	0			0	0	0	0	0	0	0
5:45 PM	0	0	0	0			0	0	0	0	0	0	0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1	3	1	0	0	3	32	3	6	23	2	75
APPROACH %'s :	20.00%	20.00%	60.00%	100.00%	0.00%	0.00%	7.89%	84.21%	7.89%	19.35%	74.19%	6.45%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	8	0	0	7	0	16
PEAK HR FACTOR :		0.250			0.000			0.400			0.438		0.890

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Tractors

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0		0					1	0	0	0	0	1
6:15 AM	0		0					0	0	0	1	0	1
6:30 AM	0		0					0	0	0	4	0	4
6:45 AM	0		0					0	0	1	2	0	3
7:00 AM	0		0					3	0	0	1	0	4
7:15 AM	0		0					0	0	1	2	0	3
7:30 AM	0		0					4	0	0	3	0	7
7:45 AM	0		0					3	1	2	8	0	14
8:00 AM	1		1					2	0	4	10	0	18
8:15 AM	3		5					2	0	1	8	0	19
8:30 AM	7		5					3	0	0	8	1	24
8:45 AM	9		4					6	0	1	5	0	25

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	0	15	0	0	0	0	24	1	10	52	1	123
APPROACH %'s :	57.14%	0.00%	42.86%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	96.00%	4.00%	15.87%	82.54%	1.59%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	9	1	7	23	0	42
PEAK HR FACTOR :		0.250			0.000			0.625			0.536		0.929

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Tractors

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	4	0	11					6	0	0	3	0	24
2:15 PM	3	0	5					7	2	1	6	0	24
2:30 PM	8	0	10					1	4	2	1	0	26
2:45 PM	6	0	9					5	2	1	6	0	29
3:00 PM	12	0	10					10	2	0	8	0	42
3:15 PM	12	0	12					10	0	2	7	0	43
3:30 PM	7	0	12					8	1	0	5	0	33
3:45 PM	6	0	13					5	0	0	3	0	27
4:00 PM	8	0	9					9	0	1	10	1	38
4:15 PM	8	1	9					10	0	1	6	0	35
4:30 PM	10	0	7					7	0	1	7	0	32
4:45 PM	0	0	1					5	0	1	9	0	16
5:00 PM	3	0	4					1	1	1	16	0	26
5:15 PM	5	0	4					1	0	3	14	0	27
5:30 PM	10	0	8					0	0	3	8	0	29
5:45 PM	4	0	3					1	1	1	9	0	19

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	106	1	127	0	0	0	0	86	13	18	118	1	470
APPROACH %'s :	45.30%	0.43%	54.27%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	86.87%	13.13%	13.14%	86.13%	0.73%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	26	1	26	0	0	0	0	31	0	4	32	1	121
PEAK HR FACTOR :		0.736			0.000			0.775			0.771		0.890

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Tractor Trailers

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0		0	0				0	0	0	1	0	1
6:15 AM	0		1	0				0	0	0	4	0	5
6:30 AM	0		0	0				3	0	0	9	0	12
6:45 AM	0		0	0				5	1	3	8	0	17
7:00 AM	0		1	0				2	0	2	11	1	17
7:15 AM	0		1	1				2	1	2	10	0	17
7:30 AM	2		0	0				3	0	1	6	0	12
7:45 AM	0		0	0				6	3	0	8	0	17
8:00 AM	0		3	0				3	4	2	12	0	24
8:15 AM	7		8	0				5	2	2	9	0	33
8:30 AM	13		18	0				2	1	3	11	0	48
8:45 AM	11		16	0				2	2	3	10	0	44

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	0	48	1	0	0	0	33	14	18	99	1	247
APPROACH %'s :	40.74%	0.00%	59.26%	100.00%	0.00%	0.00%	0.00%	70.21%	29.79%	15.25%	83.90%	0.85%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	2	0	4	1	0	0	0	14	8	5	36	0	70
PEAK HR FACTOR :		0.500			0.250			0.611			0.732		0.929

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_001

Day: TUESDAY

Tractor Trailers

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Fries Ave			Fries Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	12		23	0	0	0	0	9	1	4	20	0	69
2:15 PM	11		17	0	0	0	0	15	4	5	21	0	73
2:30 PM	2		6	0	0	0	1	8	6	7	9	0	39
2:45 PM	15		26	0	0	0	0	13	3	4	18	1	80
3:00 PM	10		20	1	0	0	0	10	3	4	4	0	52
3:15 PM	17		22	0	1	0	0	11	5	3	21	0	80
3:30 PM	5		20	0	0	0	0	20	3	2	7	0	57
3:45 PM	11		22	0	0	0	0	20	1	4	13	0	71
4:00 PM	6		27	0	0	0	0	10	0	0	13	1	57
4:15 PM	5		20	0	0	1	0	5	0	2	9	0	42
4:30 PM	7		19	0	0	0	0	11	0	1	17	1	56
4:45 PM	1		3	1	0	0	0	10	1	4	19	0	39
5:00 PM	0		0	0	0	0	0	7	2	3	15	1	28
5:15 PM	1		4	0	0	0	0	4	0	4	7	0	20
5:30 PM	1		11	1	0	0	0	6	2	4	6	0	31
5:45 PM	3		5	0	0	0	0	1	0	3	13	0	25

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	107	0	245	3	1	1	1	160	31	54	212	4	819
APPROACH %'s :	30.40%	0.00%	69.60%	60.00%	20.00%	20.00%	0.52%	83.33%	16.15%	20.00%	78.52%	1.48%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	19	0	69	1	0	1	0	36	1	7	58	2	194
PEAK HR FACTOR :		0.667			0.500			0.841			0.728		0.890

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA__

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	1	2	0	4	7	24	57	8	5	42	1	151
6:15 AM	0	1	4	3	8	22	38	91	8	12	55	2	244
6:30 AM	3	0	2	2	6	29	40	105	4	8	58	1	258
6:45 AM	5	3	0	2	3	55	14	67	6	7	92	1	255
7:00 AM	5	3	1	2	3	30	13	68	6	4	65	2	202
7:15 AM	2	2	1	1	1	42	11	50	3	7	127	1	248
7:30 AM	1	3	0	1	2	37	25	74	5	6	86	1	241
7:45 AM	2	0	1	1	4	26	24	89	5	10	81	3	246
8:00 AM	1	4	3	1	5	20	34	73	7	8	87	0	243
8:15 AM	8	2	3	0	2	17	18	90	11	11	68	1	231
8:30 AM	4	6	4	1	2	17	16	83	4	8	77	3	225
8:45 AM	5	2	3	1	0	19	10	93	4	1	63	0	201

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	36	27	24	15	40	321	267	940	71	87	901	16	2745
APPROACH %'s :	41.38%	31.03%	27.59%	3.99%	10.64%	85.37%	20.89%	73.55%	5.56%	8.67%	89.74%	1.59%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	6	9	5	4	12	125	94	286	20	31	381	5	978
PEAK HR FACTOR :		0.625			0.801			0.847			0.772		0.986

PCE Factors :

Car	1.0
Motorcycle	1.0
Bus	2.0
Bobtail	1.1
Tractor	1.1
Tractor -Trailor	2.0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA__ **Day:** TUESDAY

TOTALS

City: City of Los Angeles **Date:** 11/27/2012

PM

NS/EW Streets:	Avalon blvd			Avalon blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	3	5	3	0	3	13	9	123	7	8	70	0	244
2:15 PM	5	3	6	3	5	17	14	122	7	1	91	0	274
2:30 PM	2	5	6	3	2	21	19	78	2	5	89	4	236
2:45 PM	1	2	3	1	0	33	17	136	4	8	98	0	303
3:00 PM													0
3:15 PM													0
3:30 PM													0
3:45 PM													0
4:00 PM													0
4:15 PM													0
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	11	15	18	7	10	84	59	459	20	22	348	4	1057
APPROACH %'s :	25.00%	34.09%	40.91%	6.93%	9.90%	83.17%	10.97%	85.32%	3.72%	5.88%	93.05%	1.07%	

PEAK HR START TIME :	200 PM												TOTAL
PEAK HR VOL :	11	15	18	7	10	84	59	459	20	22	348	4	1057
PEAK HR FACTOR :		0.786			0.743			0.857			0.882		0.872

PCE Factors :

Car	1.0
Motorcycle	1.0
Bus	2.0
Bobtail	1.1
Tractor	1.1
Tractor -Trailor	2.0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA__ **Day:** TUESDAY

TOTALS

City: City of Los Angeles **Date:** 11/27/2012

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	26	21	6	5	4	22	46	173	9	5	100	5	422
4:15 PM	4	7	5	5	5	44	55	172	7	6	111	2	423
4:30 PM	6	4	3	1	1	29	56	209	3	1	121	6	440
4:45 PM	5	6	3	1	2	59	39	130	3	3	175	8	434
5:00 PM	6	5	1	7	1	66	13	98	3	3	173	5	381
5:15 PM	6	1	2	7	2	32	18	61	2	1	108	2	242
5:30 PM	1	0	0	5	1	32	10	84	4	6	120	1	264
5:45 PM	1	1	0	1	3	19	18	51	5	1	68	1	169

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	55	45	20	32	19	303	255	978	36	26	976	30	2775
APPROACH %'s :	45.83%	37.50%	16.67%	9.04%	5.37%	85.59%	20.09%	77.07%	2.84%	2.52%	94.57%	2.91%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	41	38	17	12	12	154	196	684	22	15	507	21	1719
PEAK HR FACTOR :		0.453			0.718			0.841			0.730		0.977

PCE Factors :

Car	1.0
Motorcycle	1.0
Bus	2.0
Bobtail	1.1
Tractor	1.1
Tractor -Trailor	2.0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	1	2	0	4	7	24	56	8	5	41	1	149
6:15 AM	0	1	4	2	8	21	38	89	8	12	50	2	235
6:30 AM	3	0	2	2	6	29	39	103	4	7	48	1	244
6:45 AM	5	3	0	2	3	55	14	63	5	6	79	1	236
7:00 AM	5	3	1	2	3	29	13	66	6	3	53	2	186
7:15 AM	2	2	1	1	1	42	11	45	3	6	115	1	230
7:30 AM	1	3	0	1	2	37	25	72	3	6	79	1	230
7:45 AM	1	0	1	1	3	26	24	82	5	7	73	3	226
8:00 AM	1	4	2	1	4	20	34	68	6	6	70	0	216
8:15 AM	7	2	2	0	2	17	18	79	8	9	57	1	202
8:30 AM	4	4	3	1	2	17	16	62	4	7	62	3	185
8:45 AM	3	2	2	1	0	19	10	73	3	1	51	0	165

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	32	25	20	14	38	319	266	858	63	75	778	16	2504
APPROACH %'s :	41.56%	32.47%	25.97%	3.77%	10.24%	85.98%	22.41%	72.28%	5.31%	8.63%	89.53%	1.84%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	5	9	4	4	10	125	94	267	17	25	337	5	902
PEAK HR FACTOR :		0.643			0.790			0.851			0.752		0.980

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	3	5	2	0	3	13	9	90	5	5	45	0	180
2:15 PM	3	3	5	3	5	16	14	92	4	1	65	0	211
2:30 PM	2	5	5	3	2	21	19	64	1	5	72	3	202
2:45 PM	1	2	3	1	0	31	17	98	4	7	77	0	241
3:00 PM	4	0	2	2	1	14	28	105	2	2	59	2	221
3:15 PM	1	4	4	0	3	18	23	115	2	12	71	2	255
3:30 PM	3	4	4	0	6	22	40	132	4	3	50	2	270
3:45 PM	1	0	5	1	5	16	40	142	6	7	59	2	284
4:00 PM	26	21	6	5	4	22	46	135	8	5	84	5	367
4:15 PM	3	7	5	4	5	44	55	142	7	6	99	2	379
4:30 PM	6	4	3	1	1	29	56	176	3	1	100	6	386
4:45 PM	5	6	3	1	2	59	39	112	2	3	149	8	389
5:00 PM	6	5	1	7	1	66	13	90	2	2	151	5	349
5:15 PM	5	1	1	7	2	32	18	52	2	1	96	2	219
5:30 PM	1	0	0	5	1	32	10	66	4	4	109	1	233
5:45 PM	1	1	0	1	3	19	18	44	4	1	51	1	144

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	71	68	49	41	44	454	445	1655	60	65	1337	41	4330
APPROACH %'s :	37.77%	36.17%	26.06%	7.61%	8.16%	84.23%	20.60%	76.62%	2.78%	4.50%	92.65%	2.84%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	40	38	17	11	12	154	196	565	20	15	432	21	1521
PEAK HR FACTOR :		0.448			0.714			0.831			0.731		0.978

CONTROL :

ITM Peak Hour Summary

Prepared by:

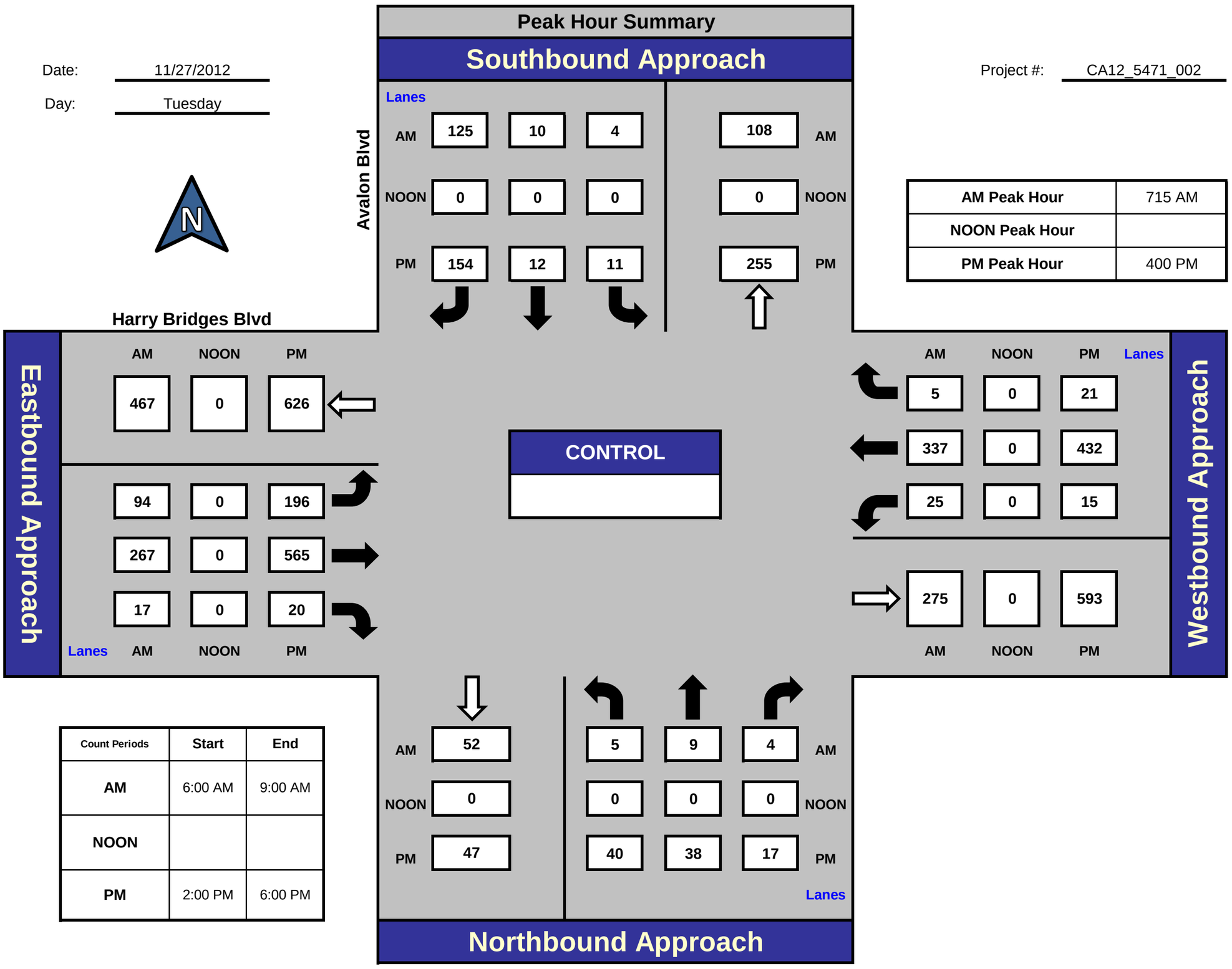
NDS

Avalon Blvd and Harry Bridges Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

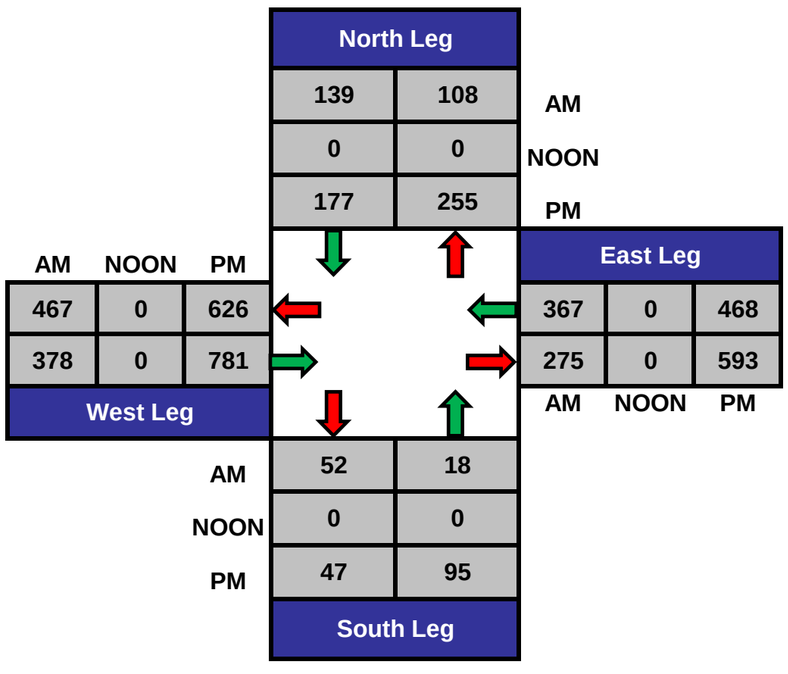
Project #: CA12_5471_002



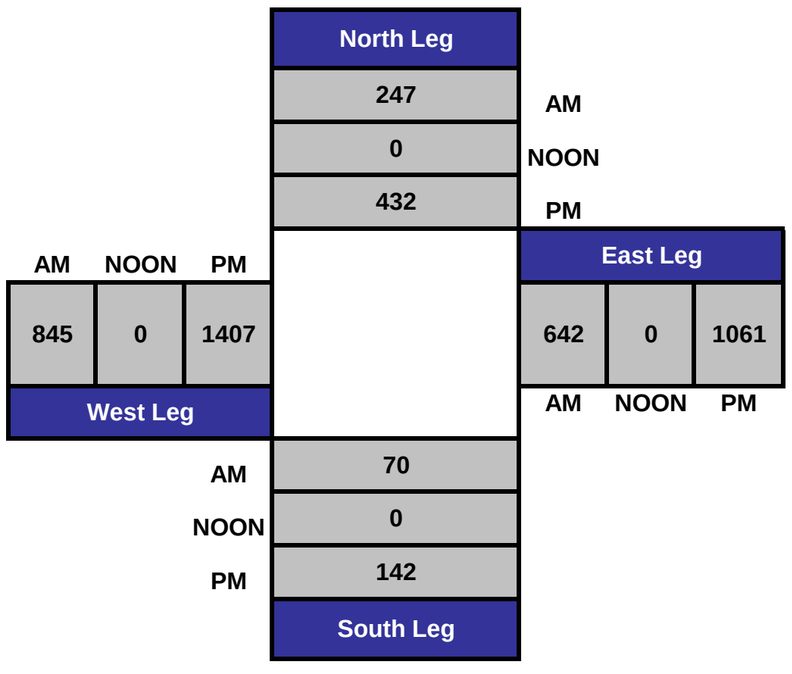
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM	2:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Passenger Cars

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	1	2	0	3	7	24	54	8	5	39	1	144
6:15 AM	0	1	4	0	8	20	38	86	7	12	40	2	218
6:30 AM	3	0	1	2	6	29	38	100	4	6	33	1	223
6:45 AM	5	3	0	2	3	55	14	58	4	5	59	1	209
7:00 AM	5	3	1	2	3	28	13	60	6	2	36	2	161
7:15 AM	2	2	1	1	1	41	10	40	3	3	98	1	203
7:30 AM	1	3	0	1	2	37	25	65	1	4	66	1	206
7:45 AM	0	0	1	1	2	26	24	69	5	4	56	3	191
8:00 AM	1	4	1	1	3	20	34	59	4	3	39	0	169
8:15 AM	6	2	1	0	2	17	18	61	5	5	38	1	156
8:30 AM	4	1	2	1	2	17	16	34	4	5	39	3	128
8:45 AM	1	2	1	1	0	18	10	40	2	1	32	0	108

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	28	22	15	12	35	315	264	726	53	55	575	16	2116
APPROACH %'s :	43.08%	33.85%	23.08%	3.31%	9.67%	87.02%	25.31%	69.61%	5.08%	8.51%	89.01%	2.48%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	4	9	3	4	8	124	93	233	13	14	259	5	769
PEAK HR FACTOR :		0.667			0.791			0.865			0.681		0.933

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Passenger Cars

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	2	5	1	0	3	12	9	40	3	2	12	0	89
2:15 PM	1	2	4	3	4	14	13	46	1	1	32	0	121
2:30 PM	2	5	4	3	2	20	19	38	0	2	48	2	145
2:45 PM	1	2	2	1	0	29	16	47	4	6	50	0	158
3:00 PM	4	0	1	2	1	14	27	54	1	0	38	2	144
3:15 PM	0	4	2	0	3	18	23	56	2	6	36	2	152
3:30 PM	2	4	3	0	6	20	40	63	4	2	36	2	182
3:45 PM	0	0	2	1	5	16	40	78	5	2	37	1	187
4:00 PM	26	21	6	5	4	22	45	80	6	4	55	5	279
4:15 PM	2	6	5	3	5	44	55	94	7	4	82	2	309
4:30 PM	6	4	2	1	1	29	56	127	3	0	72	6	307
4:45 PM	4	6	3	1	2	59	39	85	1	3	113	8	324
5:00 PM	6	5	1	7	1	66	13	73	1	1	108	4	286
5:15 PM	4	1	0	7	1	32	18	38	2	1	69	1	174
5:30 PM	1	0	0	5	1	32	10	38	4	2	89	1	183
5:45 PM	1	1	0	1	3	19	18	32	3	0	23	1	102

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	62	66	36	40	42	446	441	989	47	36	900	37	3142
APPROACH %'s :	37.80%	40.24%	21.95%	7.58%	7.95%	84.47%	29.86%	66.96%	3.18%	3.70%	92.50%	3.80%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	38	37	16	10	12	154	195	386	17	11	322	21	1219
PEAK HR FACTOR :		0.429			0.710			0.804			0.714		0.941

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Motorcycles

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM					1		0	0			0		1
6:15 AM					0		0	1			1		2
6:30 AM					0		0	0			0		0
6:45 AM					0		0	0			1		1
7:00 AM					0		0	1			2		3
7:15 AM					0		1	0			1		2
7:30 AM					0		0	1			2		3
7:45 AM					0		0	1			0		1
8:00 AM					0		0	0			0		0
8:15 AM					0		0	0			0		0
8:30 AM					0		0	0			0		0
8:45 AM					0		0	0			0		0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	1	4	0	0	7	0	13
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	20.00%	80.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	2	0	0	3	0	6
PEAK HR FACTOR :		0.000			0.000			0.750			0.375		0.933

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Motorcycles

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM					0	1		0			1		2
2:15 PM					0	0		0			0		0
2:30 PM					0	0		0			0		0
2:45 PM					0	0		0			0		0
3:00 PM					0	0		0			0		0
3:15 PM					0	0		0			0		0
3:30 PM					0	1		3			1		5
3:45 PM					0	0		1			0		1
4:00 PM					0	0		0			0		0
4:15 PM					0	0		1			0		1
4:30 PM					0	0		2			0		2
4:45 PM					0	0		3			1		4
5:00 PM					0	0		2			2		4
5:15 PM					1	0		0			0		1
5:30 PM					0	0		1			0		1
5:45 PM					0	0		0			0		0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	2	0	13	0	0	5	0	21
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	33.33%	66.67%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	6	0	0	1	0	7
PEAK HR FACTOR :		0.000			0.000			0.500			0.250		0.941

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Buses

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													0
6:15 AM													0
6:30 AM													0
6:45 AM													0
7:00 AM													0
7:15 AM													0
7:30 AM													0
7:45 AM													0
8:00 AM													0
8:15 AM													0
8:30 AM													0
8:45 AM													0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.933

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Buses

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM													0
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
3:15 PM													0
3:30 PM													0
3:45 PM													0
4:00 PM													0
4:15 PM													0
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.941

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Bobtails

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0		0	0		0	0		0	0		0	0
6:15 AM	0		1	0		0	0		1	3		5	5
6:30 AM	0		0	0		0	1		0	1		2	2
6:45 AM	0		0	0		0	0		0	5		5	5
7:00 AM	0		0	0		0	1		0	2		3	3
7:15 AM	0		0	0		1	0		0	1		2	2
7:30 AM	0		0	0		0	0		0	1		1	1
7:45 AM	0		0	0		0	3		0	0		3	3
8:00 AM	0		0	0		0	2		1	2		5	5
8:15 AM	0		0	0		0	0		0	1		1	1
8:30 AM	1		0	0		0	0		0	2		3	3
8:45 AM	0		0	0		1	1		0	2		4	4

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	0	1	0	2	0	8	2	0	20	0	34
APPROACH %'s :	0.00%	100.00%	0.00%	33.33%	0.00%	66.67%	0.00%	80.00%	20.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	5	1	0	4	0	11
PEAK HR FACTOR :		0.000			0.250			0.500			0.500		0.933

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Bobtails

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	1	0			0	0	0	2	0	0	4	0	7
2:15 PM	0	1			1	0	1	6	0	0	2	0	11
2:30 PM	0	0			0	1	0	1	0	1	3	0	6
2:45 PM	0	0			0	0	1	1	0	0	2	0	4
3:00 PM	0	0			0	0	1	1	0	0	2	0	4
3:15 PM	0	0			0	0	0	2	0	2	1	0	5
3:30 PM	1	0			0	0	0	4	0	0	0	0	5
3:45 PM	0	0			0	0	0	0	0	0	0	1	1
4:00 PM	0	0			0	0	1	3	1	1	4	0	10
4:15 PM	0	1			0	0	0	1	0	0	0	0	2
4:30 PM	0	0			0	0	0	1	0	0	0	0	1
4:45 PM	0	0			0	0	0	0	0	0	0	0	0
5:00 PM	0	0			0	0	0	2	0	0	1	0	3
5:15 PM	0	0			0	0	0	0	0	0	0	0	0
5:30 PM	0	0			0	0	0	0	0	0	0	0	0
5:45 PM	0	0			0	0	0	0	0	0	0	0	0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	2	0	0	1	1	4	24	1	4	19	1	59
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	50.00%	50.00%	13.79%	82.76%	3.45%	16.67%	79.17%	4.17%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	5	1	1	4	0	13
PEAK HR FACTOR :		0.250			0.000			0.350			0.250		0.941

