
Appendix F

Ground Transportation

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Appendix F-1

Traffic Counts

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Traffic Counts

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

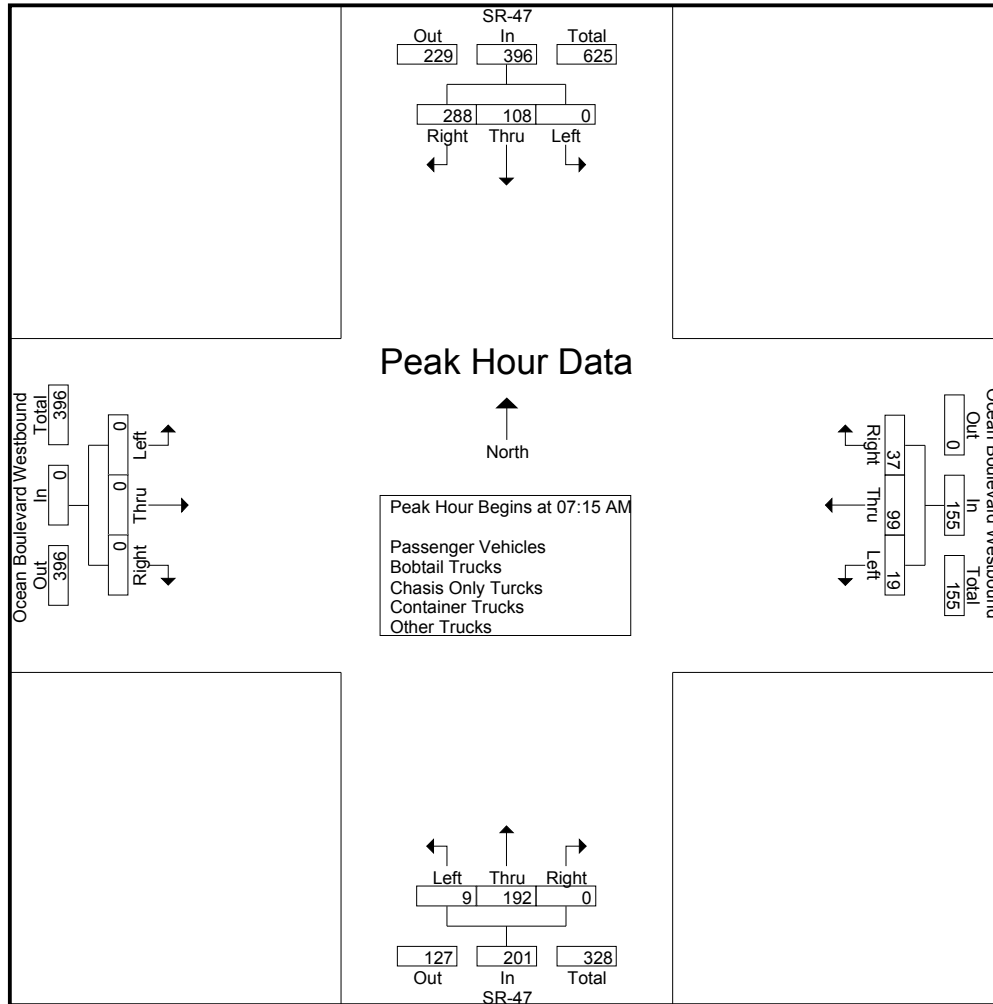
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Turcks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	19	76	95	0	20	9	29	0	5	0	5	0	0	0	0	129
07:15 AM	0	43	77	120	7	17	6	30	4	28	0	32	0	0	0	0	182
07:30 AM	0	21	69	90	3	28	10	41	0	68	0	68	0	0	0	0	199
07:45 AM	0	22	75	97	5	34	14	53	5	43	0	48	0	0	0	0	198
Total	0	105	297	402	15	99	39	153	9	144	0	153	0	0	0	0	708
08:00 AM	0	22	67	89	4	20	7	31	0	53	0	53	0	0	0	0	173
08:15 AM	0	20	75	95	4	12	10	26	1	34	0	35	0	0	0	0	156
08:30 AM	0	21	77	98	5	19	12	36	1	41	0	42	0	0	0	0	176
08:45 AM	0	19	81	100	5	25	15	45	2	49	0	51	0	0	0	0	196
Total	0	82	300	382	18	76	44	138	4	177	0	181	0	0	0	0	701
Grand Total	0	187	597	784	33	175	83	291	13	321	0	334	0	0	0	0	1409
Apprch %	0	23.9	76.1		11.3	60.1	28.5		3.9	96.1	0		0	0	0		
Total %	0	13.3	42.4	55.6	2.3	12.4	5.9	20.7	0.9	22.8	0	23.7	0	0	0	0	
Passenger Vehicles	0	103	299	402	15	88	56	159	12	201	0	213	0	0	0	0	774
% Passenger Vehicles	0	55.1	50.1	51.3	45.5	50.3	67.5	54.6	92.3	62.6	0	63.8	0	0	0	0	54.9
Bobtail Trucks	0	32	132	164	0	17	9	26	1	69	0	70	0	0	0	0	260
% Bobtail Trucks	0	17.1	22.1	20.9	0	9.7	10.8	8.9	7.7	21.5	0	21	0	0	0	0	18.5
Chasis Only Turcks	0	7	31	38	11	0	0	11	0	2	0	2	0	0	0	0	51
% Chasis Only Turcks	0	3.7	5.2	4.8	33.3	0	0	3.8	0	0.6	0	0.6	0	0	0	0	3.6
Container Trucks	0	30	120	150	1	26	5	32	0	32	0	32	0	0	0	0	214
% Container Trucks	0	16	20.1	19.1	3	14.9	6	11	0	10	0	9.6	0	0	0	0	15.2
Other Trucks	0	15	15	30	6	44	13	63	0	17	0	17	0	0	0	0	110
% Other Trucks	0	8	2.5	3.8	18.2	25.1	15.7	21.6	0	5.3	0	5.1	0	0	0	0	7.8

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	43	77	120	7	17	6	30	4	28	0	32	0	0	0	0	182
07:30 AM	0	21	69	90	3	28	10	41	0	68	0	68	0	0	0	0	199
07:45 AM	0	22	75	97	5	34	14	53	5	43	0	48	0	0	0	0	198
08:00 AM	0	22	67	89	4	20	7	31	0	53	0	53	0	0	0	0	173
Total Volume	0	108	288	396	19	99	37	155	9	192	0	201	0	0	0	0	752
% App. Total	0	27.3	72.7		12.3	63.9	23.9		4.5	95.5	0		0	0	0		
PHF	.000	.628	.935	.825	.679	.728	.661	.731	.450	.706	.000	.739	.000	.000	.000	.000	.945

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	43	77	120	7	17	6	30	4	28	0	32	0	0	0	0
+15 mins.	0	21	69	90	3	28	10	41	0	68	0	68	0	0	0	0
+30 mins.	0	22	75	97	5	34	14	53	5	43	0	48	0	0	0	0
+45 mins.	0	22	67	89	4	20	7	31	0	53	0	53	0	0	0	0
Total Volume	0	108	288	396	19	99	37	155	9	192	0	201	0	0	0	0
% App. Total	0	27.3	72.7		12.3	63.9	23.9		4.5	95.5	0		0	0	0	
PHF	.000	.628	.935	.825	.679	.728	.661	.731	.450	.706	.000	.739	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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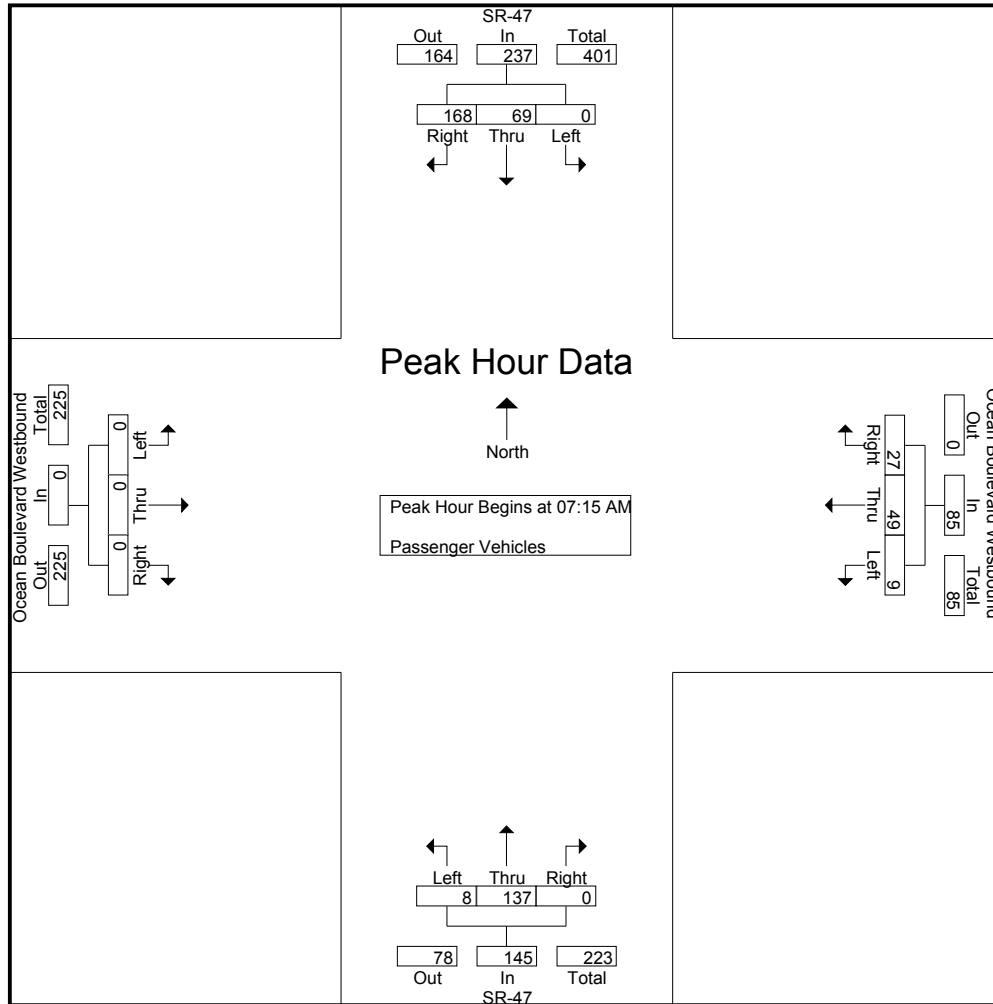
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	15	55	70	0	17	6	23	0	4	0	4	0	0	0	0	97
07:15 AM	0	37	56	93	2	9	4	15	4	14	0	18	0	0	0	0	126
07:30 AM	0	14	49	63	1	13	7	21	0	49	0	49	0	0	0	0	133
07:45 AM	0	12	40	52	2	22	10	34	4	35	0	39	0	0	0	0	125
Total	0	78	200	278	5	61	27	93	8	102	0	110	0	0	0	0	481
08:00 AM	0	6	23	29	4	5	6	15	0	39	0	39	0	0	0	0	83
08:15 AM	0	8	28	36	3	5	8	16	1	22	0	23	0	0	0	0	75
08:30 AM	0	6	23	29	1	6	5	12	1	19	0	20	0	0	0	0	61
08:45 AM	0	5	25	30	2	11	10	23	2	19	0	21	0	0	0	0	74
Total	0	25	99	124	10	27	29	66	4	99	0	103	0	0	0	0	293
Grand Total	0	103	299	402	15	88	56	159	12	201	0	213	0	0	0	0	774
Apprch %	0	25.6	74.4		9.4	55.3	35.2		5.6	94.4	0		0	0	0		
Total %	0	13.3	38.6	51.9	1.9	11.4	7.2	20.5	1.6	26	0	27.5	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	37	56	93	2	9	4	15	4	14	0	18	0	0	0	0	126
07:30 AM	0	14	49	63	1	13	7	21	0	49	0	49	0	0	0	0	133
07:45 AM	0	12	40	52	2	22	10	34	4	35	0	39	0	0	0	0	125
08:00 AM	0	6	23	29	4	5	6	15	0	39	0	39	0	0	0	0	83
Total Volume	0	69	168	237	9	49	27	85	8	137	0	145	0	0	0	0	467
% App. Total	0	29.1	70.9		10.6	57.6	31.8		5.5	94.5	0		0	0	0		
PHF	.000	.466	.750	.637	.563	.557	.675	.625	.500	.699	.000	.740	.000	.000	.000	.000	.878

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	37	56	93	2	9	4	15	4	14	0	18	0	0	0	0
+15 mins.	0	14	49	63	1	13	7	21	0	49	0	49	0	0	0	0
+30 mins.	0	12	40	52	2	22	10	34	4	35	0	39	0	0	0	0
+45 mins.	0	6	23	29	4	5	6	15	0	39	0	39	0	0	0	0
Total Volume	0	69	168	237	9	49	27	85	8	137	0	145	0	0	0	0
% App. Total	0	29.1	70.9		10.6	57.6	31.8		5.5	94.5	0		0	0	0	
PHF	.000	.466	.750	.637	.563	.557	.675	.625	.500	.699	.000	.740	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
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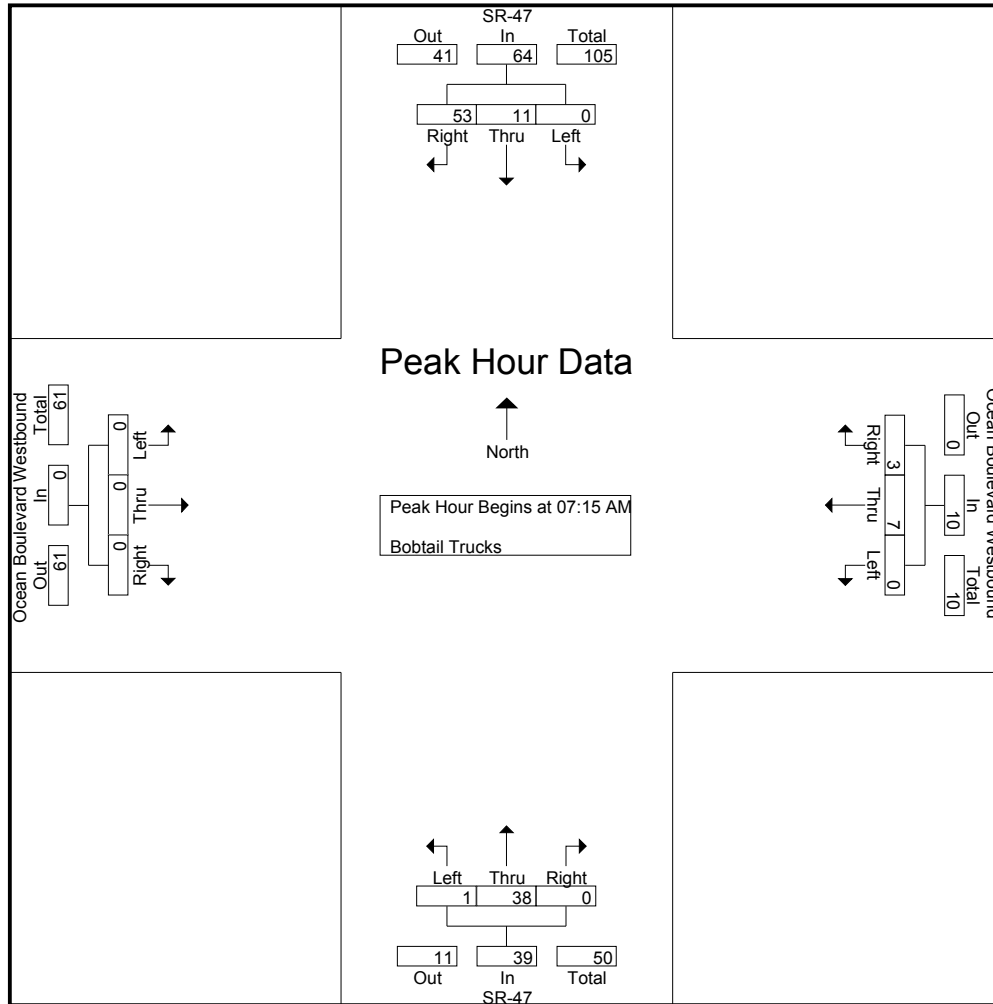
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	8	9	0	1	0	1	0	0	0	0	0	0	0	0	0	10
07:15 AM	0	1	11	12	0	0	0	0	0	9	0	9	0	0	0	0	0	21
07:30 AM	0	3	8	11	0	3	1	4	0	13	0	13	0	0	0	0	0	28
07:45 AM	0	4	15	19	0	3	2	5	1	4	0	5	0	0	0	0	0	29
Total	0	9	42	51	0	7	3	10	1	26	0	27	0	0	0	0	0	88
08:00 AM	0	3	19	22	0	1	0	1	0	12	0	12	0	0	0	0	0	35
08:15 AM	0	5	19	24	0	1	1	2	0	0	0	0	0	0	0	0	0	26
08:30 AM	0	11	26	37	0	5	3	8	0	13	0	13	0	0	0	0	0	58
08:45 AM	0	4	26	30	0	3	2	5	0	18	0	18	0	0	0	0	0	53
Total	0	23	90	113	0	10	6	16	0	43	0	43	0	0	0	0	0	172
Grand Total	0	32	132	164	0	17	9	26	1	69	0	70	0	0	0	0	0	260
Apprch %	0	19.5	80.5		0	65.4	34.6		1.4	98.6	0		0	0	0	0	0	
Total %	0	12.3	50.8	63.1	0	6.5	3.5	10	0.4	26.5	0	26.9	0	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	1	11	12	0	0	0	0	0	9	0	9	0	0	0	0	0	21
07:30 AM	0	3	8	11	0	3	1	4	0	13	0	13	0	0	0	0	0	28
07:45 AM	0	4	15	19	0	3	2	5	1	4	0	5	0	0	0	0	0	29
08:00 AM	0	3	19	22	0	1	0	1	0	12	0	12	0	0	0	0	0	35
Total Volume	0	11	53	64	0	7	3	10	1	38	0	39	0	0	0	0	0	113
% App. Total	0	17.2	82.8		0	70	30		2.6	97.4	0		0	0	0	0	0	
PHF	.000	.688	.697	.727	.000	.583	.375	.500	.250	.731	.000	.750	.000	.000	.000	.000	.000	.807

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	11	12	0	0	0	0	0	9	0	9	0	0	0	0
+15 mins.	0	3	8	11	0	3	1	4	0	13	0	13	0	0	0	0
+30 mins.	0	4	15	19	0	3	2	5	1	4	0	5	0	0	0	0
+45 mins.	0	3	19	22	0	1	0	1	0	12	0	12	0	0	0	0
Total Volume	0	11	53	64	0	7	3	10	1	38	0	39	0	0	0	0
% App. Total	0	17.2	82.8		0	70	30		2.6	97.4	0		0	0	0	
PHF	.000	.688	.697	.727	.000	.583	.375	.500	.250	.731	.000	.750	.000	.000	.000	.000

City of Long Beach
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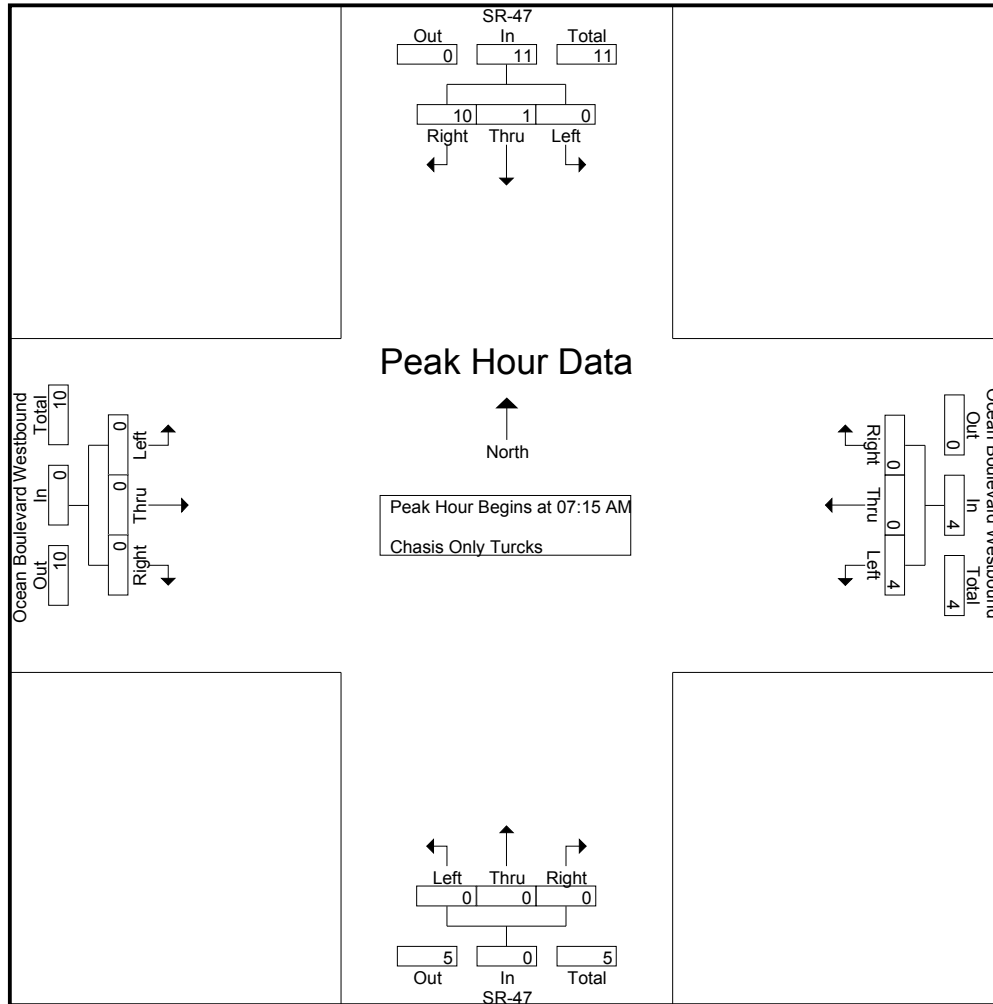
Groups Printed- Chasis Only Turcks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	4	0	0	4	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	7	8	4	0	0	4	0	0	0	0	0	0	0	0	0	12
08:00 AM	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	1	7	8	1	0	0	1	0	0	0	0	0	0	0	0	0	9
08:30 AM	0	1	5	6	3	0	0	3	0	1	0	1	0	0	0	0	0	10
08:45 AM	0	4	7	11	3	0	0	3	0	1	0	1	0	0	0	0	0	15
Total	0	6	24	30	7	0	0	7	0	2	0	2	0	0	0	0	0	39
Grand Total	0	7	31	38	11	0	0	11	0	2	0	2	0	0	0	0	0	51
Apprch %	0	18.4	81.6		100	0	0		0	100	0		0	0	0			
Total %	0	13.7	60.8	74.5	21.6	0	0	21.6	0	3.9	0	3.9	0	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	1	0	1	4	0	0	4	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	1	10	11	4	0	0	4	0	0	0	0	0	0	0	0	0	15
% App. Total	0	9.1	90.9		100	0	0		0	0	0		0	0	0			
PHF	.000	.250	.500	.550	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

City of Long Beach
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	4	0	0	4	0	0	0	0	0	0	0	0
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	10	11	4	0	0	4	0	0	0	0	0	0	0	0
% App. Total	0	9.1	90.9		100	0	0		0	0	0		0	0	0	
PHF	.000	.250	.500	.550	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
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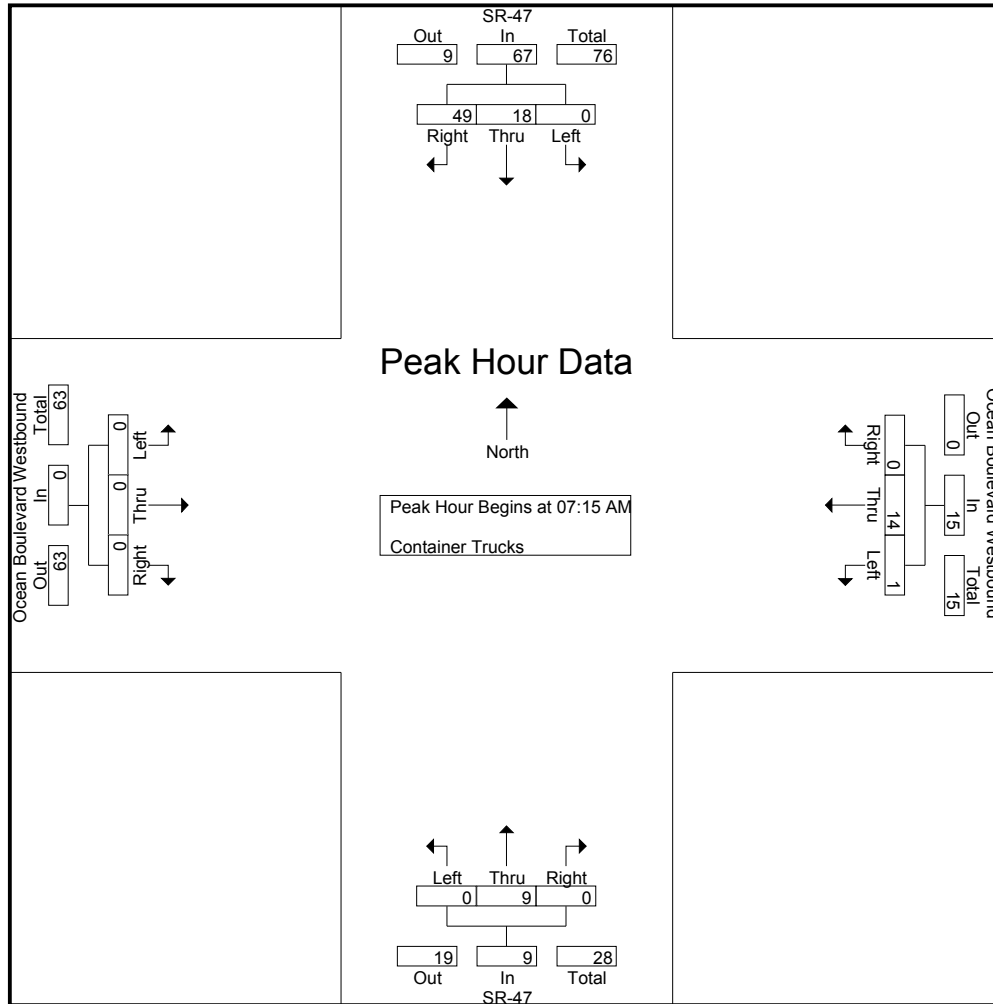
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	10	12	0	0	1	1	0	1	0	1	0	0	0	0	14
07:15 AM	0	2	8	10	0	1	0	1	0	2	0	2	0	0	0	0	13
07:30 AM	0	1	9	10	0	4	0	4	0	5	0	5	0	0	0	0	19
07:45 AM	0	2	16	18	1	4	0	5	0	1	0	1	0	0	0	0	24
Total	0	7	43	50	1	9	1	11	0	9	0	9	0	0	0	0	70
08:00 AM	0	13	16	29	0	5	0	5	0	1	0	1	0	0	0	0	35
08:15 AM	0	6	20	26	0	2	0	2	0	7	0	7	0	0	0	0	35
08:30 AM	0	1	20	21	0	3	2	5	0	6	0	6	0	0	0	0	32
08:45 AM	0	3	21	24	0	7	2	9	0	9	0	9	0	0	0	0	42
Total	0	23	77	100	0	17	4	21	0	23	0	23	0	0	0	0	144
Grand Total	0	30	120	150	1	26	5	32	0	32	0	32	0	0	0	0	214
Apprch %	0	20	80		3.1	81.2	15.6		0	100	0		0	0	0		
Total %	0	14	56.1	70.1	0.5	12.1	2.3	15	0	15	0	15	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	8	10	0	1	0	1	0	2	0	2	0	0	0	0	13
07:30 AM	0	1	9	10	0	4	0	4	0	5	0	5	0	0	0	0	19
07:45 AM	0	2	16	18	1	4	0	5	0	1	0	1	0	0	0	0	24
08:00 AM	0	13	16	29	0	5	0	5	0	1	0	1	0	0	0	0	35
Total Volume	0	18	49	67	1	14	0	15	0	9	0	9	0	0	0	0	91
% App. Total	0	26.9	73.1		6.7	93.3	0		0	100	0		0	0	0		
PHF	.000	.346	.766	.578	.250	.700	.000	.750	.000	.450	.000	.450	.000	.000	.000	.000	.650

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	8	10	0	1	0	1	0	2	0	2	0	0	0	0
+15 mins.	0	1	9	10	0	4	0	4	0	5	0	5	0	0	0	0
+30 mins.	0	2	16	18	1	4	0	5	0	1	0	1	0	0	0	0
+45 mins.	0	13	16	29	0	5	0	5	0	1	0	1	0	0	0	0
Total Volume	0	18	49	67	1	14	0	15	0	9	0	9	0	0	0	0
% App. Total	0	26.9	73.1		6.7	93.3	0		0	100	0		0	0	0	
PHF	.000	.346	.766	.578	.250	.700	.000	.750	.000	.450	.000	.450	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