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Tractors

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM			0					1		0	1		2
6:15 AM			0					0		0	1		1
6:30 AM			1					0		0	5		6
6:45 AM			0					1		0	2		3
7:00 AM			0					2		0	1		3
7:15 AM			0					0		2	3		5
7:30 AM			0					4		2	3		9
7:45 AM			0					3		0	10		13
8:00 AM			0					2		1	14		17
8:15 AM			0					8		2	8		18
8:30 AM			0					8		1	7		16
8:45 AM			0					14		0	6		20

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	43	0	8	61	0	113
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	11.59%	88.41%	0.00%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	9	0	5	30	0	44
PEAK HR FACTOR :		0.000			0.000			0.563			0.583		0.933

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Tractors

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0		0			0		17		0	4	0	21
2:15 PM	0		0			1		12		0	6	0	19
2:30 PM	0		0			0		12		2	5	0	19
2:45 PM	0		1			0		14		0	5	0	20
3:00 PM	0		0			0		19		1	10	0	30
3:15 PM	0		1			0		21		1	10	0	33
3:30 PM	0		0			1		20		0	4	0	25
3:45 PM	0		1			0		19		1	5	0	26
4:00 PM	0		0			0		16		0	11	0	27
4:15 PM	0		0			0		18		2	6	0	26
4:30 PM	0		1			0		15		1	8	0	25
4:45 PM	1		0			0		7		0	10	0	18
5:00 PM	0		0			0		6		0	20	1	27
5:15 PM	0		0			0		6		0	17	1	24
5:30 PM	0		0			0		10		0	10	0	20
5:45 PM	0		0			0		6		1	12	0	19

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	4	0	0	2	0	218	0	9	143	2	379
APPROACH %'s :	20.00%	0.00%	80.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	5.84%	92.86%	1.30%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	56	0	3	35	0	96
PEAK HR FACTOR :		0.500			0.000			0.778			0.864		0.941

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Tractor Trailers

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	0	0	0	0	0	1	0	0	1		2
6:15 AM	0	0	0	1	0	1	0	2	0	0	5		9
6:30 AM	0	0	0	0	0	0	1	2	0	1	9		13
6:45 AM	0	0	0	0	0	0	0	4	1	1	12		18
7:00 AM	0	0	0	0	0	1	0	2	0	1	12		16
7:15 AM	0	0	0	0	0	0	0	5	0	1	12		18
7:30 AM	0	0	0	0	0	0	0	2	2	0	7		11
7:45 AM	1	0	0	0	1	0	0	6	0	3	7		18
8:00 AM	0	0	1	0	1	0	0	5	1	2	15		25
8:15 AM	1	0	1	0	0	0	0	10	3	2	10		27
8:30 AM	0	2	1	0	0	0	0	20	0	1	14		38
8:45 AM	2	0	1	0	0	0	0	18	1	0	11		33

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	2	4	1	2	2	1	77	8	12	115	0	228
APPROACH %'s :	40.00%	20.00%	40.00%	20.00%	40.00%	40.00%	1.16%	89.53%	9.30%	9.45%	90.55%	0.00%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	1	0	1	0	2	0	0	18	3	6	41	0	72
PEAK HR FACTOR :		0.500			0.500			0.875			0.691		0.933

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_002

Day: TUESDAY

Tractor Trailers

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0		1	0		0		31	2	3	24	0	61
2:15 PM	2		1	0		1		28	3	0	25	0	60
2:30 PM	0		1	0		0		13	1	0	16	1	32
2:45 PM	0		0	0		2		36	0	1	20	0	59
3:00 PM	0		1	0		0		31	1	1	9	0	43
3:15 PM	1		1	0		0		36	0	3	24	0	65
3:30 PM	0		1	0		0		42	0	1	9	0	53
3:45 PM	1		2	0		0		44	1	4	17	0	69
4:00 PM	0		0	0		0		36	1	0	14	0	51
4:15 PM	1		0	1		0		28	0	0	11	0	41
4:30 PM	0		0	0		0		31	0	0	20	0	51
4:45 PM	0		0	0		0		17	1	0	25	0	43
5:00 PM	0		0	0		0		7	1	1	20	0	29
5:15 PM	1		1	0		0		8	0	0	10	0	20
5:30 PM	0		0	0		0		17	0	2	10	0	29
5:45 PM	0		0	0		0		6	1	0	16	0	23

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	0	9	1	0	3	0	411	12	16	270	1	729
APPROACH %'s :	40.00%	0.00%	60.00%	25.00%	0.00%	75.00%	0.00%	97.16%	2.84%	5.57%	94.08%	0.35%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	1	0	0	1	0	0	0	112	2	0	70	0	186
PEAK HR FACTOR :		0.250			0.250			0.770			0.700		0.941

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA__ **Day:** TUESDAY

TOTALS

City: City of Los Angeles **Date:** 11/27/2012

PM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	57	0	0	22	43	144	0	8	91	21	386
4:15 PM	0	0	53	25	3	48	48	131	0	11	68	22	409
4:30 PM	2	2	38	9	1	17	49	168	0	2	111	19	418
4:45 PM	0	0	19	31	1	70	24	113	1	1	122	15	397
5:00 PM	0	0	18	26	1	57	7	95	0	8	118	4	334
5:15 PM	0	0	16	19	1	24	7	65	0	4	91	1	228
5:30 PM	1	0	16	3	0	40	3	84	0	2	81	1	231
5:45 PM	0	0	9	0	0	11	8	48	0	0	63	0	139

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	2	226	113	7	289	189	848	1	36	745	83	2542
APPROACH %'s :	1.30%	0.87%	97.84%	27.63%	1.71%	70.66%	18.21%	81.70%	0.10%	4.17%	86.23%	9.61%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	2	2	167	65	5	157	164	556	1	22	392	77	1610
PEAK HR FACTOR :		0.750			0.556			0.831			0.889		0.963

PCE Factors :

Car	1.0
Motorcycle	1.0
Bus	2.0
Bobtail	1.1
Tractor	1.1
Tractor -Trailor	2.0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA__

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	5	1	0	7	37	27	0	9	46	12	144
6:15 AM	0	0	4	5	0	18	52	42	0	25	46	18	210
6:30 AM	0	0	4	3	0	8	53	57	0	22	60	14	221
6:45 AM	0	0	3	18	1	29	10	59	0	24	69	7	220
7:00 AM	0	0	11	11	0	14	6	68	0	17	60	3	190
7:15 AM	0	0	9	12	1	45	6	46	0	15	92	2	228
7:30 AM	0	0	7	4	0	28	11	59	2	7	65	0	183
7:45 AM	1	0	3	1	1	19	18	72	0	11	76	1	203
8:00 AM	0	0	12	4	0	7	15	60	1	13	89	3	204
8:15 AM	0	0	11	0	0	17	12	81	0	11	62	2	196
8:30 AM	0	1	8	4	1	16	4	78	1	12	68	0	193
8:45 AM	0	1	11	0	0	5	3	95	0	7	62	1	185

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2	88	63	4	213	227	744	4	173	795	63	2377
APPROACH %'s :	1.10%	2.20%	96.70%	22.50%	1.43%	76.07%	23.28%	76.31%	0.41%	16.78%	77.11%	6.11%	

PEAK HR START TIME :	630 AM												TOTAL
PEAK HR VOL :	0	0	27	44	2	96	75	230	0	78	281	26	859
PEAK HR FACTOR :		0.614			0.612			0.693			0.883		0.942

PCE Factors :

Car	1.0
Motorcycle	1.0
Bus	2.0
Bobtail	1.1
Tractor	1.1
Tractor -Trailor	2.0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA__ **Day:** TUESDAY

TOTALS

City: City of Los Angeles **Date:** 11/27/2012

PM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	1	29	2	0	7	10	114	0	5	70	5	243
2:15 PM	0	0	17	1	1	8	11	127	0	13	86	8	272
2:30 PM	0	0	8	2	2	11	7	71	2	12	86	3	204
2:45 PM	0	0	19	2	0	9	13	133	0	7	99	1	283
3:00 PM													0
3:15 PM													0
3:30 PM													0
3:45 PM													0
4:00 PM													0
4:15 PM													0
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	73	7	3	35	41	445	2	37	341	17	1002
APPROACH %'s :	0.00%	1.35%	98.65%	15.56%	6.67%	77.78%	8.40%	91.19%	0.41%	9.37%	86.33%	4.30%	

PEAK HR START TIME :	200 PM												TOTAL
PEAK HR VOL :	0	1	73	7	3	35	41	445	2	37	341	17	1002
PEAK HR FACTOR :		0.617			0.750			0.836			0.923		0.885

PCE Factors :

Car	1.0
Motorcycle	1.0
Bus	2.0
Bobtail	1.1
Tractor	1.1
Tractor -Trailor	2.0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	4	1	0	7	37	26	0	8	45	12	140
6:15 AM	0	0	3	5	0	18	52	39	0	24	41	18	200
6:30 AM	0	0	3	3	0	7	52	56	0	20	50	14	205
6:45 AM	0	0	3	18	1	29	10	55	0	19	55	7	197
7:00 AM	0	0	10	11	0	14	6	66	0	17	47	3	174
7:15 AM	0	0	8	12	1	45	6	41	0	14	78	2	207
7:30 AM	0	0	5	4	0	28	11	57	2	7	57	0	171
7:45 AM	1	0	3	1	1	19	18	65	0	10	65	1	184
8:00 AM	0	0	12	4	0	7	15	54	1	12	70	3	178
8:15 AM	0	0	8	0	0	17	12	69	0	10	49	2	167
8:30 AM	0	1	7	4	1	16	4	56	1	8	52	0	150
8:45 AM	0	1	8	0	0	5	3	74	0	7	50	1	149

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2	74	63	4	212	226	658	4	156	659	63	2122
APPROACH %'s :	1.30%	2.60%	96.10%	22.58%	1.43%	75.99%	25.45%	74.10%	0.45%	17.77%	75.06%	7.18%	

PEAK HR START TIME :	630 AM												TOTAL
PEAK HR VOL :	0	0	24	44	2	95	74	218	0	70	230	26	783
PEAK HR FACTOR :		0.600			0.608			0.676			0.867		0.946

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

TOTALS

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	1	22	2	0	7	10	80	0	4	42	5	173
2:15 PM	0	0	15	1	1	8	11	96	0	12	60	8	212
2:30 PM	0	0	8	2	2	11	7	57	1	8	68	3	167
2:45 PM	0	0	15	2	0	8	13	95	0	5	78	1	217
3:00 PM	0	0	23	0	1	9	17	94	0	5	61	3	213
3:15 PM	0	0	17	2	1	5	23	93	0	10	73	9	233
3:30 PM	0	0	12	4	0	14	27	113	0	10	44	12	236
3:45 PM	0	0	13	1	1	8	51	94	0	10	58	11	247
4:00 PM	0	0	54	0	0	22	43	106	0	8	75	21	329
4:15 PM	0	0	51	25	3	48	48	100	0	9	56	22	362
4:30 PM	2	2	36	9	1	17	49	135	0	2	90	19	362
4:45 PM	0	0	17	31	1	70	24	95	1	1	96	15	351
5:00 PM	0	0	16	26	1	56	7	87	0	7	96	4	300
5:15 PM	0	0	15	19	1	24	7	55	0	3	79	1	204
5:30 PM	1	0	14	3	0	40	3	66	0	2	68	1	198
5:45 PM	0	0	6	0	0	10	8	41	0	0	47	0	112

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	3	334	127	13	357	348	1407	2	96	1091	135	3916
APPROACH %'s :	0.88%	0.88%	98.24%	25.55%	2.62%	71.83%	19.81%	80.08%	0.11%	7.26%	82.53%	10.21%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	2	2	158	65	5	157	164	436	1	20	317	77	1404
PEAK HR FACTOR :		0.750			0.556			0.817			0.924		0.970

CONTROL :

ITM Peak Hour Summary

Prepared by:

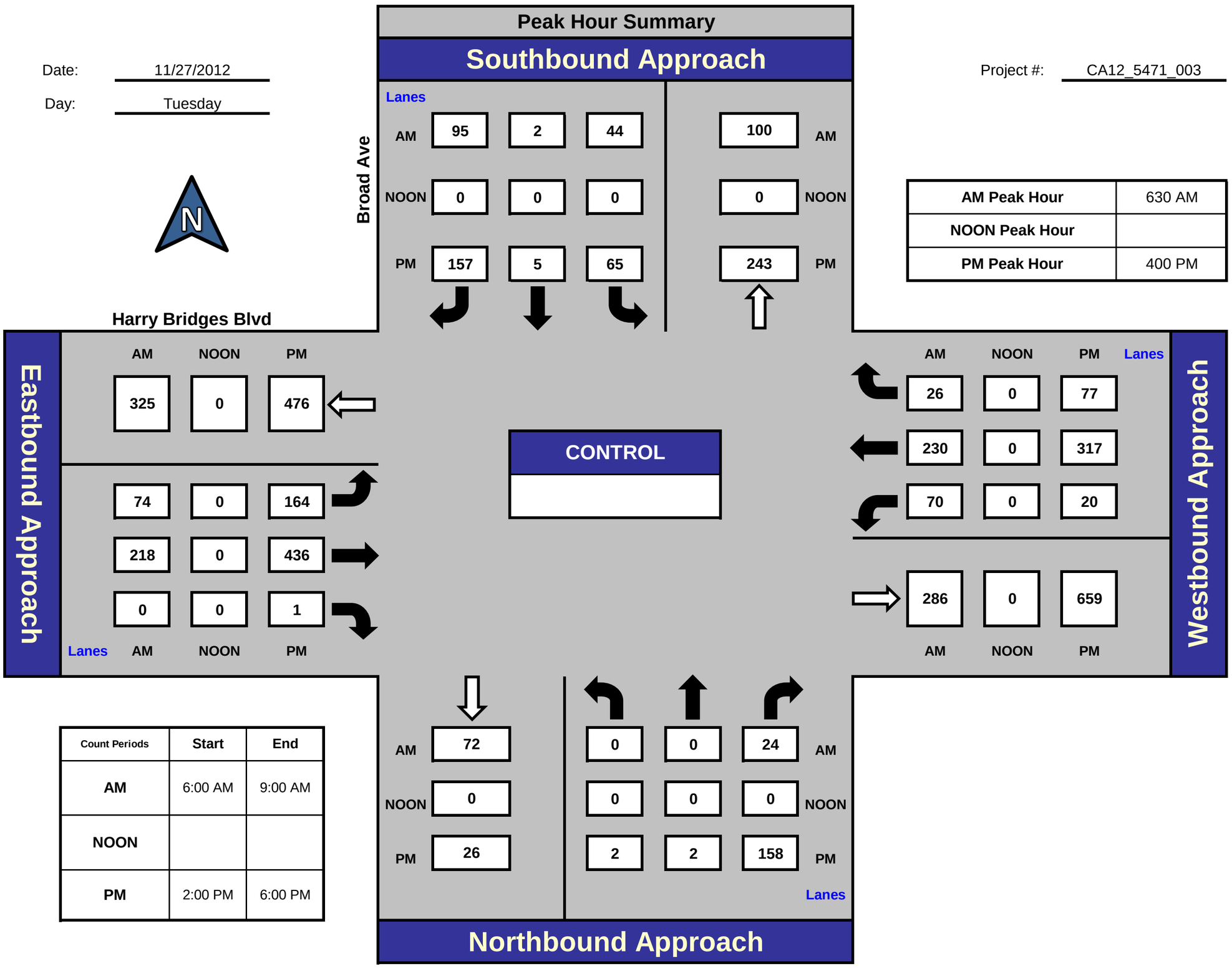
NDS

Broad Ave and Harry Bridges Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

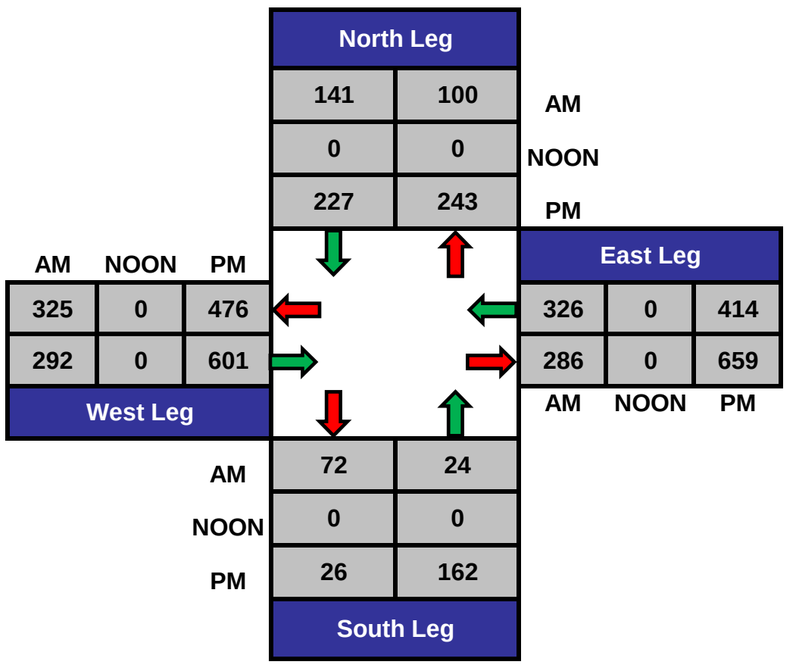
Project #: CA12_5471_003



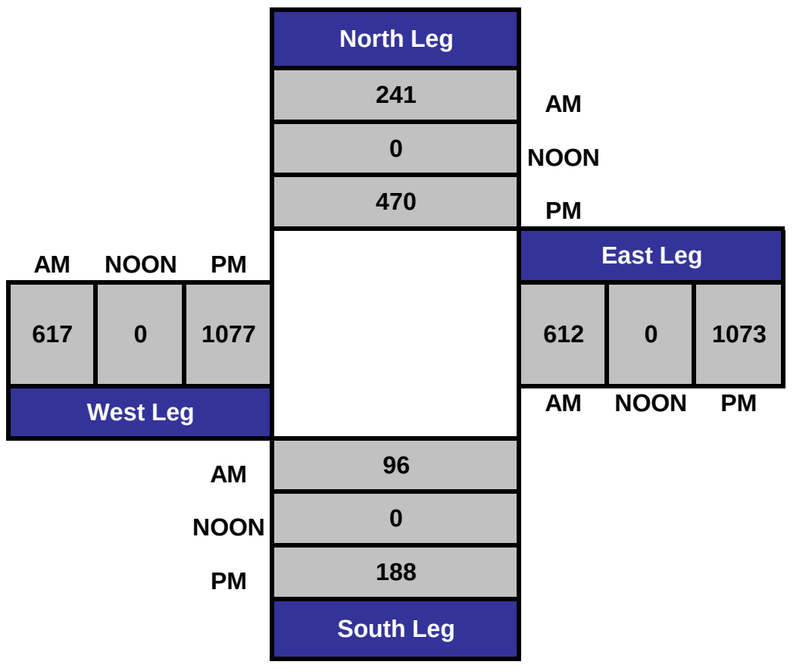
AM Peak Hour	630 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM	2:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Passenger Cars

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	3	1	0	7	37	24	0	7	44	12	135
6:15 AM	0	0	2	5	0	18	52	34	0	23	31	18	183
6:30 AM	0	0	2	3	0	5	51	53	0	18	36	14	182
6:45 AM	0	0	3	18	1	29	10	50	0	13	34	7	165
7:00 AM	0	0	7	10	0	14	6	60	0	15	29	3	144
7:15 AM	0	0	6	12	1	44	6	36	0	11	57	1	174
7:30 AM	0	0	3	4	0	26	11	50	2	7	44	0	147
7:45 AM	1	0	3	1	1	19	18	52	0	9	45	1	150
8:00 AM	0	0	10	3	0	7	15	44	1	9	36	2	127
8:15 AM	0	0	5	0	0	17	12	49	0	7	26	1	117
8:30 AM	0	1	6	3	1	16	3	28	0	2	27	0	87
8:45 AM	0	1	4	0	0	5	3	40	0	6	31	0	90

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2	54	60	4	207	224	520	3	127	440	59	1701
APPROACH %'s :	1.75%	3.51%	94.74%	22.14%	1.48%	76.38%	29.99%	69.61%	0.40%	20.29%	70.29%	9.42%	

PEAK HR START TIME :	630 AM												TOTAL
PEAK HR VOL :	0	0	18	43	2	92	73	199	0	57	156	25	665
PEAK HR FACTOR :		0.643			0.601			0.654			0.862		0.913

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Passenger Cars

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	1	13	2	0	6	10	29	0	2	7	4	74
2:15 PM	0	0	13	1	1	8	11	49	0	10	27	8	128
2:30 PM	0	0	4	2	2	9	6	32	0	3	42	3	103
2:45 PM	0	0	10	2	0	7	13	43	0	1	50	1	127
3:00 PM	0	0	19	0	1	9	17	43	0	2	39	2	132
3:15 PM	0	0	9	2	1	4	23	32	0	7	33	9	120
3:30 PM	0	0	10	3	0	14	27	43	0	4	29	12	142
3:45 PM	0	0	9	1	1	8	51	27	0	5	30	11	143
4:00 PM	0	0	48	0	0	22	43	51	0	8	45	21	238
4:15 PM	0	0	45	25	3	48	47	52	0	7	37	22	286
4:30 PM	2	2	33	8	1	17	47	87	0	2	61	19	279
4:45 PM	0	0	15	31	1	70	23	69	1	1	60	13	284
5:00 PM	0	0	14	26	1	53	7	70	0	6	54	4	235
5:15 PM	0	0	14	19	1	24	7	40	0	2	51	1	159
5:30 PM	1	0	12	3	0	40	3	38	0	1	46	1	145
5:45 PM	0	0	3	0	0	9	8	29	0	0	19	0	68

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	3	271	125	13	348	343	734	1	61	630	131	2663
APPROACH %'s :	1.08%	1.08%	97.83%	25.72%	2.67%	71.60%	31.82%	68.09%	0.09%	7.42%	76.64%	15.94%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	2	2	141	64	5	157	160	259	1	18	203	75	1087
PEAK HR FACTOR :		0.755			0.554			0.784			0.902		0.950

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Motorcycles

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM						0	0			0	0		0
6:15 AM						0	1			0	1		2
6:30 AM						0	0			0	0		0
6:45 AM						0	0			0	1		1
7:00 AM						0	1			0	2		3
7:15 AM						1	0			0	0		1
7:30 AM						1	1			0	1		3
7:45 AM						0	1			0	0		1
8:00 AM						0	0			1	0		1
8:15 AM						0	0			0	0		0
8:30 AM						0	0			0	0		0
8:45 AM						0	0			0	0		0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	4	0	1	5	0	12
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	16.67%	83.33%	0.00%	

PEAK HR START TIME :	630 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	1	0	0	3	0	5
PEAK HR FACTOR :		0.000			0.250			0.250			0.375		0.913

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Motorcycles

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM			0			0	0	0			1		1
2:15 PM			0			0	0	0			0		0
2:30 PM			0			0	0	0			0		0
2:45 PM			0			0	0	0			0		0
3:00 PM			0			0	0	0			0		0
3:15 PM			0			0	0	0			0		0
3:30 PM			0			0	0	3			1		4
3:45 PM			0			0	0	1			0		1
4:00 PM			1			0	0	0			0		1
4:15 PM			0			0	1	0			0		1
4:30 PM			0			0	2	0			0		2
4:45 PM			0			0	1	2			1		4
5:00 PM			0			1	0	2			1		4
5:15 PM			0			0	0	0			0		0
5:30 PM			0			0	0	1			0		1
5:45 PM			0			0	0	0			0		0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	1	4	9	0	0	4	0	19
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	30.77%	69.23%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	1	0	0	0	4	2	0	0	1	0	8
PEAK HR FACTOR :		0.250			0.000			0.500			0.250		0.950

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Buses

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													0
6:15 AM													0
6:30 AM													0
6:45 AM													0
7:00 AM													0
7:15 AM													0
7:30 AM													0
7:45 AM													0
8:00 AM													0
8:15 AM													0
8:30 AM													0
8:45 AM													0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	630 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.913

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Buses

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM													0
2:15 PM													0
2:30 PM													0
2:45 PM													0
3:00 PM													0
3:15 PM													0
3:30 PM													0
3:45 PM													0
4:00 PM													0
4:15 PM													0
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.950

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Bobtails

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM			0	0		0		0	0	0	0	0	0
6:15 AM			0	0		0		1	0	0	3	0	4
6:30 AM			0	0		0		1	0	0	1	0	2
6:45 AM			0	0		0		0	0	1	5	0	6
7:00 AM			0	1		0		1	0	2	2	0	6
7:15 AM			1	0		0		0	0	2	3	1	7
7:30 AM			0	0		1		0	0	0	0	0	1
7:45 AM			0	0		0		3	0	0	0	0	3
8:00 AM			2	1		0		2	0	0	2	1	8
8:15 AM			0	0		0		0	0	0	1	0	1
8:30 AM			0	1		0		0	1	1	2	0	5
8:45 AM			1	0		0		1	0	0	2	1	5

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	4	3	0	1	0	9	1	6	21	3	48
APPROACH %'s :	0.00%	0.00%	100.00%	75.00%	0.00%	25.00%	0.00%	90.00%	10.00%	20.00%	70.00%	10.00%	

PEAK HR START TIME :	630 AM												TOTAL
PEAK HR VOL :	0	0	1	1	0	0	0	2	0	5	11	1	21
PEAK HR FACTOR :		0.250			0.250			0.500			0.708		0.913

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Bobtails

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM			1	0		1	0	2		1	3	0	8
2:15 PM			0	0		0	0	6		1	2	0	9
2:30 PM			2	0		2	0	1		0	2	0	7
2:45 PM			0	0		0	0	1		0	2	0	3
3:00 PM			1	0		0	0	0		0	2	1	4
3:15 PM			2	0		0	0	2		0	3	0	7
3:30 PM			0	0		0	0	4		0	0	0	4
3:45 PM			1	0		0	0	0		0	1	0	2
4:00 PM			1	0		0	0	3		0	5	0	9
4:15 PM			1	0		0	0	1		0	0	0	2
4:30 PM			0	1		0	0	1		0	0	0	2
4:45 PM			0	0		0	0	0		0	0	2	2
5:00 PM			0	0		0	0	2		0	1	0	3
5:15 PM			0	0		0	0	0		0	0	0	0
5:30 PM			0	0		0	0	0		0	0	0	0
5:45 PM			0	0		0	0	0		0	0	0	0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	9	1	0	3	0	23	0	2	21	3	62
APPROACH %'s :	0.00%	0.00%	100.00%	25.00%	0.00%	75.00%	0.00%	100.00%	0.00%	7.69%	80.77%	11.54%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	2	1	0	0	0	5	0	0	5	2	15
PEAK HR FACTOR :		0.500			0.250			0.417			0.350		0.950