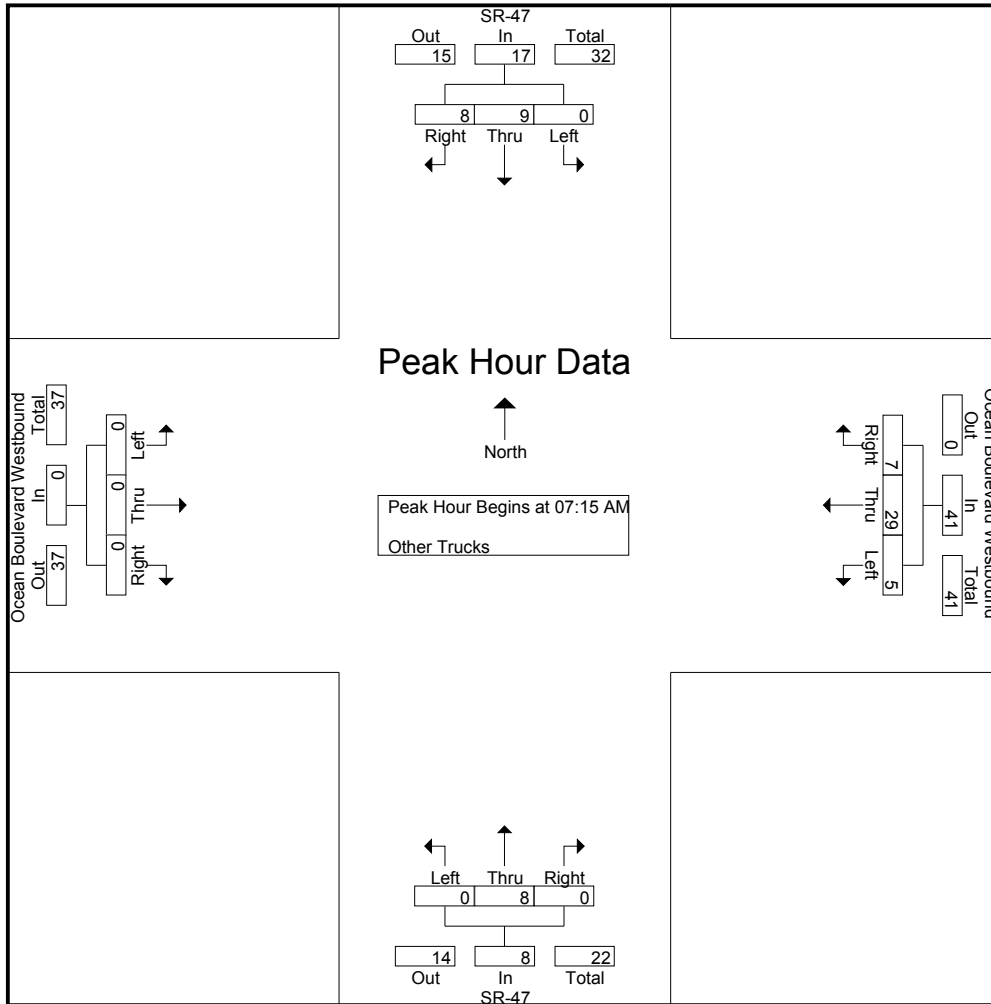
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	1	2	0	2	2	4	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	2	2	4	1	7	2	10	0	3	0	3	0	0	0	0	0	17
07:30 AM	0	3	1	4	2	8	2	12	0	1	0	1	0	0	0	0	0	17
07:45 AM	0	4	1	5	2	5	2	9	0	3	0	3	0	0	0	0	0	17
Total	0	10	5	15	5	22	8	35	0	7	0	7	0	0	0	0	0	57
08:00 AM	0	0	4	4	0	9	1	10	0	1	0	1	0	0	0	0	0	15
08:15 AM	0	0	1	1	0	4	1	5	0	5	0	5	0	0	0	0	0	11
08:30 AM	0	2	3	5	1	5	2	8	0	2	0	2	0	0	0	0	0	15
08:45 AM	0	3	2	5	0	4	1	5	0	2	0	2	0	0	0	0	0	12
Total	0	5	10	15	1	22	5	28	0	10	0	10	0	0	0	0	0	53
Grand Total	0	15	15	30	6	44	13	63	0	17	0	17	0	0	0	0	0	110
Apprch %	0	50	50		9.5	69.8	20.6		0	100	0		0	0	0			
Total %	0	13.6	13.6	27.3	5.5	40	11.8	57.3	0	15.5	0	15.5	0	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	2	2	4	1	7	2	10	0	3	0	3	0	0	0	0	0	17
07:30 AM	0	3	1	4	2	8	2	12	0	1	0	1	0	0	0	0	0	17
07:45 AM	0	4	1	5	2	5	2	9	0	3	0	3	0	0	0	0	0	17
08:00 AM	0	0	4	4	0	9	1	10	0	1	0	1	0	0	0	0	0	15
Total Volume	0	9	8	17	5	29	7	41	0	8	0	8	0	0	0	0	0	66
% App. Total	0	52.9	47.1		12.2	70.7	17.1		0	100	0		0	0	0			
PHF	.000	.563	.500	.850	.625	.806	.875	.854	.000	.667	.000	.667	.000	.000	.000	.000	.000	.971

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	2	4	1	7	2	10	0	3	0	3	0	0	0	0
+15 mins.	0	3	1	4	2	8	2	12	0	1	0	1	0	0	0	0
+30 mins.	0	4	1	5	2	5	2	9	0	3	0	3	0	0	0	0
+45 mins.	0	0	4	4	0	9	1	10	0	1	0	1	0	0	0	0
Total Volume	0	9	8	17	5	29	7	41	0	8	0	8	0	0	0	0
% App. Total	0	52.9	47.1		12.2	70.7	17.1		0	100	0		0	0	0	
PHF	.000	.563	.500	.850	.625	.806	.875	.854	.000	.667	.000	.667	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

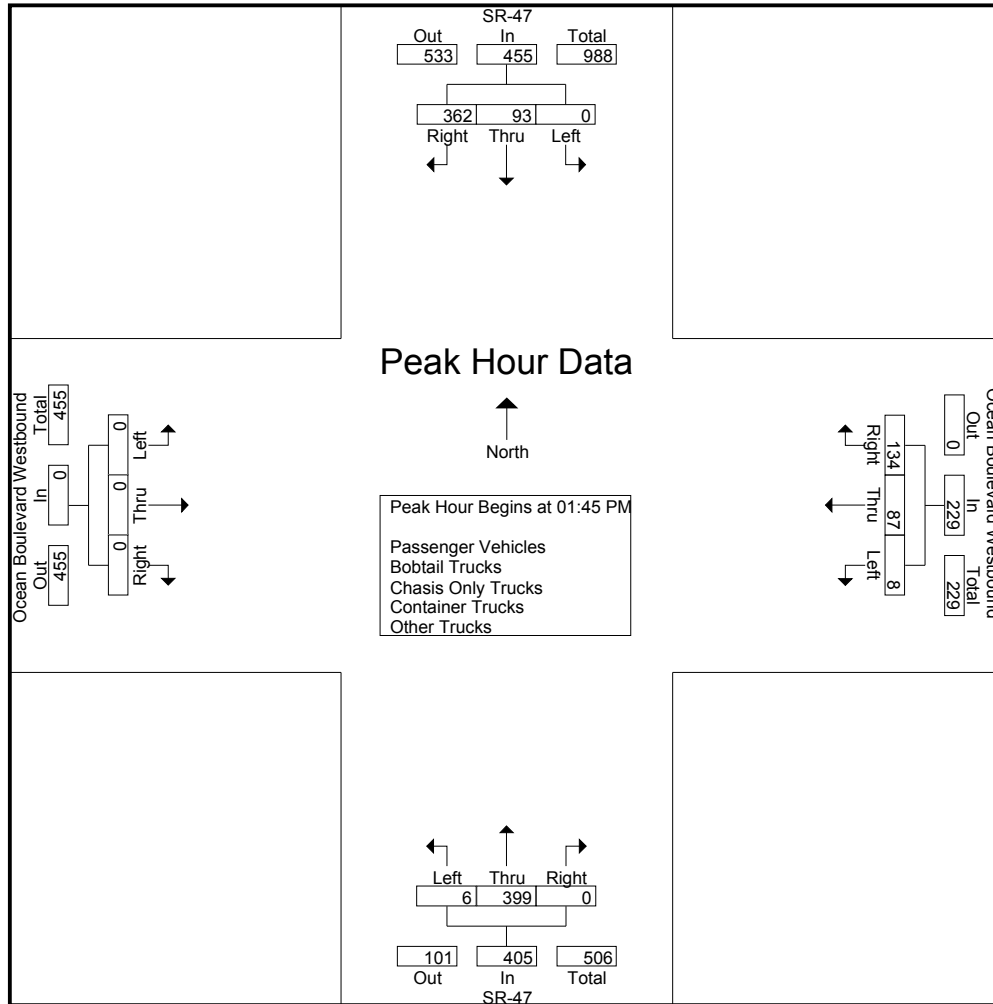
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	20	52	72	6	30	15	51	2	49	0	51	0	0	0	0	174
01:15 PM	0	24	62	86	4	14	17	35	0	63	0	63	0	0	0	0	184
01:30 PM	0	26	61	87	4	18	28	50	0	71	0	71	0	0	0	0	208
01:45 PM	0	24	70	94	1	23	29	53	4	95	0	99	0	0	0	0	246
Total	0	94	245	339	15	85	89	189	6	278	0	284	0	0	0	0	812
02:00 PM	0	26	97	123	5	20	42	67	0	96	0	96	0	0	0	0	286
02:15 PM	0	13	89	102	1	22	26	49	1	105	0	106	0	0	0	0	257
02:30 PM	0	30	106	136	1	22	37	60	1	103	0	104	0	0	0	0	300
02:45 PM	0	14	96	110	2	18	25	45	0	91	0	91	0	0	0	0	246
Total	0	83	388	471	9	82	130	221	2	395	0	397	0	0	0	0	1089
Grand Total	0	177	633	810	24	167	219	410	8	673	0	681	0	0	0	0	1901
Apprch %	0	21.9	78.1		5.9	40.7	53.4		1.2	98.8	0		0	0	0		
Total %	0	9.3	33.3	42.6	1.3	8.8	11.5	21.6	0.4	35.4	0	35.8	0	0	0	0	
Passenger Vehicles	0	66	184	250	16	36	82	134	6	203	0	209	0	0	0	0	593
% Passenger Vehicles	0	37.3	29.1	30.9	66.7	21.6	37.4	32.7	75	30.2	0	30.7	0	0	0	0	31.2
Bobtail Trucks	0	36	143	179	1	21	76	98	2	235	0	237	0	0	0	0	514
% Bobtail Trucks	0	20.3	22.6	22.1	4.2	12.6	34.7	23.9	25	34.9	0	34.8	0	0	0	0	27
Chasis Only Trucks	0	32	88	120	0	23	5	28	0	27	0	27	0	0	0	0	175
% Chasis Only Trucks	0	18.1	13.9	14.8	0	13.8	2.3	6.8	0	4	0	4	0	0	0	0	9.2
Container Trucks	0	29	199	228	1	33	50	84	0	192	0	192	0	0	0	0	504
% Container Trucks	0	16.4	31.4	28.1	4.2	19.8	22.8	20.5	0	28.5	0	28.2	0	0	0	0	26.5
Other Trucks	0	14	19	33	6	54	6	66	0	16	0	16	0	0	0	0	115
% Other Trucks	0	7.9	3	4.1	25	32.3	2.7	16.1	0	2.4	0	2.3	0	0	0	0	6

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	24	70	94	1	23	29	53	4	95	0	99	0	0	0	0	246
02:00 PM	0	26	97	123	5	20	42	67	0	96	0	96	0	0	0	0	286
02:15 PM	0	13	89	102	1	22	26	49	1	105	0	106	0	0	0	0	257
02:30 PM	0	30	106	136	1	22	37	60	1	103	0	104	0	0	0	0	300
Total Volume	0	93	362	455	8	87	134	229	6	399	0	405	0	0	0	0	1089
% App. Total	0	20.4	79.6		3.5	38	58.5		1.5	98.5	0		0	0	0		
PHF	.000	.775	.854	.836	.400	.946	.798	.854	.375	.950	.000	.955	.000	.000	.000	.000	.908

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				01:45 PM				01:45 PM				01:00 PM			
+0 mins.	0	26	97	123	1	23	29	53	4	95	0	99	0	0	0	0
+15 mins.	0	13	89	102	5	20	42	67	0	96	0	96	0	0	0	0
+30 mins.	0	30	106	136	1	22	26	49	1	105	0	106	0	0	0	0
+45 mins.	0	14	96	110	1	22	37	60	1	103	0	104	0	0	0	0
Total Volume	0	83	388	471	8	87	134	229	6	399	0	405	0	0	0	0
% App. Total	0	17.6	82.4		3.5	38	58.5		1.5	98.5	0		0	0	0	
PHF	.000	.692	.915	.866	.400	.946	.798	.854	.375	.950	.000	.955	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

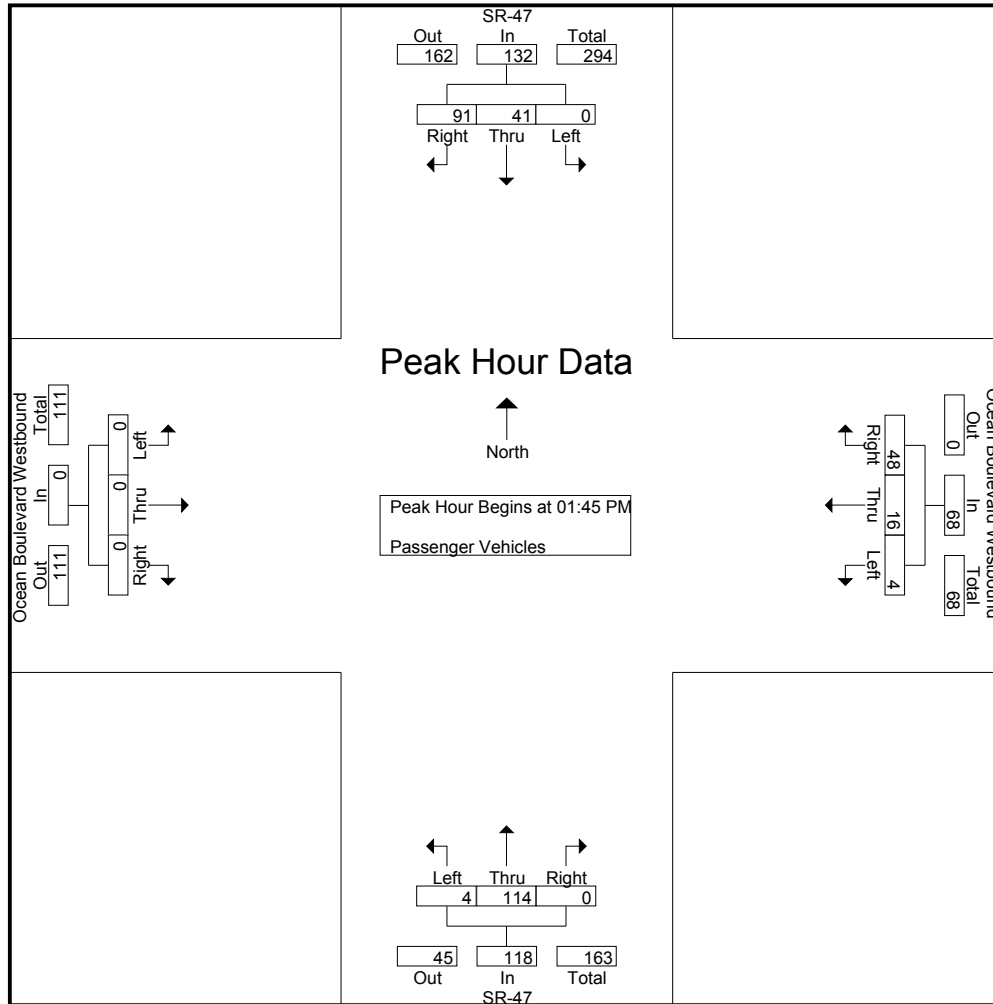
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	3	25	28	6	7	9	22	2	17	0	19	0	0	0	0	69
01:15 PM	0	9	19	28	3	7	9	19	0	25	0	25	0	0	0	0	72
01:30 PM	0	9	24	33	2	3	11	16	0	15	0	15	0	0	0	0	64
01:45 PM	0	7	18	25	0	4	7	11	2	21	0	23	0	0	0	0	59
Total	0	28	86	114	11	21	36	68	4	78	0	82	0	0	0	0	264
02:00 PM	0	12	22	34	3	3	12	18	0	28	0	28	0	0	0	0	80
02:15 PM	0	8	20	28	0	2	11	13	1	36	0	37	0	0	0	0	78
02:30 PM	0	14	31	45	1	7	18	26	1	29	0	30	0	0	0	0	101
02:45 PM	0	4	25	29	1	3	5	9	0	32	0	32	0	0	0	0	70
Total	0	38	98	136	5	15	46	66	2	125	0	127	0	0	0	0	329
Grand Total	0	66	184	250	16	36	82	134	6	203	0	209	0	0	0	0	593
Apprch %	0	26.4	73.6		11.9	26.9	61.2		2.9	97.1	0		0	0	0		
Total %	0	11.1	31	42.2	2.7	6.1	13.8	22.6	1	34.2	0	35.2	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	7	18	25	0	4	7	11	2	21	0	23	0	0	0	0	59
02:00 PM	0	12	22	34	3	3	12	18	0	28	0	28	0	0	0	0	80
02:15 PM	0	8	20	28	0	2	11	13	1	36	0	37	0	0	0	0	78
02:30 PM	0	14	31	45	1	7	18	26	1	29	0	30	0	0	0	0	101
Total Volume	0	41	91	132	4	16	48	68	4	114	0	118	0	0	0	0	318
% App. Total	0	31.1	68.9		5.9	23.5	70.6		3.4	96.6	0		0	0	0		
PHF	.000	.732	.734	.733	.333	.571	.667	.654	.500	.792	.000	.797	.000	.000	.000	.000	.787

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	7	18	25	0	4	7	11	2	21	0	23	0	0	0	0
+15 mins.	0	12	22	34	3	3	12	18	0	28	0	28	0	0	0	0
+30 mins.	0	8	20	28	0	2	11	13	1	36	0	37	0	0	0	0
+45 mins.	0	14	31	45	1	7	18	26	1	29	0	30	0	0	0	0
Total Volume	0	41	91	132	4	16	48	68	4	114	0	118	0	0	0	0
% App. Total	0	31.1	68.9		5.9	23.5	70.6		3.4	96.6	0		0	0	0	
PHF	.000	.732	.734	.733	.333	.571	.667	.654	.500	.792	.000	.797	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

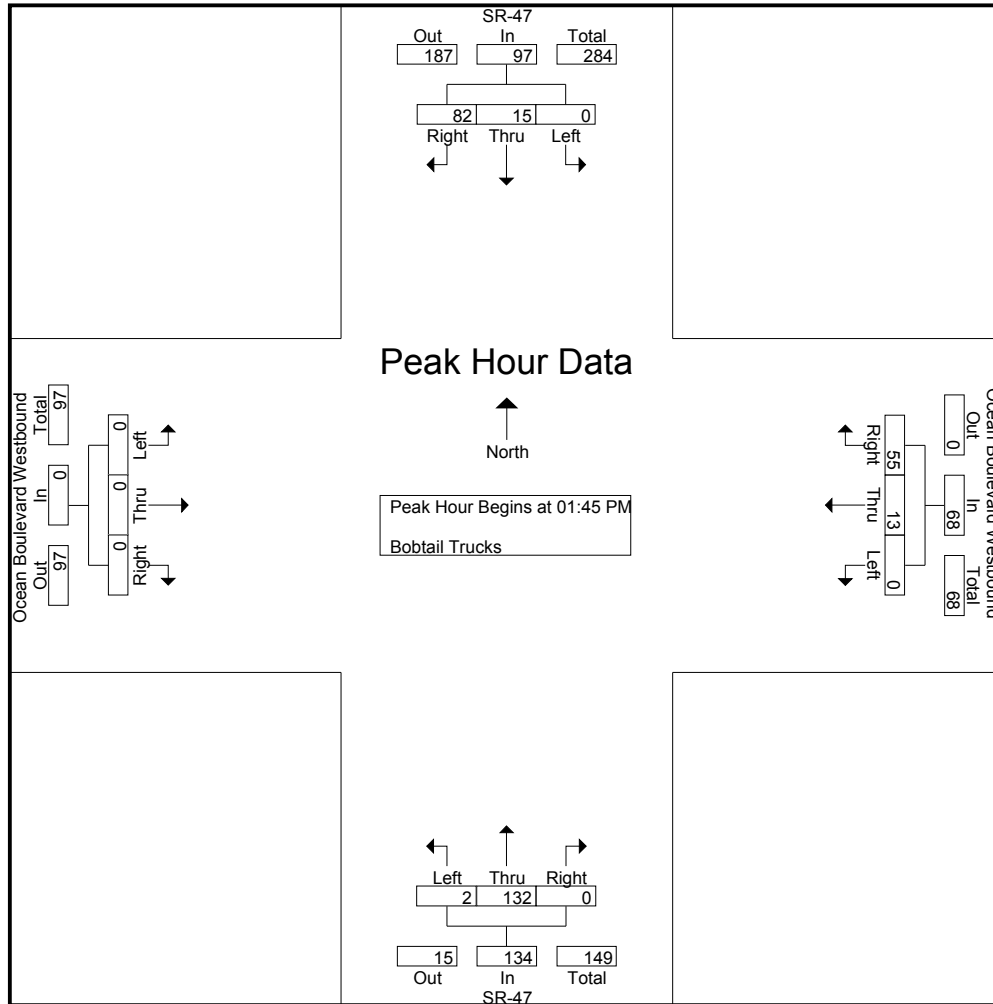
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	5	8	13	0	1	1	2	0	16	0	16	0	0	0	0	31
01:15 PM	0	3	14	17	0	1	5	6	0	23	0	23	0	0	0	0	46
01:30 PM	0	8	13	21	1	2	6	9	0	30	0	30	0	0	0	0	60
01:45 PM	0	5	12	17	0	1	19	20	2	33	0	35	0	0	0	0	72
Total	0	21	47	68	1	5	31	37	2	102	0	104	0	0	0	0	209
02:00 PM	0	6	27	33	0	6	20	26	0	29	0	29	0	0	0	0	88
02:15 PM	0	2	28	30	0	5	8	13	0	34	0	34	0	0	0	0	77
02:30 PM	0	2	15	17	0	1	8	9	0	36	0	36	0	0	0	0	62
02:45 PM	0	5	26	31	0	4	9	13	0	34	0	34	0	0	0	0	78
Total	0	15	96	111	0	16	45	61	0	133	0	133	0	0	0	0	305
Grand Total	0	36	143	179	1	21	76	98	2	235	0	237	0	0	0	0	514
Apprch %	0	20.1	79.9		1	21.4	77.6		0.8	99.2	0		0	0	0		
Total %	0	7	27.8	34.8	0.2	4.1	14.8	19.1	0.4	45.7	0	46.1	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	5	12	17	0	1	19	20	2	33	0	35	0	0	0	0	72
02:00 PM	0	6	27	33	0	6	20	26	0	29	0	29	0	0	0	0	88
02:15 PM	0	2	28	30	0	5	8	13	0	34	0	34	0	0	0	0	77
02:30 PM	0	2	15	17	0	1	8	9	0	36	0	36	0	0	0	0	62
Total Volume	0	15	82	97	0	13	55	68	2	132	0	134	0	0	0	0	299
% App. Total	0	15.5	84.5		0	19.1	80.9		1.5	98.5	0		0	0	0		
PHF	.000	.625	.732	.735	.000	.542	.688	.654	.250	.917	.000	.931	.000	.000	.000	.000	.849

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	5	12	17	0	1	19	20	2	33	0	35	0	0	0	0
+15 mins.	0	6	27	33	0	6	20	26	0	29	0	29	0	0	0	0
+30 mins.	0	2	28	30	0	5	8	13	0	34	0	34	0	0	0	0
+45 mins.	0	2	15	17	0	1	8	9	0	36	0	36	0	0	0	0
Total Volume	0	15	82	97	0	13	55	68	2	132	0	134	0	0	0	0
% App. Total	0	15.5	84.5		0	19.1	80.9		1.5	98.5	0		0	0	0	
PHF	.000	.625	.732	.735	.000	.542	.688	.654	.250	.917	.000	.931	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

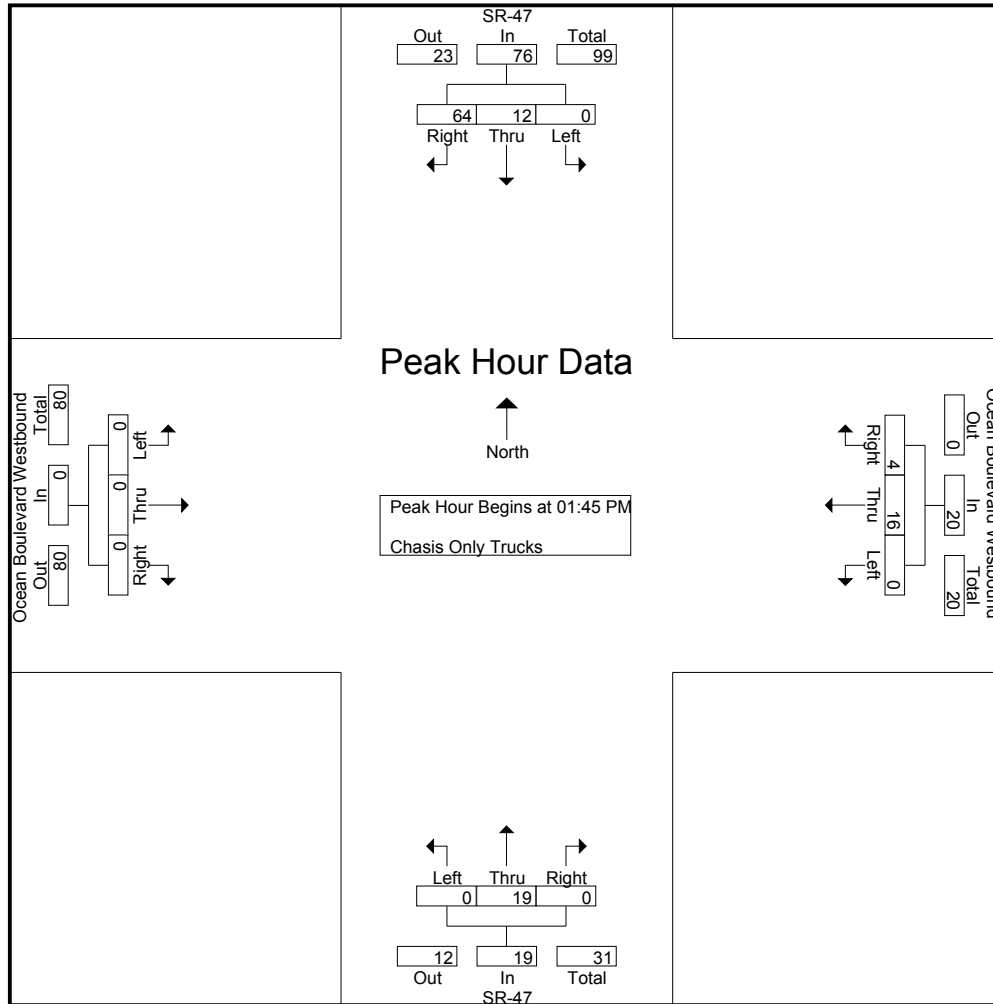
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	7	11	0	1	0	1	0	2	0	2	0	0	0	0	14
01:15 PM	0	10	2	12	0	1	0	1	0	1	0	1	0	0	0	0	14
01:30 PM	0	5	6	11	0	2	0	2	0	4	0	4	0	0	0	0	17
01:45 PM	0	5	10	15	0	6	0	6	0	3	0	3	0	0	0	0	24
Total	0	24	25	49	0	10	0	10	0	10	0	10	0	0	0	0	69
02:00 PM	0	4	23	27	0	4	0	4	0	3	0	3	0	0	0	0	34
02:15 PM	0	0	15	15	0	1	1	2	0	7	0	7	0	0	0	0	24
02:30 PM	0	3	16	19	0	5	3	8	0	6	0	6	0	0	0	0	33
02:45 PM	0	1	9	10	0	3	1	4	0	1	0	1	0	0	0	0	15
Total	0	8	63	71	0	13	5	18	0	17	0	17	0	0	0	0	106
Grand Total	0	32	88	120	0	23	5	28	0	27	0	27	0	0	0	0	175
Apprch %	0	26.7	73.3		0	82.1	17.9		0	100	0		0	0	0		
Total %	0	18.3	50.3	68.6	0	13.1	2.9	16	0	15.4	0	15.4	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	5	10	15	0	6	0	6	0	3	0	3	0	0	0	0	24
02:00 PM	0	4	23	27	0	4	0	4	0	3	0	3	0	0	0	0	34
02:15 PM	0	0	15	15	0	1	1	2	0	7	0	7	0	0	0	0	24
02:30 PM	0	3	16	19	0	5	3	8	0	6	0	6	0	0	0	0	33
Total Volume	0	12	64	76	0	16	4	20	0	19	0	19	0	0	0	0	115
% App. Total	0	15.8	84.2		0	80	20		0	100	0		0	0	0		
PHF	.000	.600	.696	.704	.000	.667	.333	.625	.000	.679	.000	.679	.000	.000	.000	.000	.846

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	5	10	15	0	6	0	6	0	3	0	3	0	0	0	0
+15 mins.	0	4	23	27	0	4	0	4	0	3	0	3	0	0	0	0
+30 mins.	0	0	15	15	0	1	1	2	0	7	0	7	0	0	0	0
+45 mins.	0	3	16	19	0	5	3	8	0	6	0	6	0	0	0	0
Total Volume	0	12	64	76	0	16	4	20	0	19	0	19	0	0	0	0
% App. Total	0	15.8	84.2		0	80	20		0	100	0		0	0	0	
PHF	.000	.600	.696	.704	.000	.667	.333	.625	.000	.679	.000	.679	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