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Tractors

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM			0			0	0	1		0	0	0	1
6:15 AM			0			0	0	0		0	1	0	1
6:30 AM			0			1	0	1		0	4	0	6
6:45 AM			0			0	0	1		0	2	0	3
7:00 AM			2			0	0	2		0	1	0	5
7:15 AM			0			0	0	0		0	5	0	5
7:30 AM			0			0	0	4		0	5	0	9
7:45 AM			0			0	0	3		0	10	0	13
8:00 AM			0			0	0	2		1	15	0	18
8:15 AM			0			0	0	9		2	10	1	22
8:30 AM			0			0	1	7		1	8	0	17
8:45 AM			0			0	0	14		1	6	0	21

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	1	1	44	0	5	67	1	121
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	2.22%	97.78%	0.00%	6.85%	91.78%	1.37%	

PEAK HR START TIME :	630 AM												TOTAL
PEAK HR VOL :	0	0	2	0	0	1	0	4	0	0	12	0	19
PEAK HR FACTOR :		0.250			0.250			0.500			0.600		0.913

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Tractors

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM			1			0	0	17		0	4	1	23
2:15 PM			0			0	0	12		0	6	0	18
2:30 PM			2			0	1	11		1	7	0	22
2:45 PM			1			0	0	15		2	6	0	24
3:00 PM			1			0	0	19		2	10	0	32
3:15 PM			2			0	0	22		0	11	0	35
3:30 PM			0			0	0	20		2	4	0	26
3:45 PM			0			0	0	20		2	6	0	28
4:00 PM			1			0	0	16		0	11	0	28
4:15 PM			3			0	0	18		0	8	0	29
4:30 PM			1			0	0	16		0	9	0	26
4:45 PM			0			0	0	7		0	10	0	17
5:00 PM			0			1	0	6		0	20	0	27
5:15 PM			0			0	0	6		0	18	0	24
5:30 PM			0			0	0	10		1	10	0	21
5:45 PM			0			0	0	6		0	13	0	19

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	12	0	0	1	1	221	0	10	153	1	399
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.45%	99.55%	0.00%	6.10%	93.29%	0.61%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	5	0	0	0	0	57	0	0	38	0	100
PEAK HR FACTOR :		0.417			0.000			0.792			0.864		0.950

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Tractor Trailers

City: City of Los Angeles

Date: 11/27/2012

AM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM			1			0	0	1		1	1		4
6:15 AM			1			0	0	3		1	5		10
6:30 AM			1			1	1	1		2	9		15
6:45 AM			0			0	0	4		5	13		22
7:00 AM			1			0	0	2		0	13		16
7:15 AM			1			0	0	5		1	13		20
7:30 AM			2			0	0	2		0	7		11
7:45 AM			0			0	0	6		1	10		17
8:00 AM			0			0	0	6		1	17		24
8:15 AM			3			0	0	11		1	12		27
8:30 AM			1			0	0	21		4	15		41
8:45 AM			3			0	0	19		0	11		33

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	14	0	0	1	1	81	0	17	126	0	240
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	1.22%	98.78%	0.00%	11.89%	88.11%	0.00%	

PEAK HR START TIME :	630 AM												TOTAL
PEAK HR VOL :	0	0	3	0	0	1	1	12	0	8	48	0	73
PEAK HR FACTOR :		0.750			0.250			0.650			0.778		0.913

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5471_003

Day: TUESDAY

Tractor Trailers

City: City of Los Angeles

Date: 11/27/2012

PM

NS/EW Streets:	Broad Ave			Broad Ave			Harry Bridges Blvd			Harry Bridges Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM			7	0		0		32	0	1	27		67
2:15 PM			2	0		0		29	0	1	25		57
2:30 PM			0	0		0		13	1	4	17		35
2:45 PM			4	0		1		36	0	2	20		63
3:00 PM			2	0		0		32	0	1	10		45
3:15 PM			4	0		1		37	0	3	26		71
3:30 PM			2	1		0		43	0	4	10		60
3:45 PM			3	0		0		46	0	3	21		73
4:00 PM			3	0		0		36	0	0	14		53
4:15 PM			2	0		0		29	0	2	11		44
4:30 PM			2	0		0		31	0	0	20		53
4:45 PM			2	0		0		17	0	0	25		44
5:00 PM			2	0		1		7	0	1	20		31
5:15 PM			1	0		0		9	0	1	10		21
5:30 PM			2	0		0		17	0	0	12		31
5:45 PM			3	0		1		6	0	0	15		25

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	41	1	0	4	0	420	1	23	283	0	773
APPROACH %'s :	0.00%	0.00%	100.00%	20.00%	0.00%	80.00%	0.00%	99.76%	0.24%	7.52%	92.48%	0.00%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	9	0	0	0	0	113	0	2	70	0	194
PEAK HR FACTOR :		0.750			0.000			0.785			0.720		0.950

CONTROL :

APPENDIX C:
LEVEL OF SERVICE WORKSHEETS

EXISTING (2012)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	EXISTING CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	2	1	2
	Left-Through		0			0	
	Through	0	1	0	2	1	2
	Through-Right		0			0	
	Right	27	1	0	167	1	**156**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	65	1	**65**
	Left-Through		0			0	
	Through	2	1	2	5	1	5
	Through-Right		0			0	
	Right	96	1	**59**	157	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	**75**	164	1	**164**
	Left-Through		0			0	
	Through	230	2	115	556	2	278
	Through-Right		0			0	
	Right	0	1	0	1	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	78	1	78	22	1	22
	Left-Through		0			0	
	Through	281	2	**141**	392	2	**196**
	Through-Right		0			0	
	Right	26	1	4	77	1	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	59		*North-South:*	221
			East-West:	216		*East-West:*	360
			SUM:	275		*SUM:*	581
	VOLUME/CAPACITY *(V/C)* RATIO:			0.183			0.387
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.092**			**0.287**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	EXISTING CONDITIONS		
	Count Date:		Analyst:	Date:

			MD					
No. of Phases				2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0		NB--	0	SB-- 0	
	EB--	0	WB-- 0		EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				2			2	
Override Capacity				0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0			**0**
	Left-Through		0				
	Through	1	1	1			0
	Through-Right		0				
	Right	73	1	**55**			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	7	1	**7**			0
	Left-Through		0				
	Through	3	1	3			**0**
	Through-Right		0				
	Right	35	1	15			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	41	1	41			0
	Left-Through		0				
	Through	445	2	**223**			**0**
	Through-Right		0				
	Right	2	1	2			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	37	1	**37**			**0**
	Left-Through		0				
	Through	341	2	171			0
	Through-Right		0				
	Right	17	1	14			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			North-South:	62		North-South:	0
			East-West:	260		East-West:	0
			SUM:	322		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.215			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.115**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
2	North-South Street:	Avalon Blvd	East-West Street:	Harry Bridges Blvd
	Scenario:	EXISTING CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0		NB-- 0	SB--	0
	EB-- 0	WB--	0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2				2
Override Capacity			0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	**6**	41	1	**41**
	Left-Through		0			0	
	Through	9	2	5	38	2	19
	Through-Right		0			0	
	Right	5	1	0	17	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	4	1	4	12	1	12
	Left-Through		0			0	
	Through	12	2	6	12	2	6
	Through-Right		0			0	
	Right	125	1	**78**	154	1	**56**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	196	1	**196**
	Left-Through		0			0	
	Through	286	2	143	684	2	342
	Through-Right		0			0	
	Right	20	1	17	22	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	1	31	15	1	15
	Left-Through		0			0	
	Through	381	2	**191**	507	2	**254**
	Through-Right		0			0	
	Right	5	1	3	21	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	84		*North-South:*	97
			East-West:	285		*East-West:*	450
			SUM:	369		*SUM:*	547
VOLUME/CAPACITY *(V/C)* RATIO:				0.268			0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.168**			**0.298**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
2	North-South Street:	Avalon Blvd	East-West Street:	Harry Bridges Blvd
	Scenario:	EXISTING CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**			**0**
	Left-Through		0				
	Through	15	2	8			0
	Through-Right		0				
	Right	18	1	7			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	7	1	7			0
	Left-Through		0				
	Through	10	2	5			**0**
	Through-Right		0				
	Right	84	1	**55**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	59	1	59			0
	Left-Through		0				
	Through	459	2	**230**			**0**
	Through-Right		0				
	Right	20	1	15			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	22	1	**22**			**0**
	Left-Through		0				
	Through	348	2	174			0
	Through-Right		0				
	Right	4	1	1			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	66		*North-South:*	0
			East-West:	252		*East-West:*	0
			SUM:	318		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.231			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.131**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	EXISTING CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	166	1	166
	Left-Through		0			0	
	Through	12	1	12	30	1	30
	Through-Right		0			0	
	Right	25	1	2	209	1	**198**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	1	3	5	1	**5**
	Left-Through		0			0	
	Through	15	1	**15**	3	1	3
	Through-Right		0			0	
	Right	18	1	8	32	1	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	21	1	**21**	40	1	40
	Left-Through		0			0	
	Through	380	2	190	725	2	**363**
	Through-Right		0			0	
	Right	72	1	42	27	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	22	1	**22**
	Left-Through		0			0	
	Through	455	2	**228**	688	2	344
	Through-Right		0			0	
	Right	13	1	12	13	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	75		*North-South:*	203
			East-West:	249		*East-West:*	385
			SUM:	324		*SUM:*	588
	VOLUME/CAPACITY *(V/C)* RATIO:			0.216			0.392
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.116**			**0.292**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	EXISTING CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	158	1	158			**0**
	Left-Through		0				
	Through	10	1	10			0
	Through-Right		0				
	Right	211	1	**182**			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	8	1	**8**			0
	Left-Through		0				
	Through	13	1	13			**0**
	Through-Right		0				
	Right	34	1	20			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	28	1	28			0
	Left-Through		0				
	Through	329	2	**165**			**0**
	Through-Right		0				
	Right	80	1	1			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	59	1	**59**			**0**
	Left-Through		0				
	Through	368	2	184			0
	Through-Right		0				
	Right	9	1	5			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	190		*North-South:*	0
			East-West:	224		*East-West:*	0
			SUM:	414		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.276			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.176**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

FUTURE (2017)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	**60**	30	1	30
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	135	1	29	133	1	**84**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	68	1	**68**
	Left-Through		0			0	
	Through	0	1	**0**	0	1	0
	Through-Right		0			0	
	Right	0	1	0	67	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	35	91	1	91
	Left-Through		0			0	
	Through	473	2	**237**	1241	2	**621**
	Through-Right		0			0	
	Right	58	1	28	18	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	213	1	**213**	98	1	**98**
	Left-Through		0			0	
	Through	590	2	295	898	2	449
	Through-Right		0			0	
	Right	9	1	4	81	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	60		*North-South:*	152
			East-West:	450		*East-West:*	719
			SUM:	510		*SUM:*	871
	VOLUME/CAPACITY *(V/C)* RATIO:			0.340			0.581
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.240**			**0.481**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	34			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		0				
	Right	99	1	**45**			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	9	1	**9**			0
	Left-Through		0				
	Through	0	1	0			**0**
	Through-Right		0				
	Right	16	1	12			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	9	1	9			0
	Left-Through		0				
	Through	756	2	**378**			**0**
	Through-Right		0				
	Right	32	1	15			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	109	1	**109**			**0**
	Left-Through		0				
	Through	511	2	256			0
	Through-Right		0				
	Right	20	1	16			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	54		*North-South:*	0
			East-West:	487		*East-West:*	0
			SUM:	541		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.361			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.261**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
2	North-South Street:	Avalon Blvd	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	1	**0**
	Left-Through		0			0	
	Through	1	2	1	3	2	2
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	1	3	12	1	12
	Left-Through		0			0	
	Through	2	2	1	2	2	1
	Through-Right		0			0	
	Right	75	1	**36**	118	1	**17**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	**78**	202	1	**202**
	Left-Through		0			0	
	Through	568	2	284	1338	2	669
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	646	2	**323**	972	2	**486**
	Through-Right		0			0	
	Right	4	1	3	21	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	36		North-South:	17
			East-West:	401		East-West:	688
			SUM:	437		SUM:	705
VOLUME/CAPACITY (V/C) RATIO:				0.318			0.513
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.218**			**0.413**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
2	North-South Street:	Avalon Blvd	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	1	2	1			0
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	7	1	7			0
	Left-Through		0				
	Through	1	2	1			**0**
	Through-Right		0				
	Right	86	1	**55**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	62	1	62			0
	Left-Through		0				
	Through	790	2	**395**			**0**
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	557	2	279			0
	Through-Right		0				
	Right	4	1	1			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	55		*North-South:*	0
			East-West:	395		*East-West:*	0
			SUM:	450		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.327			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.227**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	**6**	31	1	**31**
	Left-Through		0			0	
	Through	0	1	0	1	1	1
	Through-Right		0			0	
	Right	3	1	0	7	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	1	5	12	1	12
	Left-Through		0			0	
	Through	1	1	**1**	1	1	1
	Through-Right		0			0	
	Right	11	1	0	32	1	**12**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	41	1	41
	Left-Through		0			0	
	Through	639	2	320	1521	2	**761**
	Through-Right		0			0	
	Right	17	1	14	17	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	6	1	6	4	1	**4**
	Left-Through		0			0	
	Through	705	2	**353**	1069	2	535
	Through-Right		0			0	
	Right	10	1	8	17	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	7		*North-South:*	43
			East-West:	389		*East-West:*	765
			SUM:	396		*SUM:*	808
	VOLUME/CAPACITY *(V/C)* RATIO:			0.264			0.539
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.164**			**0.439**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		0				
	Right	3	1	2			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	18	1	18			0
	Left-Through		0				
	Through	0	1	0			**0**
	Through-Right		0				
	Right	34	1	**20**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	29	1	29			0
	Left-Through		0				
	Through	825	2	**413**			**0**
	Through-Right		0				
	Right	8	1	3			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	3	1	**3**			**0**
	Left-Through		0				
	Through	629	2	315			0
	Through-Right		0				
	Right	11	1	2			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	31		*North-South:*	0
			East-West:	416		*East-West:*	0
			SUM:	447		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.298			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.198**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
4	North-South Street:	North Access Rd	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 3	WB--		0	EB-- 3	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	167	2	**92**		246	2	**135**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	53	1	0		147	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	640	2	**320**		1432	2	**716**	
	Through-Right		0				0		
	Right	324	1	232		168	1	33	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	162	1	**162**		168	1	**168**	
	Left-Through		0				0		
	Through	560	2	280		968	2	484	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	92			*North-South:*	135	
			East-West:	482			*East-West:*	884	
			SUM:	574			*SUM:*	1019	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.403				0.715	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.303**				**0.615**	
	LEVEL OF SERVICE (LOS):			**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
4	North-South Street:	North Access Rd	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0	
	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	221	2	**122**			**0**
	Left-Through		0				
	Through	0	0	0			0
	Through-Right		0				
	Right	159	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	0	0	0			0
	Left-Through		0				
	Through	0	0	**0**			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	0	0	0			0
	Left-Through		0				
	Through	704	2	**352**			**0**
	Through-Right		0				
	Right	209	1	87			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	196	1	**196**			**0**
	Left-Through		0				
	Through	478	2	239			0
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	122		*North-South:*	0
			East-West:	548		*East-West:*	0
			SUM:	670		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.470			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.370**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
5	North-South Street:	North Access Rd	East-West Street:	TraPac Access/Viaduct
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**			**0**
	Left-Through		0				
	Through	0	0	0			0
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	134	1	134			0
	Left-Through		0				
	Through	0	0	0			**0**
	Through-Right		0				
	Right	272	1	**199**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	268	1	**147**			0
	Left-Through		1				
	Through	0	1	0			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	0	0			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		1				
	Right	113	0	**46**			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			North-South:	199		North-South:	0
			East-West:	193		East-West:	0
			SUM:	392		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.261			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.161**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
5	North-South Street:	North Access Rd	East-West Street:	TraPac Access/Viaduct
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	**0**	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	0	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	261	1	**261**		102	1	102	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	223	1	203		233	1	**159**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	73	1	**40**		271	1	**149**	
	Left-Through		1				1		
	Through	0	1	0		0	1	0	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	1	0		0	1	0	
	Through-Right		1				1		
	Right	148	0	**18**		122	0	**71**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	261			*North-South:*	159	
			East-West:	58			*East-West:*	220	
			SUM:	319			*SUM:*	379	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.213				0.253	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.113**				**0.153**	
	LEVEL OF SERVICE (LOS):			**A**				**A**	