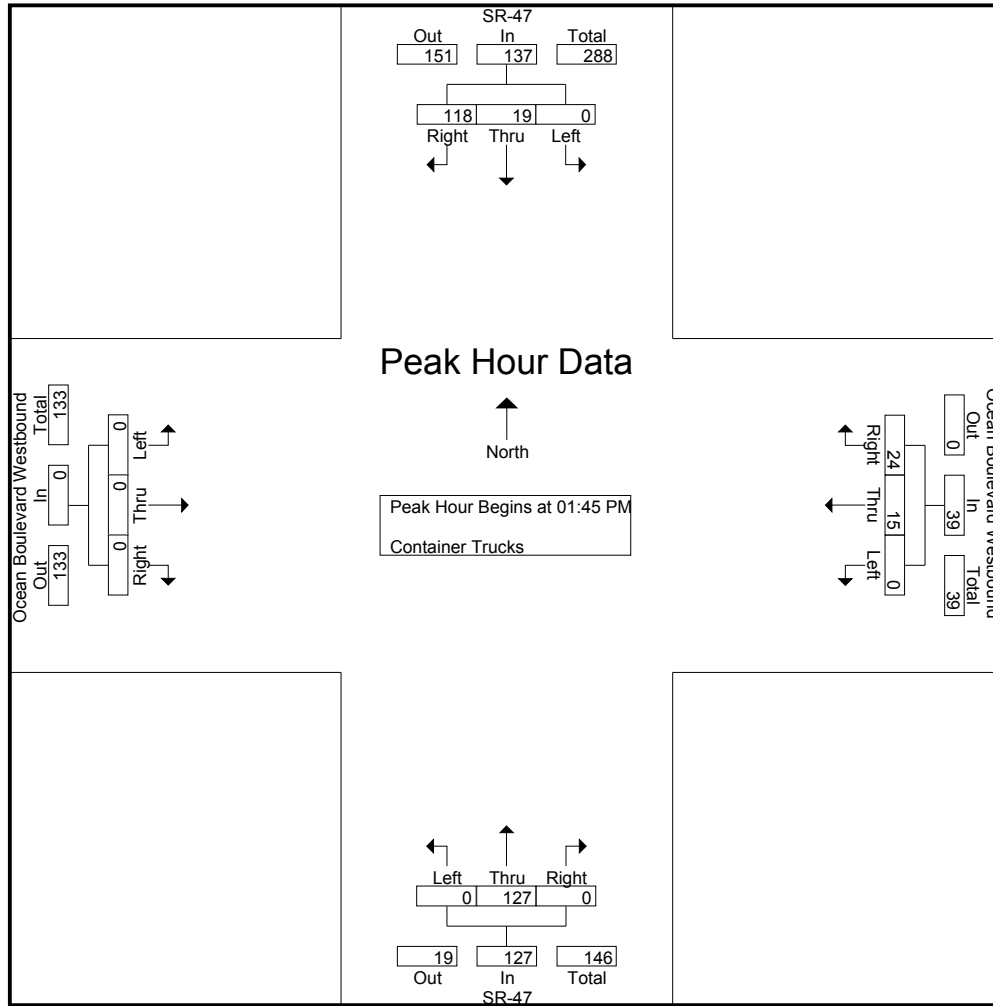
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	9	13	0	8	4	12	0	14	0	14	0	0	0	0	39
01:15 PM	0	1	24	25	0	2	2	4	0	10	0	10	0	0	0	0	39
01:30 PM	0	1	15	16	1	5	10	16	0	17	0	17	0	0	0	0	49
01:45 PM	0	3	30	33	0	4	2	6	0	38	0	38	0	0	0	0	77
Total	0	9	78	87	1	19	18	38	0	79	0	79	0	0	0	0	204
02:00 PM	0	3	21	24	0	0	9	9	0	33	0	33	0	0	0	0	66
02:15 PM	0	2	24	26	0	7	5	12	0	25	0	25	0	0	0	0	63
02:30 PM	0	11	43	54	0	4	8	12	0	31	0	31	0	0	0	0	97
02:45 PM	0	4	33	37	0	3	10	13	0	24	0	24	0	0	0	0	74
Total	0	20	121	141	0	14	32	46	0	113	0	113	0	0	0	0	300
Grand Total	0	29	199	228	1	33	50	84	0	192	0	192	0	0	0	0	504
Apprch %	0	12.7	87.3		1.2	39.3	59.5		0	100	0		0	0	0		
Total %	0	5.8	39.5	45.2	0.2	6.5	9.9	16.7	0	38.1	0	38.1	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	3	30	33	0	4	2	6	0	38	0	38	0	0	0	0	77
02:00 PM	0	3	21	24	0	0	9	9	0	33	0	33	0	0	0	0	66
02:15 PM	0	2	24	26	0	7	5	12	0	25	0	25	0	0	0	0	63
02:30 PM	0	11	43	54	0	4	8	12	0	31	0	31	0	0	0	0	97
Total Volume	0	19	118	137	0	15	24	39	0	127	0	127	0	0	0	0	303
% App. Total	0	13.9	86.1		0	38.5	61.5		0	100	0		0	0	0		
PHF	.000	.432	.686	.634	.000	.536	.667	.813	.000	.836	.000	.836	.000	.000	.000	.000	.781

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	3	30	33	0	4	2	6	0	38	0	38	0	0	0	0
+15 mins.	0	3	21	24	0	0	9	9	0	33	0	33	0	0	0	0
+30 mins.	0	2	24	26	0	7	5	12	0	25	0	25	0	0	0	0
+45 mins.	0	11	43	54	0	4	8	12	0	31	0	31	0	0	0	0
Total Volume	0	19	118	137	0	15	24	39	0	127	0	127	0	0	0	0
% App. Total	0	13.9	86.1		0	38.5	61.5		0	100	0		0	0	0	
PHF	.000	.432	.686	.634	.000	.536	.667	.813	.000	.836	.000	.836	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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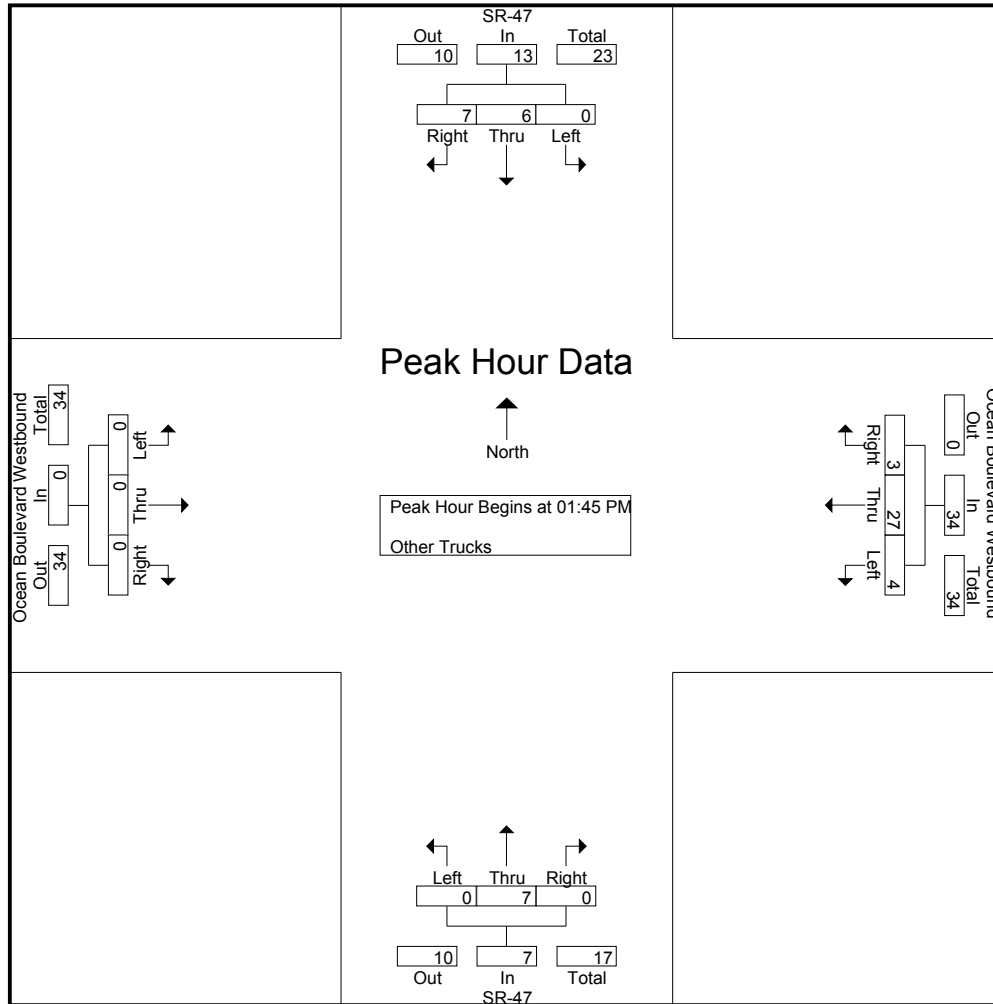
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
01:00 PM	0	4	3	7	0	13	1	14	0	0	0	0	0	0	0	0	0	21
01:15 PM	0	1	3	4	1	3	1	5	0	4	0	4	0	0	0	0	0	13
01:30 PM	0	3	3	6	0	6	1	7	0	5	0	5	0	0	0	0	0	18
01:45 PM	0	4	0	4	1	8	1	10	0	0	0	0	0	0	0	0	0	14
Total	0	12	9	21	2	30	4	36	0	9	0	9	0	0	0	0	0	66
02:00 PM	0	1	4	5	2	7	1	10	0	3	0	3	0	0	0	0	0	18
02:15 PM	0	1	2	3	1	7	1	9	0	3	0	3	0	0	0	0	0	15
02:30 PM	0	0	1	1	0	5	0	5	0	1	0	1	0	0	0	0	0	7
02:45 PM	0	0	3	3	1	5	0	6	0	0	0	0	0	0	0	0	0	9
Total	0	2	10	12	4	24	2	30	0	7	0	7	0	0	0	0	0	49
Grand Total	0	14	19	33	6	54	6	66	0	16	0	16	0	0	0	0	0	115
Apprch %	0	42.4	57.6		9.1	81.8	9.1		0	100	0		0	0	0			
Total %	0	12.2	16.5	28.7	5.2	47	5.2	57.4	0	13.9	0	13.9	0	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 01:45 PM																		
01:45 PM	0	4	0	4	1	8	1	10	0	0	0	0	0	0	0	0	0	14
02:00 PM	0	1	4	5	2	7	1	10	0	3	0	3	0	0	0	0	0	18
02:15 PM	0	1	2	3	1	7	1	9	0	3	0	3	0	0	0	0	0	15
02:30 PM	0	0	1	1	0	5	0	5	0	1	0	1	0	0	0	0	0	7
Total Volume	0	6	7	13	4	27	3	34	0	7	0	7	0	0	0	0	0	54
% App. Total	0	46.2	53.8		11.8	79.4	8.8		0	100	0		0	0	0			
PHF	.000	.375	.438	.650	.500	.844	.750	.850	.000	.583	.000	.583	.000	.000	.000	.000	.000	.750

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	4	0	4	1	8	1	10	0	0	0	0	0	0	0	0
+15 mins.	0	1	4	5	2	7	1	10	0	3	0	3	0	0	0	0
+30 mins.	0	1	2	3	1	7	1	9	0	3	0	3	0	0	0	0
+45 mins.	0	0	1	1	0	5	0	5	0	1	0	1	0	0	0	0
Total Volume	0	6	7	13	4	27	3	34	0	7	0	7	0	0	0	0
% App. Total	0	46.2	53.8		11.8	79.4	8.8		0	100	0		0	0	0	
PHF	.000	.375	.438	.650	.500	.844	.750	.850	.000	.583	.000	.583	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

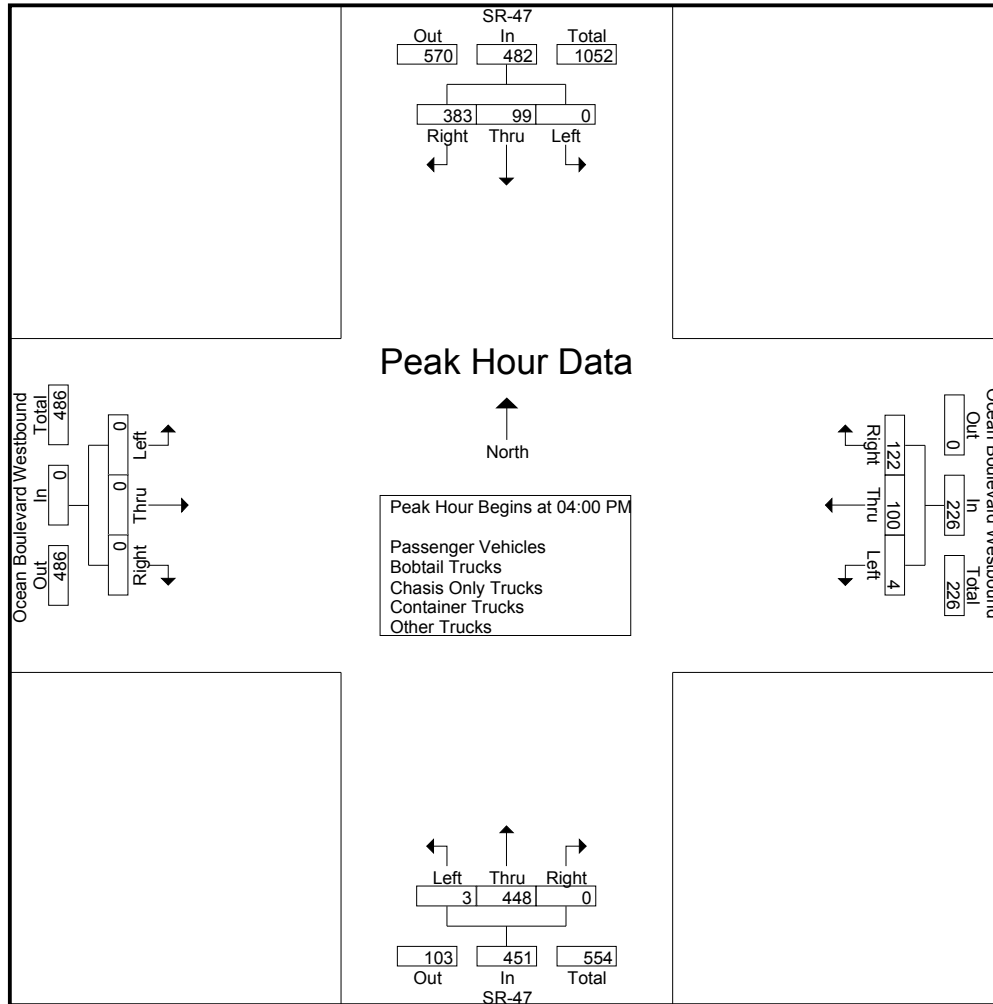
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	11	83	94	1	20	29	50	1	142	0	143	0	0	0	0	287
04:15 PM	0	26	84	110	2	26	27	55	0	133	0	133	0	0	0	0	298
04:30 PM	0	23	101	124	0	23	28	51	1	94	0	95	0	0	0	0	270
04:45 PM	0	39	115	154	1	31	38	70	1	79	0	80	0	0	0	0	304
Total	0	99	383	482	4	100	122	226	3	448	0	451	0	0	0	0	1159
05:00 PM	0	39	106	145	3	17	21	41	0	65	0	65	0	0	0	0	251
05:15 PM	0	48	90	138	1	14	21	36	0	56	0	56	0	0	0	0	230
05:30 PM	0	15	82	97	1	19	19	39	2	40	0	42	0	0	0	0	178
05:45 PM	0	29	84	113	1	7	5	13	1	43	0	44	0	0	0	0	170
Total	0	131	362	493	6	57	66	129	3	204	0	207	0	0	0	0	829
Grand Total	0	230	745	975	10	157	188	355	6	652	0	658	0	0	0	0	1988
Apprch %	0	23.6	76.4		2.8	44.2	53		0.9	99.1	0		0	0	0		
Total %	0	11.6	37.5	49	0.5	7.9	9.5	17.9	0.3	32.8	0	33.1	0	0	0	0	
Passenger Vehicles	0	136	336	472	5	91	130	226	3	342	0	345	0	0	0	0	1043
% Passenger Vehicles	0	59.1	45.1	48.4	50	58	69.1	63.7	50	52.5	0	52.4	0	0	0	0	52.5
Bobtail Trucks	0	70	176	246	0	11	36	47	2	129	0	131	0	0	0	0	424
% Bobtail Trucks	0	30.4	23.6	25.2	0	7	19.1	13.2	33.3	19.8	0	19.9	0	0	0	0	21.3
Chasis Only Trucks	0	3	32	35	0	10	5	15	0	17	0	17	0	0	0	0	67
% Chasis Only Trucks	0	1.3	4.3	3.6	0	6.4	2.7	4.2	0	2.6	0	2.6	0	0	0	0	3.4
Container Trucks	0	19	199	218	0	36	16	52	1	157	0	158	0	0	0	0	428
% Container Trucks	0	8.3	26.7	22.4	0	22.9	8.5	14.6	16.7	24.1	0	24	0	0	0	0	21.5
Other Trucks	0	2	2	4	5	9	1	15	0	7	0	7	0	0	0	0	26
% Other Trucks	0	0.9	0.3	0.4	50	5.7	0.5	4.2	0	1.1	0	1.1	0	0	0	0	1.3

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	11	83	94	1	20	29	50	1	142	0	143	0	0	0	0	287
04:15 PM	0	26	84	110	2	26	27	55	0	133	0	133	0	0	0	0	298
04:30 PM	0	23	101	124	0	23	28	51	1	94	0	95	0	0	0	0	270
04:45 PM	0	39	115	154	1	31	38	70	1	79	0	80	0	0	0	0	304
Total Volume	0	99	383	482	4	100	122	226	3	448	0	451	0	0	0	0	1159
% App. Total	0	20.5	79.5		1.8	44.2	54		0.7	99.3	0		0	0	0		
PHF	.000	.635	.833	.782	.500	.806	.803	.807	.750	.789	.000	.788	.000	.000	.000	.000	.953

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	23	101	124	1	20	29	50	1	142	0	143	0	0	0	0
+15 mins.	0	39	115	154	2	26	27	55	0	133	0	133	0	0	0	0
+30 mins.	0	39	106	145	0	23	28	51	1	94	0	95	0	0	0	0
+45 mins.	0	48	90	138	1	31	38	70	1	79	0	80	0	0	0	0
Total Volume	0	149	412	561	4	100	122	226	3	448	0	451	0	0	0	0
% App. Total	0	26.6	73.4		1.8	44.2	54		0.7	99.3	0		0	0	0	
PHF	.000	.776	.896	.911	.500	.806	.803	.807	.750	.789	.000	.788	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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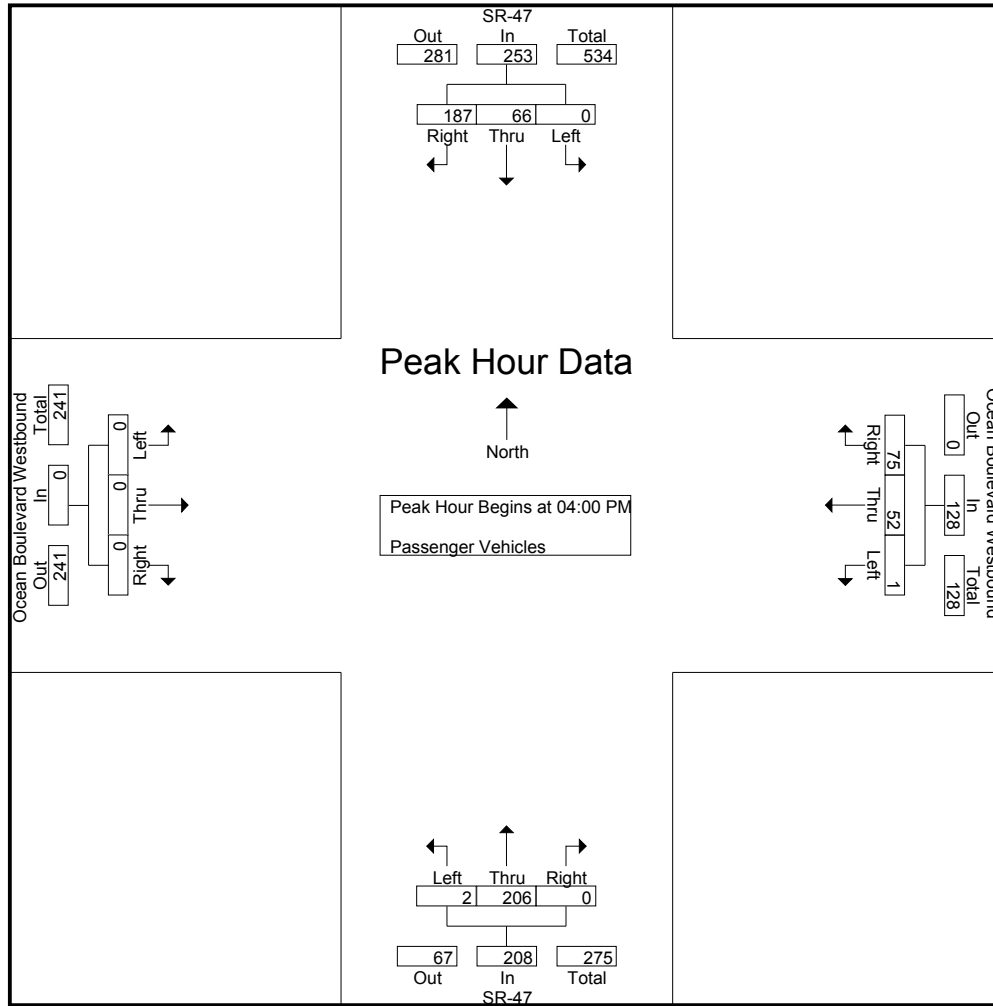
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	7	39	46	0	8	15	23	0	47	0	47	0	0	0	0	116
04:15 PM	0	19	40	59	1	11	16	28	0	49	0	49	0	0	0	0	136
04:30 PM	0	14	51	65	0	15	15	30	1	49	0	50	0	0	0	0	145
04:45 PM	0	26	57	83	0	18	29	47	1	61	0	62	0	0	0	0	192
Total	0	66	187	253	1	52	75	128	2	206	0	208	0	0	0	0	589
05:00 PM	0	30	49	79	3	13	19	35	0	54	0	54	0	0	0	0	168
05:15 PM	0	26	39	65	0	9	20	29	0	35	0	35	0	0	0	0	129
05:30 PM	0	6	31	37	0	11	13	24	0	20	0	20	0	0	0	0	81
05:45 PM	0	8	30	38	1	6	3	10	1	27	0	28	0	0	0	0	76
Total	0	70	149	219	4	39	55	98	1	136	0	137	0	0	0	0	454
Grand Total	0	136	336	472	5	91	130	226	3	342	0	345	0	0	0	0	1043
Apprch %	0	28.8	71.2		2.2	40.3	57.5		0.9	99.1	0		0	0	0		
Total %	0	13	32.2	45.3	0.5	8.7	12.5	21.7	0.3	32.8	0	33.1	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	7	39	46	0	8	15	23	0	47	0	47	0	0	0	0	116
04:15 PM	0	19	40	59	1	11	16	28	0	49	0	49	0	0	0	0	136
04:30 PM	0	14	51	65	0	15	15	30	1	49	0	50	0	0	0	0	145
04:45 PM	0	26	57	83	0	18	29	47	1	61	0	62	0	0	0	0	192
Total Volume	0	66	187	253	1	52	75	128	2	206	0	208	0	0	0	0	589
% App. Total	0	26.1	73.9		0.8	40.6	58.6		1	99	0		0	0	0		
PHF	.000	.635	.820	.762	.250	.722	.647	.681	.500	.844	.000	.839	.000	.000	.000	.000	.767

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	7	39	46	0	8	15	23	0	47	0	47	0	0	0	0
+15 mins.	0	19	40	59	1	11	16	28	0	49	0	49	0	0	0	0
+30 mins.	0	14	51	65	0	15	15	30	1	49	0	50	0	0	0	0
+45 mins.	0	26	57	83	0	18	29	47	1	61	0	62	0	0	0	0
Total Volume	0	66	187	253	1	52	75	128	2	206	0	208	0	0	0	0
% App. Total	0	26.1	73.9		0.8	40.6	58.6		1	99	0		0	0	0	
PHF	.000	.635	.820	.762	.250	.722	.647	.681	.500	.844	.000	.839	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

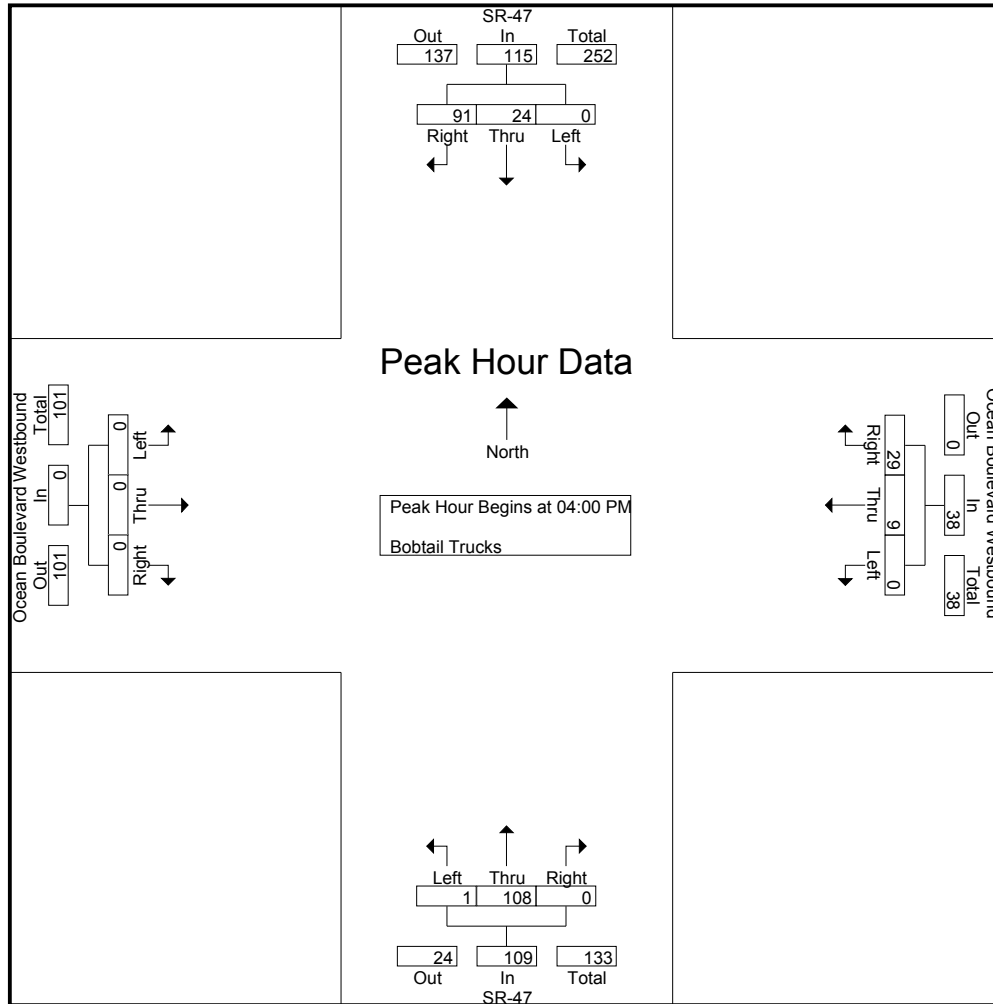
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	19	22	0	0	11	11	1	43	0	44	0	0	0	0	77
04:15 PM	0	3	15	18	0	4	9	13	0	34	0	34	0	0	0	0	65
04:30 PM	0	8	24	32	0	3	5	8	0	21	0	21	0	0	0	0	61
04:45 PM	0	10	33	43	0	2	4	6	0	10	0	10	0	0	0	0	59
Total	0	24	91	115	0	9	29	38	1	108	0	109	0	0	0	0	262
05:00 PM	0	6	24	30	0	2	0	2	0	3	0	3	0	0	0	0	35
05:15 PM	0	17	22	39	0	0	1	1	0	5	0	5	0	0	0	0	45
05:30 PM	0	7	17	24	0	0	4	4	1	8	0	9	0	0	0	0	37
05:45 PM	0	16	22	38	0	0	2	2	0	5	0	5	0	0	0	0	45
Total	0	46	85	131	0	2	7	9	1	21	0	22	0	0	0	0	162
Grand Total	0	70	176	246	0	11	36	47	2	129	0	131	0	0	0	0	424
Apprch %	0	28.5	71.5		0	23.4	76.6		1.5	98.5	0		0	0	0		
Total %	0	16.5	41.5	58	0	2.6	8.5	11.1	0.5	30.4	0	30.9	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	19	22	0	0	11	11	1	43	0	44	0	0	0	0	77
04:15 PM	0	3	15	18	0	4	9	13	0	34	0	34	0	0	0	0	65
04:30 PM	0	8	24	32	0	3	5	8	0	21	0	21	0	0	0	0	61
04:45 PM	0	10	33	43	0	2	4	6	0	10	0	10	0	0	0	0	59
Total Volume	0	24	91	115	0	9	29	38	1	108	0	109	0	0	0	0	262
% App. Total	0	20.9	79.1		0	23.7	76.3		0.9	99.1	0		0	0	0		
PHF	.000	.600	.689	.669	.000	.563	.659	.731	.250	.628	.000	.619	.000	.000	.000	.000	.851

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	3	19	22	0	0	11	11	1	43	0	44	0	0	0	0
+15 mins.	0	3	15	18	0	4	9	13	0	34	0	34	0	0	0	0
+30 mins.	0	8	24	32	0	3	5	8	0	21	0	21	0	0	0	0
+45 mins.	0	10	33	43	0	2	4	6	0	10	0	10	0	0	0	0
Total Volume	0	24	91	115	0	9	29	38	1	108	0	109	0	0	0	0
% App. Total	0	20.9	79.1		0	23.7	76.3		0.9	99.1	0		0	0	0	
PHF	.000	.600	.689	.669	.000	.563	.659	.731	.250	.628	.000	.619	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