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
6	North-South Street:	South Access Rd	East-West Street:	Pier A St/Viaduct
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	87	1	**73**	55	1	**51**
	Through-Right		1			1	
	Right	59	0	59	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	**101**	33	1	**33**
	Left-Through		0			0	
	Through	160	2	80	69	2	35
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	106	0	106	52	0	52
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	60	0	**166**	67	0	**119**
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	174		*North-South:*	84
			East-West:	166		*East-West:*	119
			SUM:	340		*SUM:*	203
VOLUME/CAPACITY *(V/C)* RATIO:				0.239			0.142
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.139**			**0.071**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
6	North-South Street:	South Access Rd	East-West Street:	Pier A St/Viaduct
	Scenario:	2017 CONDITIONS		
	Count Date:		Analyst:	Date:

			MD						
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB-- 3		NB-- 0		SB-- 3	
		EB-- 0		WB-- 0		EB-- 0		WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0					**0**
	Left-Through		0						
	Through	63	1	**53**					0
	Through-Right		1						
	Right	42	0	42					0
	Left-Through-Right		0						
	Left-Right		0						
SOUTHBOUND	Left	55	1	**55**					0
	Left-Through		0						
	Through	79	2	40					**0**
	Through-Right		0						
	Right	0	0	0					0
	Left-Through-Right		0						
	Left-Right		0						
EASTBOUND	Left	0	0	**0**					0
	Left-Through		0						
	Through	0	0	0					**0**
	Through-Right		0						
	Right	0	0	0					0
	Left-Through-Right		0						
	Left-Right		0						
WESTBOUND	Left	50	0	50					**0**
	Left-Through		0						
	Through	0	0	0					0
	Through-Right		0						
	Right	50	0	**100**					0
	Left-Through-Right		0						
	Left-Right		1						
CRITICAL VOLUMES			North-South:	108			North-South:	0	
			East-West:	100			East-West:	0	
			SUM:	208			SUM:	0	
VOLUME/CAPACITY (V/C) RATIO:				0.146				0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.073**				**0.000**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.129
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	60	38	0	0	69	106	59	0	101	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	38	0	0	69	106	59	0	101	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	38	0	0	69	106	59	0	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	38	0	0	69	106	59	0	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	38	0	0	69	106	59	0	101	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	635	696	0	0	706	819	620	0	781	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	xxxx	xxxx	0.10	0.13	0.10	xxxx	0.13	xxxx	xxxx	xxxx
Crit Moves:	****					****			****			
Delay/Veh:	8.8	8.0	0.0	0.0	8.2	7.6	8.9	0.0	7.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.0	0.0	0.0	8.2	7.6	8.9	0.0	7.7	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	8.5			7.8			8.2			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.5			7.8			8.2			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.075
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	50	32	0	0	38	50	42	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	32	0	0	38	50	42	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	32	0	0	38	50	42	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	32	0	0	38	50	42	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	32	0	0	38	50	42	0	55	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	669	737	0	0	737	861	653	0	833	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	xxxx	xxxx	0.05	0.06	0.06	xxxx	0.07	xxxx	xxxx	xxxx
Crit Moves:	****					****			****			
Delay/Veh:	8.4	7.7	0.0	0.0	7.8	7.0	8.4	0.0	7.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	7.7	0.0	0.0	7.8	7.0	8.4	0.0	7.2	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	8.1			7.3			7.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.1			7.3			7.7			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.099
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	67	52	0	0	26	52	47	0	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	52	0	0	26	52	47	0	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	52	0	0	26	52	47	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	52	0	0	26	52	47	0	33	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	52	0	0	26	52	47	0	33	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	677	746	0	0	738	863	643	0	817	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	xxxx	xxxx	0.04	0.06	0.07	xxxx	0.04	xxxx	xxxx	xxxx
Crit Moves:	****					****	****					
Delay/Veh:	8.5	7.8	0.0	0.0	7.7	7.1	8.6	0.0	7.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	7.8	0.0	0.0	7.7	7.1	8.6	0.0	7.1	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	8.2			7.3			8.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.2			7.3			8.0			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

FUTURE (2017) PLUS PROJECT

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	1	**0**	0	1	**0**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	**10**	68	1	**68**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	0	1	0	67	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	91	1	91
	Left-Through		0			0	
	Through	608	2	304	1374	2	**687**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	803	2	**402**	996	2	498
	Through-Right		0			0	
	Right	9	1	4	81	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	10		North-South:	68
			East-West:	437		East-West:	687
			SUM:	447		SUM:	755
VOLUME/CAPACITY (V/C) RATIO:				0.298			0.503
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.198**			**0.403**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	9	1	9			0
	Left-Through		0				
	Through	0	1	0			**0**
	Through-Right		0				
	Right	16	1	**12**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	9	1	9			0
	Left-Through		0				
	Through	855	2	**428**			**0**
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	620	2	310			0
	Through-Right		0				
	Right	20	1	16			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	12		*North-South:*	0
			East-West:	428		*East-West:*	0
			SUM:	440		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.293			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.193**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
2	North-South Street:	Avalon Blvd	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				4				4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	**0**		0	1	**0**	
	Left-Through		0				0		
	Through	0	2	0		0	2	0	
	Through-Right		0				0		
	Right	0	1	0		0	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	3	1	3		12	1	12	
	Left-Through		0				0		
	Through	0	2	0		0	2	0	
	Through-Right		0				0		
	Right	77	1	**38**		120	1	**18**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	79	1	**79**		205	1	205	
	Left-Through		0				0		
	Through	645	2	323		1453	2	**727**	
	Through-Right		0				0		
	Right	0	1	0		0	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	1	0		0	1	**0**	
	Left-Through		0				0		
	Through	799	2	**400**		1040	2	520	
	Through-Right		0				0		
	Right	4	1	3		21	1	15	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	38			*North-South:*	18	
			East-West:	479			*East-West:*	727	
			SUM:	517			*SUM:*	745	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.376				0.542	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.276**				**0.442**	
	LEVEL OF SERVICE (LOS):			**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
2	North-South Street:	Avalon Blvd	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	0	2	0			0
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	7	1	7			0
	Left-Through		0				
	Through	0	2	0			**0**
	Through-Right		0				
	Right	87	1	**56**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	63	1	63			0
	Left-Through		0				
	Through	857	2	**429**			**0**
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	632	2	316			0
	Through-Right		0				
	Right	4	1	1			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	56		*North-South:*	0
			East-West:	429		*East-West:*	0
			SUM:	485		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.353			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.253**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	0	1	**0**	0	1	0
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	5	1	**5**	12	1	12
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	12	1	0	33	1	**12**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	42	1	42
	Left-Through		0			0	
	Through	720	2	360	1646	2	**823**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	866	2	**433**	1143	2	572
	Through-Right		0			0	
	Right	10	1	8	17	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	5		*North-South:*	12
			East-West:	469		*East-West:*	823
			SUM:	474		*SUM:*	835
	VOLUME/CAPACITY *(V/C)* RATIO:			0.316			0.557
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.216**			**0.457**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	18	1	18			0
	Left-Through		0				
	Through	0	1	0			**0**
	Through-Right		0				
	Right	34	1	**20**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	29	1	29			0
	Left-Through		0				
	Through	896	2	**448**			**0**
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	708	2	354			0
	Through-Right		0				
	Right	11	1	2			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	20		*North-South:*	0
			East-West:	448		*East-West:*	0
			SUM:	468		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.312			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.212**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
4	North-South Street:	North Access Rd	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 3	WB--		0	EB-- 3	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	233	2	**128**		307	2	**169**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	192	1	0		291	1	141	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	565	2	**283**		1397	2	**699**	
	Through-Right		0				0		
	Right	399	1	271		203	1	34	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	384	2	**211**		273	2	**150**	
	Left-Through		0				0		
	Through	494	2	247		907	2	454	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	128			*North-South:*	169	
			East-West:	494			*East-West:*	849	
			SUM:	622			*SUM:*	1018	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.436				0.714	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.336**				**0.614**	
	LEVEL OF SERVICE (LOS):			**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
4	North-South Street:	North Access Rd	East-West Street:	Harry Bridges Blvd
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0	
	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	266	2	**146**			**0**
	Left-Through		0				
	Through	0	0	0			0
	Through-Right		0				
	Right	262	1	92			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	0	0	0			0
	Left-Through		0				
	Through	0	0	**0**			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	0	0	0			0
	Left-Through		0				
	Through	664	2	**332**			**0**
	Through-Right		0				
	Right	249	1	103			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	309	2	**170**			**0**
	Left-Through		0				
	Through	433	2	217			0
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	146		*North-South:*	0
			East-West:	502		*East-West:*	0
			SUM:	648		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.355**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
5	North-South Street:	North Access Rd	East-West Street:	TraPac Access/Viaduct
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	560	1	**560**		242	1	**242**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	223	2	105		233	2	60	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	73	1	**37**		271	1	**136**	
	Left-Through		1				1		
	Through	0	0	37		0	0	136	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	1	0		0	1	0	
	Through-Right		1				1		
	Right	353	0	**73**		327	0	**206**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	560			*North-South:*	242	
			East-West:	110			*East-West:*	342	
			SUM:	670			*SUM:*	584	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.447				0.389	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.347**				**0.289**	
	LEVEL OF SERVICE (LOS):			**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
5	North-South Street:	North Access Rd	East-West Street:	TraPac Access/Viaduct
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0			**0**
	Left-Through		0				
	Through	0	0	**0**			0
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	287	1	**287**			0
	Left-Through		0				
	Through	0	0	0			**0**
	Through-Right		0				
	Right	272	2	83			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	268	1	**134**			0
	Left-Through		1				
	Through	0	0	134			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	0	0			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		1				
	Right	260	0	**117**			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			North-South:	287		North-South:	0
			East-West:	251		East-West:	0
			SUM:	538		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.359			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.259**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
6	North-South Street:	South Access Rd	East-West Street:	Pier A St/Viaduct
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	146	1	**73**		102	1	**51**	
	Through-Right		1				1		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	294	1	**294**		121	1	**121**	
	Left-Through		0				0		
	Through	266	2	133		121	2	61	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	**0**		0	0	**0**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	206	0	**206**		226	0	**226**	
	Left-Through-Right		0				0		
	Left-Right		1				1		
	CRITICAL VOLUMES		*North-South:*	367			*North-South:*	172	
			East-West:	206			*East-West:*	226	
			SUM:	573			*SUM:*	398	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.402				0.279	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.302**				**0.179**	
	LEVEL OF SERVICE (LOS):			**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIES STREET SEGMENTS CLOSURE PROJECT		
6	North-South Street:	South Access Rd	East-West Street:	Pier A St/Viaduct
	Scenario:	2017 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

				MD						
No. of Phases					3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	3		NB--	0	SB--	3
		EB--	0	WB--	0		EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2					2
Override Capacity					0					0
	MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left		0	0	0					**0**
	Left-Through			0						
	Through		105	1	**53**					0
	Through-Right			1						
	Right		0	0	0					0
	Left-Through-Right			0						
	Left-Right			0						
SOUTHBOUND	Left		159	1	**159**					0
	Left-Through			0						
	Through		129	2	65					**0**
	Through-Right			0						
	Right		0	0	0					0
	Left-Through-Right			0						
	Left-Right			0						
EASTBOUND	Left		0	0	**0**					0
	Left-Through			0						
	Through		0	0	0					**0**
	Through-Right			0						
	Right		0	0	0					0
	Left-Through-Right			0						
	Left-Right			0						
WESTBOUND	Left		0	0	0					**0**
	Left-Through			0						
	Through		0	0	0					0
	Through-Right			0						
	Right		155	0	**155**					0
	Left-Through-Right			0						
	Left-Right			1						
CRITICAL VOLUMES				North-South:	212			North-South:	0	
				East-West:	155			East-West:	0	
				SUM:	367			SUM:	0	
VOLUME/CAPACITY (V/C) RATIO:					0.258				0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.158**				**0.000**	
LEVEL OF SERVICE (LOS):					**A**				**A**	

Version: 1i Beta; 8/4/2011

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.210
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	98	0	0	0	0	109	123	0	170	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	98	0	0	0	0	109	123	0	170	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	98	0	0	0	0	109	123	0	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	0	0	0	109	123	0	170	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	98	0	0	0	0	109	123	0	170	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 1.00	0.00		0.00 1.00	1.00		1.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	601 654	0		0 653	750		638 0	810		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	xxxx		xxxx 0.00	0.15		0.19 xxxx	0.21		xxxx xxxx	xxxx	
Crit Moves:	****				****			****				
Delay/Veh:	9.6 0.0	0.0		0.0 0.0	8.0		9.5 0.0	8.1		0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	9.6 0.0	0.0		0.0 0.0	8.0		9.5 0.0	8.1		0.0 0.0	0.0	
LOS by Move:	A *	*		* *	A		A *	A		* *	*	
ApproachDel:	9.6			8.0			8.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.6			8.0			8.7			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.2 0.0	0.0		0.0 0.0	0.2		0.2 0.0	0.2		0.0 0.0	0.0	

Note: Queue reported is the number of cars per lane.