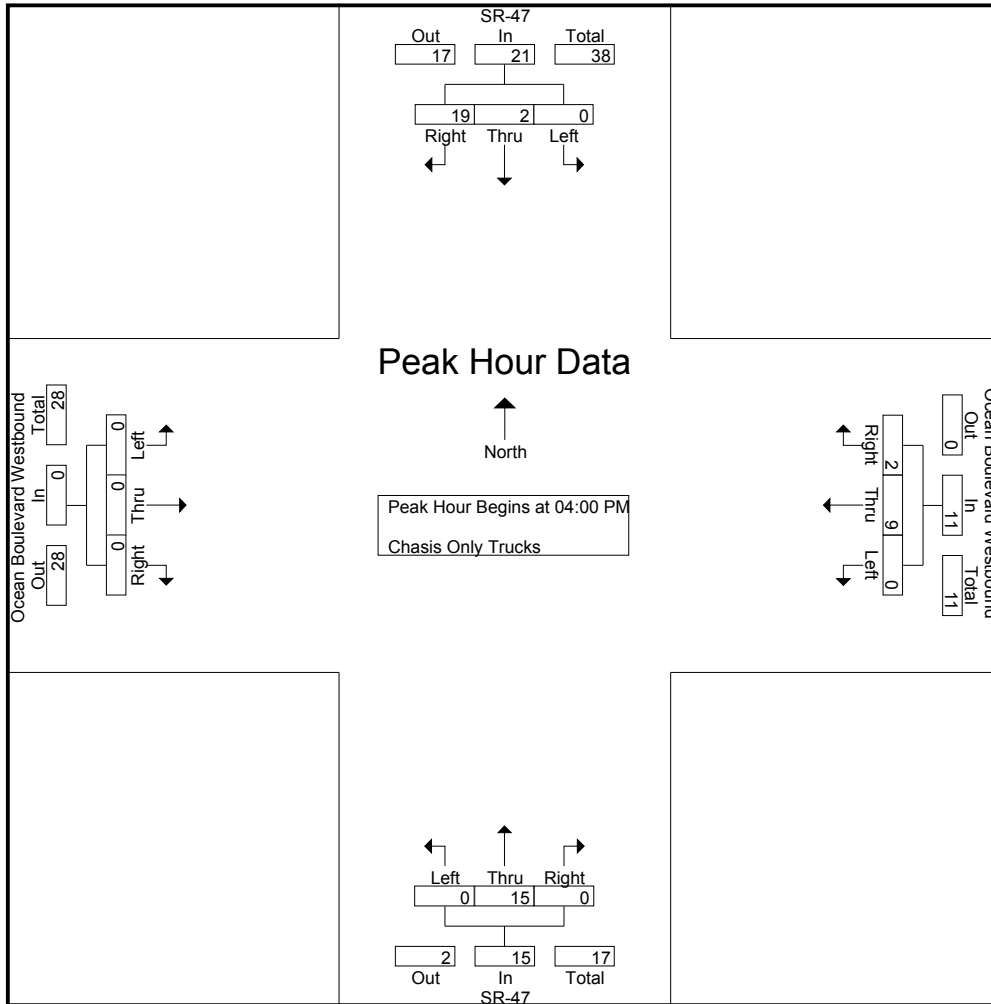
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	7	7	0	6	1	7	0	5	0	5	0	0	0	0	19
04:15 PM	0	1	7	8	0	2	0	2	0	6	0	6	0	0	0	0	16
04:30 PM	0	1	2	3	0	0	1	1	0	4	0	4	0	0	0	0	8
04:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total	0	2	19	21	0	9	2	11	0	15	0	15	0	0	0	0	47
05:00 PM	0	0	6	6	0	0	2	2	0	1	0	1	0	0	0	0	9
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	4	4	0	1	1	2	0	1	0	1	0	0	0	0	7
05:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	13	14	0	1	3	4	0	2	0	2	0	0	0	0	20
Grand Total	0	3	32	35	0	10	5	15	0	17	0	17	0	0	0	0	67
Apprch %	0	8.6	91.4		0	66.7	33.3		0	100	0		0	0	0		
Total %	0	4.5	47.8	52.2	0	14.9	7.5	22.4	0	25.4	0	25.4	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	7	7	0	6	1	7	0	5	0	5	0	0	0	0	19
04:15 PM	0	1	7	8	0	2	0	2	0	6	0	6	0	0	0	0	16
04:30 PM	0	1	2	3	0	0	1	1	0	4	0	4	0	0	0	0	8
04:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total Volume	0	2	19	21	0	9	2	11	0	15	0	15	0	0	0	0	47
% App. Total	0	9.5	90.5		0	81.8	18.2		0	100	0		0	0	0		
PHF	.000	.500	.679	.656	.000	.375	.500	.393	.000	.625	.000	.625	.000	.000	.000	.000	.618

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	7	7	0	6	1	7	0	5	0	5	0	0	0	0
+15 mins.	0	1	7	8	0	2	0	2	0	6	0	6	0	0	0	0
+30 mins.	0	1	2	3	0	0	1	1	0	4	0	4	0	0	0	0
+45 mins.	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	19	21	0	9	2	11	0	15	0	15	0	0	0	0
% App. Total	0	9.5	90.5		0	81.8	18.2		0	100	0		0	0	0	
PHF	.000	.500	.679	.656	.000	.375	.500	.393	.000	.625	.000	.625	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

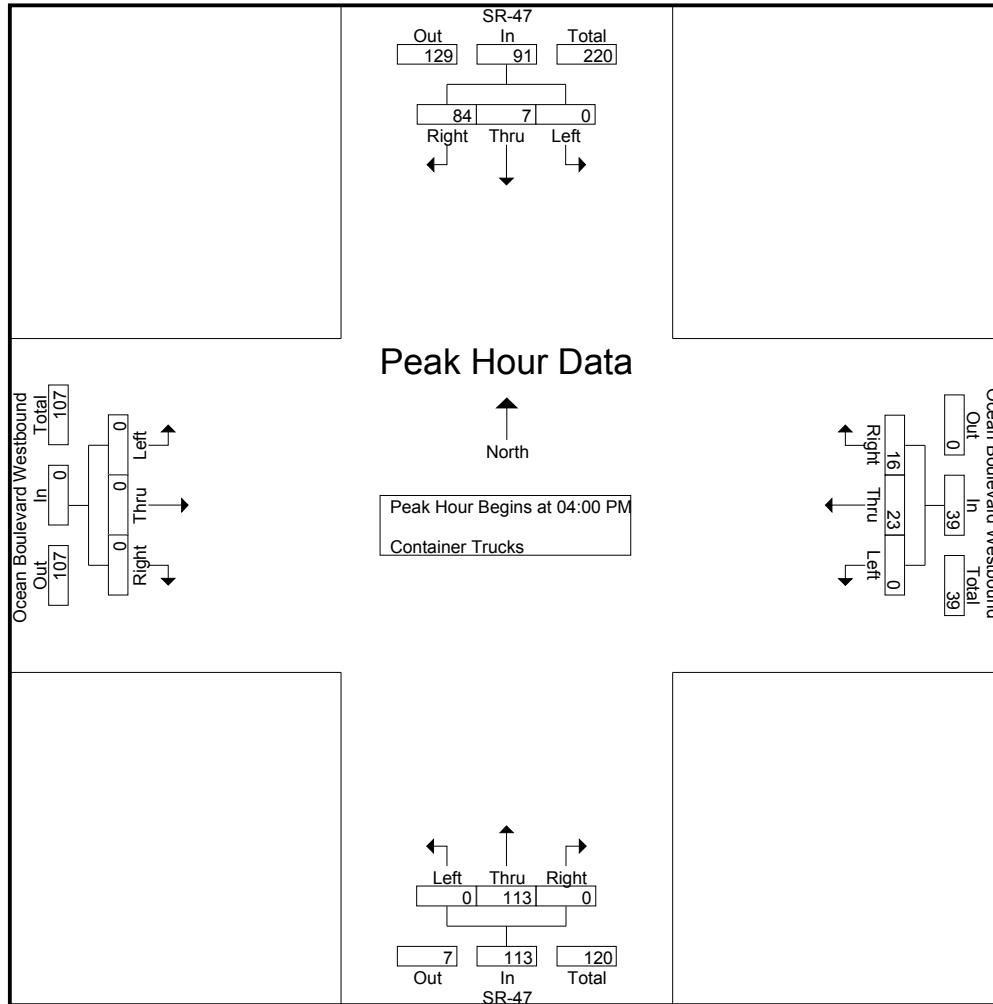
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	18	19	0	5	2	7	0	44	0	44	0	0	0	0	70
04:15 PM	0	3	21	24	0	7	2	9	0	41	0	41	0	0	0	0	74
04:30 PM	0	0	23	23	0	5	7	12	0	20	0	20	0	0	0	0	55
04:45 PM	0	3	22	25	0	6	5	11	0	8	0	8	0	0	0	0	44
Total	0	7	84	91	0	23	16	39	0	113	0	113	0	0	0	0	243
05:00 PM	0	3	27	30	0	2	0	2	0	6	0	6	0	0	0	0	38
05:15 PM	0	4	27	31	0	5	0	5	0	16	0	16	0	0	0	0	52
05:30 PM	0	2	30	32	0	5	0	5	1	11	0	12	0	0	0	0	49
05:45 PM	0	3	31	34	0	1	0	1	0	11	0	11	0	0	0	0	46
Total	0	12	115	127	0	13	0	13	1	44	0	45	0	0	0	0	185
Grand Total	0	19	199	218	0	36	16	52	1	157	0	158	0	0	0	0	428
Apprch %	0	8.7	91.3		0	69.2	30.8		0.6	99.4	0		0	0	0		
Total %	0	4.4	46.5	50.9	0	8.4	3.7	12.1	0.2	36.7	0	36.9	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	18	19	0	5	2	7	0	44	0	44	0	0	0	0	70
04:15 PM	0	3	21	24	0	7	2	9	0	41	0	41	0	0	0	0	74
04:30 PM	0	0	23	23	0	5	7	12	0	20	0	20	0	0	0	0	55
04:45 PM	0	3	22	25	0	6	5	11	0	8	0	8	0	0	0	0	44
Total Volume	0	7	84	91	0	23	16	39	0	113	0	113	0	0	0	0	243
% App. Total	0	7.7	92.3		0	59	41		0	100	0		0	0	0		
PHF	.000	.583	.913	.910	.000	.821	.571	.813	.000	.642	.000	.642	.000	.000	.000	.000	.821

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	18	19	0	5	2	7	0	44	0	44	0	0	0	0
+15 mins.	0	3	21	24	0	7	2	9	0	41	0	41	0	0	0	0
+30 mins.	0	0	23	23	0	5	7	12	0	20	0	20	0	0	0	0
+45 mins.	0	3	22	25	0	6	5	11	0	8	0	8	0	0	0	0
Total Volume	0	7	84	91	0	23	16	39	0	113	0	113	0	0	0	0
% App. Total	0	7.7	92.3		0	59	41		0	100	0		0	0	0	
PHF	.000	.583	.913	.910	.000	.821	.571	.813	.000	.642	.000	.642	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

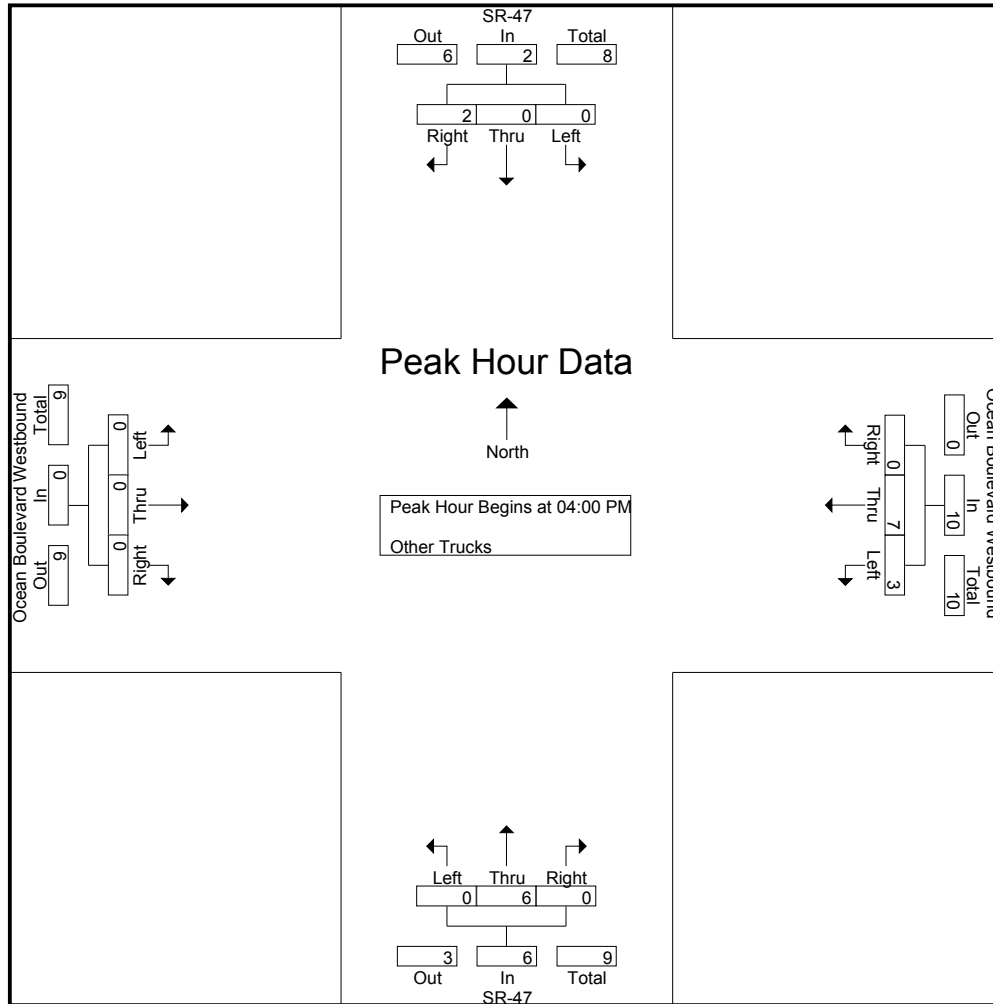
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	2	0	3	0	3	0	0	0	0	5
04:15 PM	0	0	1	1	1	2	0	3	0	3	0	3	0	0	0	0	7
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
Total	0	0	2	2	3	7	0	10	0	6	0	6	0	0	0	0	18
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	1	2	1	4	0	0	0	0	0	0	0	0	4
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	2	2	1	5	0	1	0	1	0	0	0	0	8
Grand Total	0	2	2	4	5	9	1	15	0	7	0	7	0	0	0	0	26
Apprch %	0	50	50		33.3	60	6.7		0	100	0		0	0	0		
Total %	0	7.7	7.7	15.4	19.2	34.6	3.8	57.7	0	26.9	0	26.9	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	1	1	0	2	0	3	0	3	0	0	0	0	5
04:15 PM	0	0	1	1	1	2	0	3	0	3	0	3	0	0	0	0	7
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
Total Volume	0	0	2	2	3	7	0	10	0	6	0	6	0	0	0	0	18
% App. Total	0	0	100		30	70	0		0	100	0		0	0	0		
PHF	.000	.000	.500	.500	.750	.438	.000	.500	.000	.500	.000	.500	.000	.000	.000	.000	.643

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	1	1	0	2	0	3	0	3	0	0	0	0
+15 mins.	0	0	1	1	1	2	0	3	0	3	0	3	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	3	7	0	10	0	6	0	6	0	0	0	0
% App. Total	0	0	100		30	70	0		0	100	0		0	0	0	
PHF	.000	.000	.500	.500	.750	.438	.000	.500	.000	.500	.000	.500	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