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.125
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	81	0	0	0	0	74	65	0	93	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	0	0	0	0	74	65	0	93	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	0	0	0	74	65	0	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	0	0	0	74	65	0	93	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	0	0	0	0	74	65	0	93	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	650	712	0	0	709	823	657	0	840	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	xxxx	xxxx	0.00	0.09	0.10	xxxx	0.11	xxxx	xxxx	xxxx
Crit Moves:	****					****			****			
Delay/Veh:	8.9	0.0	0.0	0.0	0.0	7.3	8.6	0.0	7.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	0.0	0.0	0.0	7.3	8.6	0.0	7.4	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	A	A	*	A	*	*	*
ApproachDel:	8.9			7.3			7.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.9			7.3			7.9			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.181
Loss Time (sec):	0	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	119	0	0	0	0	106	62	0	59	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	119	0	0	0	0	106	62	0	59	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	119	0	0	0	0	106	62	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	0	0	0	106	62	0	59	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	119	0	0	0	0	106	62	0	59	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 1.00	0.00		0.00 1.00	1.00		1.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	658 723	0		0 718	836		631	0	799	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18 0.00	xxxx		xxxx 0.00	0.13		0.10 xxxx		0.07	xxxx xxxx		xxxx
Crit Moves:	****				****		****					
Delay/Veh:	9.2 0.0	0.0		0.0 0.0	7.5		8.8 0.0		7.4	0.0 0.0		0.0
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	9.2 0.0	0.0		0.0 0.0	7.5		8.8 0.0		7.4	0.0 0.0		0.0
LOS by Move:	A *	*		* *	A		A *		A	* *		*
ApproachDel:	9.2			7.5			8.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.2			7.5			8.1			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.2 0.0	0.0		0.0 0.0	0.1		0.1 0.0		0.1	0.0 0.0		0.0

Note: Queue reported is the number of cars per lane.

FUTURE (2038)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	157	1	**37**	172	1	**95**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	1	**12**	68	1	**68**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	0	1	0	67	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	33	91	1	91
	Left-Through		0			0	
	Through	1152	2	**576**	1577	2	**789**
	Through-Right		0			0	
	Right	58	1	58	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	155	1	**155**
	Left-Through		0			0	
	Through	1530	2	765	1079	2	540
	Through-Right		0			0	
	Right	11	1	5	83	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	49		*North-South:*	163
			East-West:	816		*East-West:*	944
			SUM:	865		*SUM:*	1107
	VOLUME/CAPACITY *(V/C)* RATIO:			0.577			0.738
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.477**			**0.638**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		0				
	Right	111	1	**50**			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	11	1	**11**			0
	Left-Through		0				
	Through	0	1	0			**0**
	Through-Right		0				
	Right	16	1	12			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	9	1	9			0
	Left-Through		0				
	Through	1102	2	**551**			**0**
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	123	1	**123**			**0**
	Left-Through		0				
	Through	1001	2	501			0
	Through-Right		0				
	Right	22	1	17			0
	Left-Through-Right		0				
	Left-Right		0				
	CRITICAL VOLUMES		North-South:	61		North-South:	0
			East-West:	674		East-West:	0
			SUM:	735		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.490			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.390**			**0.000**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
2	North-South Street:	Avalon Blvd	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0		NB-- 0	SB--	0	
		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?				2				2	
Override Capacity				0				0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	**0**		0	1	0	
	Left-Through		0				0		
	Through	5	2	3		19	2	10	
	Through-Right		0				0		
	Right	8	1	2		79	1	**41**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	8	1	8		85	1	**85**	
	Left-Through		0				0		
	Through	9	2	5		23	2	12	
	Through-Right		0				0		
	Right	140	1	**86**		181	1	52	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	109	1	**109**		259	1	259	
	Left-Through		0				0		
	Through	1230	2	615		1504	2	**752**	
	Through-Right		0				0		
	Right	0	1	0		0	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	13	1	13		76	1	**76**	
	Left-Through		0				0		
	Through	1478	2	**739**		1039	2	520	
	Through-Right		0				0		
	Right	39	1	35		31	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	86			*North-South:*	126	
			East-West:	848			*East-West:*	828	
			SUM:	934			*SUM:*	954	
VOLUME/CAPACITY *(V/C)* RATIO:				0.679				0.694	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.579**				**0.594**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
2	North-South Street:	Avalon Blvd	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	7	2	4			0
	Through-Right		0				
	Right	38	1	19			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	9	1	9			0
	Left-Through		0				
	Through	9	2	5			**0**
	Through-Right		0				
	Right	89	1	**56**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	67	1	67			0
	Left-Through		0				
	Through	1064	2	**532**			**0**
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	38	1	**38**			**0**
	Left-Through		0				
	Through	970	2	485			0
	Through-Right		0				
	Right	9	1	5			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	56		*North-South:*	0
			East-West:	570		*East-West:*	0
			SUM:	626		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.355**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	105	1	**105**		199	1	**199**	
	Left-Through		0				0		
	Through	1	1	1		2	1	2	
	Through-Right		0				0		
	Right	3	1	0		7	1	5	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	7	1	7		13	1	13	
	Left-Through		0				0		
	Through	1	1	**1**		2	1	2	
	Through-Right		0				0		
	Right	12	1	0		32	1	**11**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	36	1	**36**		42	1	42	
	Left-Through		0				0		
	Through	1331	2	666		1743	2	**872**	
	Through-Right		0				0		
	Right	62	1	10		185	1	86	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	6	1	6		4	1	**4**	
	Left-Through		0				0		
	Through	1599	2	**800**		1193	2	597	
	Through-Right		0				0		
	Right	13	1	10		23	1	17	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	106			*North-South:*	210	
			East-West:	836			*East-West:*	876	
			SUM:	942			*SUM:*	1086	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.628				0.724	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.528**				**0.624**	
	LEVEL OF SERVICE (LOS):			**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	**106**			**0**
	Left-Through		0				
	Through	1	1	1			0
	Through-Right		0				
	Right	3	1	2			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	14	1	14			0
	Left-Through		0				
	Through	1	1	1			**0**
	Through-Right		0				
	Right	34	1	**20**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	29	1	29			0
	Left-Through		0				
	Through	1110	2	**555**			**0**
	Through-Right		0				
	Right	98	1	45			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	3	1	**3**			**0**
	Left-Through		0				
	Through	1042	2	521			0
	Through-Right		0				
	Right	14	1	7			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	126		*North-South:*	0
			East-West:	558		*East-West:*	0
			SUM:	684		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.456			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.356**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
4	North-South Street:	North Access Rd	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 / EB-- 3	SB-- / WB--	0 / 0	NB-- 3 / EB-- 3	SB-- / WB--	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	388	2	**213**	329	2	**181**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	523	1	0	293	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	905	2	**453**	1678	2	**839**
	Through-Right		0			0	
	Right	477	1	264	192	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	655	1	**655**	258	1	**258**
	Left-Through		0			0	
	Through	1060	2	530	1166	2	583
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	213		*North-South:*	181
			East-West:	1108		*East-West:*	1097
			SUM:	1321		*SUM:*	1278
VOLUME/CAPACITY *(V/C)* RATIO:				0.927			0.897
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.827**			**0.797**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
4	North-South Street:	North Access Rd	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 / EB-- 3	SB-- / WB--	0 / 0	NB-- 3 / EB-- 3	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	317	2	**174**			**0**
	Left-Through		0				
	Through	0	0	0			0
	Through-Right		0				
	Right	367	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	0	0	0			0
	Left-Through		0				
	Through	0	0	**0**			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	0	0	0			0
	Left-Through		0				
	Through	870	2	**435**			**0**
	Through-Right		0				
	Right	280	1	106			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	433	1	**433**			**0**
	Left-Through		0				
	Through	749	2	375			0
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
	CRITICAL VOLUMES		*North-South:*	174		*North-South:*	0
			East-West:	868		*East-West:*	0
			SUM:	1042		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.631**			**0.000**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
5	North-South Street:	North Access Rd	East-West Street:	TraPac Access/Viaduct
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	261	1		261	103	1		103
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	869	1		**660**	347	1		**210**
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	762	1		**419**	499	1		**274**
	Left-Through		1				1		
	Through	0	1		0	0	1		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	1		0	0	1		0
	Through-Right		1				1		
	Right	148	0		**18**	122	0		**71**
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES			*North-South:*	660			*North-South:*	210
				East-West:	437			*East-West:*	345
				SUM:	1097			*SUM:*	555
	VOLUME/CAPACITY *(V/C)* RATIO:				0.731				0.370
	V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.631**				**0.270**
	LEVEL OF SERVICE (LOS):				**B**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
5	North-South Street:	North Access Rd	East-West Street:	TraPac Access/Viaduct
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0		NB-- 0	SB-- 0	
		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**			**0**
	Left-Through		0				
	Through	0	0	0			0
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	134	1	134			0
	Left-Through		0				
	Through	0	0	0			**0**
	Through-Right		0				
	Right	579	1	**422**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	570	1	**314**			0
	Left-Through		1				
	Through	0	1	0			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	0	0			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		1				
	Right	113	0	**46**			0
	Left-Through-Right		0				
	Left-Right		0				
	CRITICAL VOLUMES		North-South:	422		North-South:	0
			East-West:	360		East-West:	0
			SUM:	782		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.521			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.421**			**0.000**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
6	North-South Street:	South Access Rd	East-West Street:	Pier A St/Viaduct
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	88	1	**73**	55	1	**51**
	Through-Right		1			1	
	Right	58	0	58	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	**101**	33	1	**33**
	Left-Through		0			0	
	Through	160	2	80	70	2	35
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	106	0	106	51	0	51
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	60	0	**166**	67	0	**118**
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	174		*North-South:*	84
			East-West:	166		*East-West:*	118
			SUM:	340		*SUM:*	202
VOLUME/CAPACITY *(V/C)* RATIO:				0.239			0.142
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.139**			**0.071**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON & FRIES STREET SEGMENTS CLOSURE PROJECT		
6	North-South Street:	South Access Rd	East-West Street:	Pier A St/Viaduct
	Scenario:	2038 CONDITIONS		
	Count Date:		Analyst:	Date:

			MD					
No. of Phases					3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3		NB--	0	SB--	3	
	EB--	0	WB--	0		EB--	0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?					2					2
Override Capacity					0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0			**0**
	Left-Through		0				
	Through	63	1	**53**			0
	Through-Right		1				
	Right	42	0	42			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	55	1	**55**			0
	Left-Through		0				
	Through	79	2	40			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	0	0	**0**			0
	Left-Through		0				
	Through	0	0	0			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	50	0	50			**0**
	Left-Through		0				
	Through	0	0	0			0
	Through-Right		0				
	Right	50	0	**100**			0
	Left-Through-Right		0				
	Left-Right		1				
CRITICAL VOLUMES			*North-South:*	108		*North-South:*	0
			East-West:	100		*East-West:*	0
			SUM:	208		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.146			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.073**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.129
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	60	38	0	0	69	106	58	0	101	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	38	0	0	69	106	58	0	101	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	38	0	0	69	106	58	0	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	38	0	0	69	106	58	0	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	38	0	0	69	106	58	0	101	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	636	697	0	0	706	819	620	0	781	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	xxxx	xxxx	0.10	0.13	0.09	xxxx	0.13	xxxx	xxxx	xxxx
Crit Moves:	****					****			****			
Delay/Veh:	8.8	8.0	0.0	0.0	8.2	7.6	8.9	0.0	7.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.0	0.0	0.0	8.2	7.6	8.9	0.0	7.7	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	8.5			7.8			8.2			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.5			7.8			8.2			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.075
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	50	32	0	0	38	50	42	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	32	0	0	38	50	42	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	32	0	0	38	50	42	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	32	0	0	38	50	42	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	32	0	0	38	50	42	0	55	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	669	737	0	0	737	861	653	0	833	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	xxxx	xxxx	0.05	0.06	0.06	xxxx	0.07	xxxx	xxxx	xxxx
Crit Moves:	****					****			****			
Delay/Veh:	8.4	7.7	0.0	0.0	7.8	7.0	8.4	0.0	7.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	7.7	0.0	0.0	7.8	7.0	8.4	0.0	7.2	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	8.1			7.3			7.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.1			7.3			7.7			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.099
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	67	52	0	0	26	51	47	0	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	52	0	0	26	51	47	0	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	52	0	0	26	51	47	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	52	0	0	26	51	47	0	33	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	52	0	0	26	51	47	0	33	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	677	747	0	0	738	863	644	0	818	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	xxxx	xxxx	0.04	0.06	0.07	xxxx	0.04	xxxx	xxxx	xxxx
Crit Moves:	****					****	****					
Delay/Veh:	8.5	7.8	0.0	0.0	7.7	7.0	8.6	0.0	7.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	7.8	0.0	0.0	7.7	7.0	8.6	0.0	7.1	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	8.2			7.3			8.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.2			7.3			8.0			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

FUTURE (2038) PLUS PROJECT

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	1	**0**	0	1	**0**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	1	**12**	68	1	**68**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	0	1	0	67	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	1	**33**	91	1	91
	Left-Through		0			0	
	Through	1309	2	655	1749	2	**875**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	1770	2	**885**	1234	2	617
	Through-Right		0			0	
	Right	11	1	5	83	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	12		*North-South:*	68
			East-West:	918		*East-West:*	875
			SUM:	930		*SUM:*	943
	VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.629
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.520**			**0.529**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
1	North-South Street:	Broad Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	11	1	11			0
	Left-Through		0				
	Through	0	1	0			**0**
	Through-Right		0				
	Right	16	1	**12**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	9	1	9			0
	Left-Through		0				
	Through	1213	2	**607**			**0**
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	1124	2	562			0
	Through-Right		0				
	Right	22	1	17			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			North-South:	12		North-South:	0
			East-West:	607		East-West:	0
			SUM:	619		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.413			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.313**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
2	North-South Street:	Avalon Blvd	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				4				4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	**0**		0	1	0	
	Left-Through		0				0		
	Through	1	2	1		10	2	5	
	Through-Right		0				0		
	Right	8	1	2		79	1	**41**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	8	1	8		85	1	**85**	
	Left-Through		0				0		
	Through	2	2	1		11	2	6	
	Through-Right		0				0		
	Right	147	1	**91**		193	1	59	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	113	1	**113**		268	1	268	
	Left-Through		0				0		
	Through	1329	2	665		1676	2	**838**	
	Through-Right		0				0		
	Right	0	1	0		0	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	13	1	13		76	1	**76**	
	Left-Through		0				0		
	Through	1718	2	**859**		1194	2	597	
	Through-Right		0				0		
	Right	39	1	35		31	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	91			*North-South:*	126	
			East-West:	972			*East-West:*	914	
			SUM:	1063			*SUM:*	1040	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.773				0.756	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.673**				**0.656**	
	LEVEL OF SERVICE (LOS):			**B**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT
North-South Street: Avalon Blvd **East-West Street:** Harry Bridges Blvd
Scenario: 2038 + PROJECT CONDITIONS
Count Date: **Analyst:** **Date:**

			MD					
No. of Phases			4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0			NB-- 0	SB-- 0		
	EB-- 0	WB-- 0			EB-- 0	WB-- 0		
ATSAC-1 or ATSAC+ATCS-2?			2				2	
Override Capacity			0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**			**0**
	Left-Through		0				
	Through	4	2	2			0
	Through-Right		0				
	Right	38	1	19			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	9	1	9			0
	Left-Through		0				
	Through	5	2	3			**0**
	Through-Right		0				
	Right	93	1	**58**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	70	1	70			0
	Left-Through		0				
	Through	1175	2	**588**			**0**
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	38	1	**38**			**0**
	Left-Through		0				
	Through	1093	2	547			0
	Through-Right		0				
	Right	9	1	5			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	58		*North-South:*	0
			East-West:	626		*East-West:*	0
			SUM:	684		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.497			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.397**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	10	1	**10**		93	1	**93**	
	Left-Through		0				0		
	Through	0	1	0		1	1	1	
	Through-Right		0				0		
	Right	0	1	0		0	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	7	1	7		13	1	13	
	Left-Through		0				0		
	Through	0	1	**0**		1	1	1	
	Through-Right		0				0		
	Right	13	1	0		33	1	**12**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	37	1	**37**		43	1	43	
	Left-Through		0				0		
	Through	1437	2	719		1931	2	**966**	
	Through-Right		0				0		
	Right	15	1	10		84	1	38	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	1	0		0	1	**0**	
	Left-Through		0				0		
	Through	1852	2	**926**		1364	2	682	
	Through-Right		0				0		
	Right	13	1	10		23	1	17	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	10			*North-South:*	105	
			East-West:	963			*East-West:*	966	
			SUM:	973			*SUM:*	1071	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.649				0.714	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.549**				**0.614**	
	LEVEL OF SERVICE (LOS):			**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
3	North-South Street:	Fries Ave	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**			**0**
	Left-Through		0				
	Through	1	1	1			0
	Through-Right		0				
	Right	0	1	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	14	1	14			0
	Left-Through		0				
	Through	1	1	1			**0**
	Through-Right		0				
	Right	34	1	**20**			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	29	1	**29**			0
	Left-Through		0				
	Through	1227	2	614			**0**
	Through-Right		0				
	Right	42	1	20			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	1	0			**0**
	Left-Through		0				
	Through	1172	2	**586**			0
	Through-Right		0				
	Right	14	1	7			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			*North-South:*	64		*North-South:*	0
			East-West:	615		*East-West:*	0
			SUM:	679		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.453			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.353**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
4	North-South Street:	North Access Rd	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 / EB-- 3	SB-- / WB--	0 / 0	NB-- 3 / EB-- 3	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	483	2	**266**	435	2	239
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	688	1	188	482	1	**245**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	800	2	**400**	1577	2	**789**
	Through-Right		0			0	
	Right	582	1	316	293	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	909	2	**500**	430	2	**237**
	Left-Through		0			0	
	Through	965	2	483	1060	2	530
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	266		*North-South:*	245
			East-West:	900		*East-West:*	1026
			SUM:	1166		*SUM:*	1271
	VOLUME/CAPACITY *(V/C)* RATIO:			0.818			0.892
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.718**			**0.792**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
4	North-South Street:	North Access Rd	East-West Street:	Harry Bridges Blvd
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		MD					
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0	
	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	379	2	**208**			**0**
	Left-Through		0				
	Through	0	0	0			0
	Through-Right		0				
	Right	484	1	174			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	0	0	0			0
	Left-Through		0				
	Through	0	0	**0**			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	0	0	0			0
	Left-Through		0				
	Through	814	2	**407**			**0**
	Through-Right		0				
	Right	336	1	128			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	563	2	**310**			**0**
	Left-Through		0				
	Through	687	2	344			0
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			North-South:	208		North-South:	0
			East-West:	717		East-West:	0
			SUM:	925		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.649			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.549**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
5	North-South Street:	North Access Rd	East-West Street:	TraPac Access/Viaduct
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	621	1	**621**		378	1	**378**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	869	2	288		347	2	66	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	762	1	**381**		499	1	**250**	
	Left-Through		1				1		
	Through	0	0	381		0	0	250	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	1	0		0	1	0	
	Through-Right		1				1		
	Right	408	0	**98**		416	0	**227**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	621			*North-South:*	378	
			East-West:	479			*East-West:*	477	
			SUM:	1100			*SUM:*	855	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.733				0.570	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.633**				**0.470**	
	LEVEL OF SERVICE (LOS):			**B**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
5	North-South Street:	North Access Rd	East-West Street:	TraPac Access/Viaduct
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

			MD					
No. of Phases					2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0			**0**
	Left-Through		0				
	Through	0	0	**0**			0
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	319	1	**319**			0
	Left-Through		0				
	Through	0	0	0			**0**
	Through-Right		0				
	Right	579	2	176			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	570	1	**285**			0
	Left-Through		1				
	Through	0	0	285			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	0	0			**0**
	Left-Through		0				
	Through	0	1	0			0
	Through-Right		1				
	Right	291	0	**132**			0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES			North-South:	319		North-South:	0
			East-West:	417		East-West:	0
			SUM:	736		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.491			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.391**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT		
6	North-South Street:	South Access Rd	East-West Street:	Pier A St/Viaduct
	Scenario:	2038 + PROJECT CONDITIONS		
	Count Date:		Analyst:	Date:

		AM				PM			
	No. of Phases				3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	146	1		**73**	102	1		**51**
	Through-Right		1				1		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	355	1		**355**	257	1		**257**
	Left-Through		0				0		
	Through	266	2		133	121	2		61
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	262	0		**262**	314	0		**314**
	Left-Through-Right		0				0		
	Left-Right		1				1		
	CRITICAL VOLUMES			North-South:	428			North-South:	308
				East-West:	262			East-West:	314
				SUM:	690			SUM:	622
	VOLUME/CAPACITY (V/C) RATIO:				0.484				0.436
	V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.384**				**0.336**
	LEVEL OF SERVICE (LOS):				**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
6	

PROJECT TITLE: AVALON AND FRIED STREET SEGMENTS CLOSURE PROJECT
North-South Street: South Access Rd **East-West Street:** Pier A St/Viaduct
Scenario: 2038 + PROJECT CONDITIONS
Count Date: **Analyst:** **Date:**

			MD					
No. of Phases				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3		NB--	0	SB--	3
	EB--	0	WB-- 0		EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0			**0**
	Left-Through		0				
	Through	105	1	**53**			0
	Through-Right		1				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	190	1	**190**			0
	Left-Through		0				
	Through	129	2	65			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	0	0	**0**			0
	Left-Through		0				
	Through	0	0	0			**0**
	Through-Right		0				
	Right	0	0	0			0
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	0	0			**0**
	Left-Through		0				
	Through	0	0	0			0
	Through-Right		0				
	Right	186	0	**186**			0
	Left-Through-Right		0				
	Left-Right		1				
CRITICAL VOLUMES			*North-South:*	243		*North-South:*	0
			East-West:	186		*East-West:*	0
			SUM:	429		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.301			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.201**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	98	0	0	0	0	164	184	0	170	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	98	0	0	0	0	164	184	0	170	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	98	0	0	0	0	164	184	0	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	0	0	0	164	184	0	170	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	98	0	0	0	0	164	184	0	170	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 1.00	0.00		0.00 1.00	1.00		1.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	575 622	0		0 629	719		621	0	780	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17 0.00	xxxx		xxxx 0.00	0.23		0.30 xxxx		0.22	xxxx xxxx		xxxx
Crit Moves:	****				****		****					
Delay/Veh:	9.9 0.0	0.0		0.0 0.0	8.8		10.6 0.0		8.3	0.0 0.0		0.0
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	9.9 0.0	0.0		0.0 0.0	8.8		10.6 0.0		8.3	0.0 0.0		0.0
LOS by Move:	A *	*		* *	A		B *		A	* *		*
ApproachDel:	9.9			8.8			9.5			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.9			8.8			9.5			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.2 0.0	0.0		0.0 0.0	0.3		0.4 0.0		0.3	0.0 0.0		0.0

Note: Queue reported is the number of cars per lane.

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.150
Loss Time (sec):	0	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	81	0	0	0	0	104	97	0	93	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	81	0	0	0	0	104	97	0	93	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	81	0	0	0	0	104	97	0	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	0	0	0	104	97	0	93	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	81	0	0	0	0	104	97	0	93	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 1.00	0.00		0.00 1.00	1.00		1.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	633 693	0		0 693	804		647 0	823		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.13 0.00	xxxx		xxxx 0.00	0.13		0.15 xxxx	0.11		xxxx xxxx	xxxx	
Crit Moves:	****				****		****					
Delay/Veh:	9.0 0.0	0.0		0.0 0.0	7.7		9.1 0.0	7.5		0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	9.0 0.0	0.0		0.0 0.0	7.7		9.1 0.0	7.5		0.0 0.0	0.0	
LOS by Move:	A *	*		* *	A		A *	A		* *	*	
ApproachDel:	9.0			7.7			8.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.0			7.7			8.3			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1 0.0	0.0		0.0 0.0	0.1		0.2 0.0	0.1		0.0 0.0	0.0	

Note: Queue reported is the number of cars per lane.

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

Intersection #1 Int # 7 - Fries Avenue & South Access Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Fries Avenue						South Access Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	119	0	0	0	0	195	198	0	59	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	119	0	0	0	0	195	198	0	59	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	119	0	0	0	0	195	198	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	0	0	0	195	198	0	59	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	119	0	0	0	0	195	198	0	59	0	0	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 1.00	0.00		0.00 1.00	1.00		1.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	593 644	0		0 650	749		605 0	753		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.20 0.00	xxxx		xxxx 0.00	0.26		0.33 xxxx	0.08		xxxx xxxx	xxxx	
Crit Moves:	****				****		****					
Delay/Veh:	10.0 0.0	0.0		0.0 0.0	8.9		11.1 0.0	7.6		0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	10.0 0.0	0.0		0.0 0.0	8.9		11.1 0.0	7.6		0.0 0.0	0.0	
LOS by Move:	A	*		* *	A		B *	A		* *	*	
ApproachDel:	10.0			8.9			10.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	10.0			8.9			10.3			xxxxxx		
LOS by Appr:	A			A			B			*		
AllWayAvgQ:	0.2 0.0	0.0		0.0 0.0	0.3		0.4 0.0	0.1		0.0 0.0	0.0	

Note: Queue reported is the number of cars per lane.