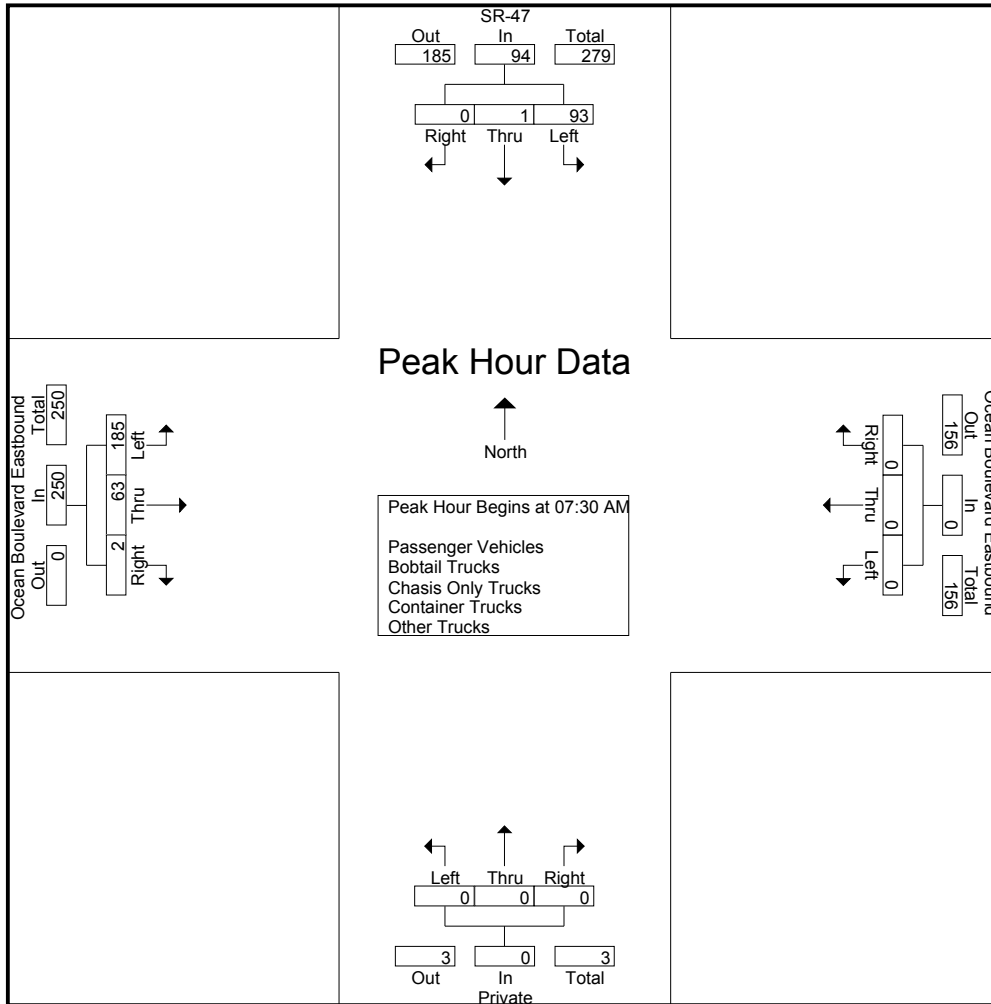
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	1	0	14	0	0	0	0	0	0	0	0	26	15	0	41	55
07:15 AM	35	4	0	39	0	0	0	0	0	0	1	1	29	15	1	45	85
07:30 AM	28	1	0	29	0	0	0	0	0	0	0	0	65	16	0	81	110
07:45 AM	21	0	0	21	0	0	0	0	0	0	0	0	44	16	1	61	82
Total	97	6	0	103	0	0	0	0	0	0	1	1	164	62	2	228	332
08:00 AM	17	0	0	17	0	0	0	0	0	0	0	0	32	17	0	49	66
08:15 AM	27	0	0	27	0	0	0	0	0	0	0	0	44	14	1	59	86
08:30 AM	20	0	0	20	0	0	0	0	0	0	0	0	39	19	0	58	78
08:45 AM	19	0	0	19	0	0	0	0	0	0	0	0	52	28	0	80	99
Total	83	0	0	83	0	0	0	0	0	0	0	0	167	78	1	246	329
Grand Total	180	6	0	186	0	0	0	0	0	0	1	1	331	140	3	474	661
Apprch %	96.8	3.2	0		0	0	0		0	0	100		69.8	29.5	0.6		
Total %	27.2	0.9	0	28.1	0	0	0	0	0	0	0.2	0.2	50.1	21.2	0.5	71.7	
Passenger Vehicles	107	6	0	113	0	0	0	0	0	0	1	1	218	63	0	281	395
% Passenger Vehicles	59.4	100	0	60.8	0	0	0	0	0	0	100	100	65.9	45	0	59.3	59.8
Bobtail Trucks	29	0	0	29	0	0	0	0	0	0	0	0	58	23	3	84	113
% Bobtail Trucks	16.1	0	0	15.6	0	0	0	0	0	0	0	0	17.5	16.4	100	17.7	17.1
Chasis Only Trucks	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	16
% Chasis Only Trucks	2.8	0	0	2.7	0	0	0	0	0	0	0	0	3.3	0	0	2.3	2.4
Container Trucks	25	0	0	25	0	0	0	0	0	0	0	0	33	28	0	61	86
% Container Trucks	13.9	0	0	13.4	0	0	0	0	0	0	0	0	10	20	0	12.9	13
Other Trucks	14	0	0	14	0	0	0	0	0	0	0	0	11	26	0	37	51
% Other Trucks	7.8	0	0	7.5	0	0	0	0	0	0	0	0	3.3	18.6	0	7.8	7.7

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	1	0	29	0	0	0	0	0	0	0	0	65	16	0	81	110
07:45 AM	21	0	0	21	0	0	0	0	0	0	0	0	44	16	1	61	82
08:00 AM	17	0	0	17	0	0	0	0	0	0	0	0	32	17	0	49	66
08:15 AM	27	0	0	27	0	0	0	0	0	0	0	0	44	14	1	59	86
Total Volume	93	1	0	94	0	0	0	0	0	0	0	0	185	63	2	250	344
% App. Total	98.9	1.1	0		0	0	0		0	0	0		74	25.2	0.8		
PHF	.830	.250	.000	.810	.000	.000	.000	.000	.000	.000	.000	.000	.712	.926	.500	.772	.782

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	35	4	0	39	0	0	0	0	0	0	0	0	65	16	0	81
+15 mins.	28	1	0	29	0	0	0	0	0	0	1	1	44	16	1	61
+30 mins.	21	0	0	21	0	0	0	0	0	0	0	0	32	17	0	49
+45 mins.	17	0	0	17	0	0	0	0	0	0	0	0	44	14	1	59
Total Volume	101	5	0	106	0	0	0	0	0	0	1	1	185	63	2	250
% App. Total	95.3	4.7	0		0	0	0		0	0	100		74	25.2	0.8	
PHF	.721	.313	.000	.679	.000	.000	.000	.000	.000	.000	.250	.250	.712	.926	.500	.772

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

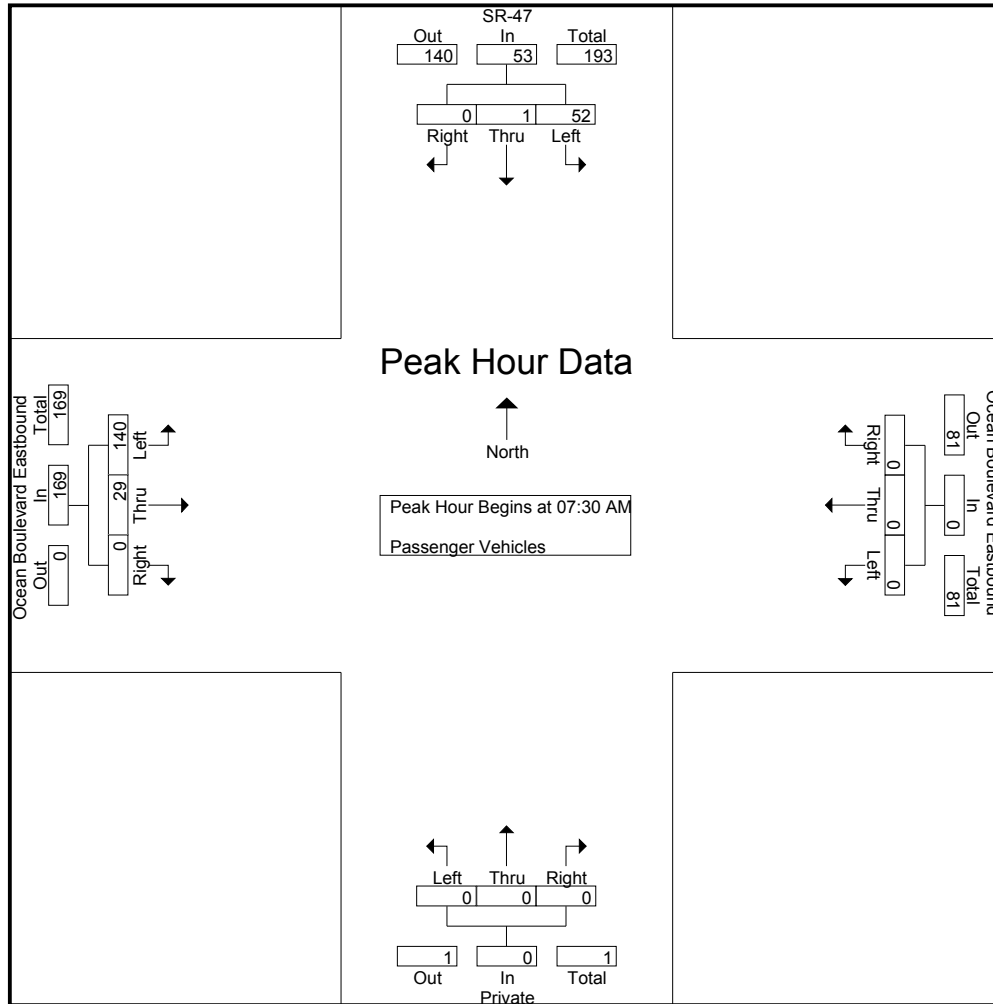
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	1	0	10	0	0	0	0	0	0	0	0	24	12	0	36	46
07:15 AM	33	4	0	37	0	0	0	0	0	0	1	1	15	11	0	26	64
07:30 AM	18	1	0	19	0	0	0	0	0	0	0	0	46	13	0	59	78
07:45 AM	16	0	0	16	0	0	0	0	0	0	0	0	38	6	0	44	60
Total	76	6	0	82	0	0	0	0	0	0	1	1	123	42	0	165	248
08:00 AM	4	0	0	4	0	0	0	0	0	0	0	0	28	7	0	35	39
08:15 AM	14	0	0	14	0	0	0	0	0	0	0	0	28	3	0	31	45
08:30 AM	6	0	0	6	0	0	0	0	0	0	0	0	18	5	0	23	29
08:45 AM	7	0	0	7	0	0	0	0	0	0	0	0	21	6	0	27	34
Total	31	0	0	31	0	0	0	0	0	0	0	0	95	21	0	116	147
Grand Total	107	6	0	113	0	0	0	0	0	0	1	1	218	63	0	281	395
Apprch %	94.7	5.3	0		0	0	0		0	0	100		77.6	22.4	0		
Total %	27.1	1.5	0	28.6	0	0	0	0	0	0	0.3	0.3	55.2	15.9	0	71.1	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	1	0	19	0	0	0	0	0	0	0	0	46	13	0	59	78
07:45 AM	16	0	0	16	0	0	0	0	0	0	0	0	38	6	0	44	60
08:00 AM	4	0	0	4	0	0	0	0	0	0	0	0	28	7	0	35	39
08:15 AM	14	0	0	14	0	0	0	0	0	0	0	0	28	3	0	31	45
Total Volume	52	1	0	53	0	0	0	0	0	0	0	0	140	29	0	169	222
% App. Total	98.1	1.9	0		0	0	0		0	0	0		82.8	17.2	0		
PHF	.722	.250	.000	.697	.000	.000	.000	.000	.000	.000	.000	.000	.761	.558	.000	.716	.712

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	18	1	0	19	0	0	0	0	0	0	0	0	46	13	0	59
+15 mins.	16	0	0	16	0	0	0	0	0	0	0	0	38	6	0	44
+30 mins.	4	0	0	4	0	0	0	0	0	0	0	0	28	7	0	35
+45 mins.	14	0	0	14	0	0	0	0	0	0	0	0	28	3	0	31
Total Volume	52	1	0	53	0	0	0	0	0	0	0	0	140	29	0	169
% App. Total	98.1	1.9	0		0	0	0		0	0	0		82.8	17.2	0	
PHF	.722	.250	.000	.697	.000	.000	.000	.000	.000	.000	.000	.000	.761	.558	.000	.716

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

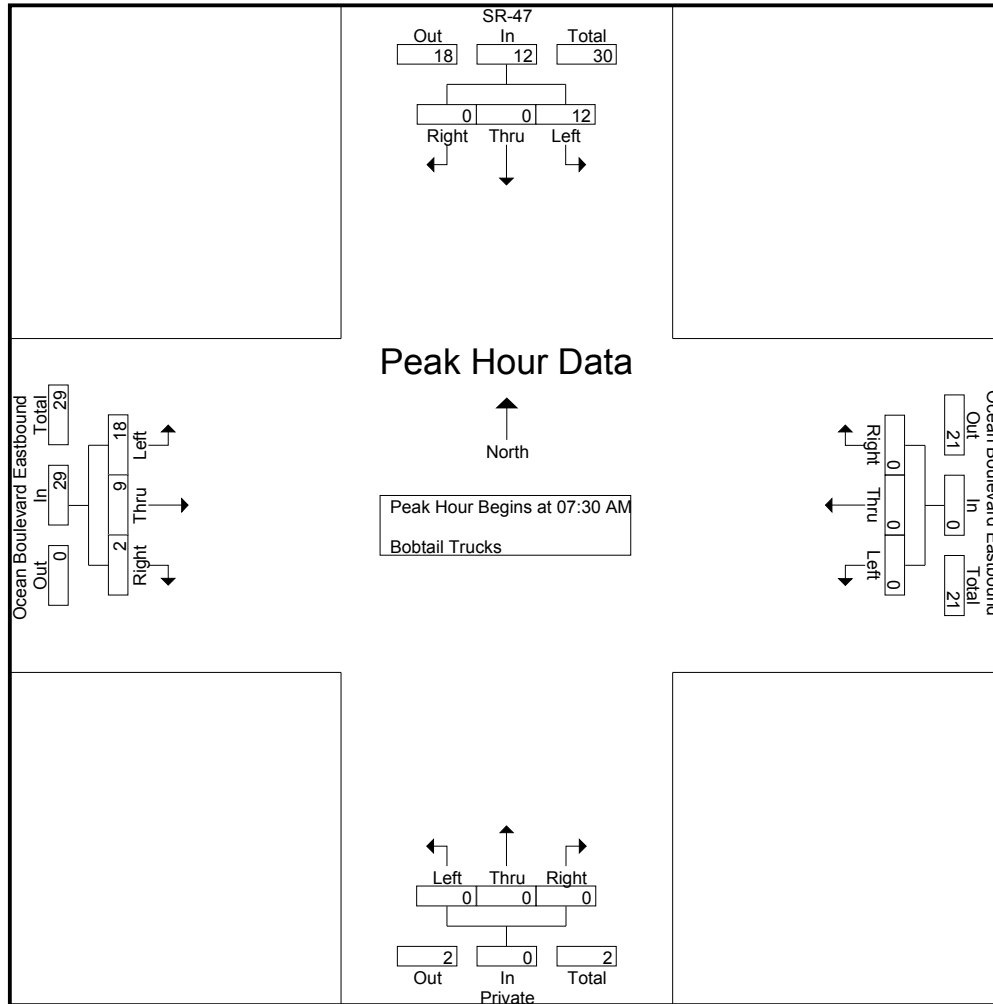
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	3	4
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	11	3	1	15	16
07:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10	14
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	3	1	7	8
Total	7	0	0	7	0	0	0	0	0	0	0	0	25	8	2	35	42
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	1	3	0	4	7
08:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	4	3	1	8	12
08:30 AM	11	0	0	11	0	0	0	0	0	0	0	0	11	1	0	12	23
08:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	17	8	0	25	29
Total	22	0	0	22	0	0	0	0	0	0	0	0	33	15	1	49	71
Grand Total	29	0	0	29	0	0	0	0	0	0	0	0	58	23	3	84	113
Apprch %	100	0	0		0	0	0		0	0	0		69	27.4	3.6		
Total %	25.7	0	0	25.7	0	0	0	0	0	0	0	0	51.3	20.4	2.7	74.3	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10	14
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	3	1	7	8
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	1	3	0	4	7
08:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	4	3	1	8	12
Total Volume	12	0	0	12	0	0	0	0	0	0	0	0	18	9	2	29	41
% App. Total	100	0	0		0	0	0		0	0	0		62.1	31	6.9		
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.450	.750	.500	.725	.732

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	3	3	1	7
+30 mins.	3	0	0	3	0	0	0	0	0	0	0	0	1	3	0	4
+45 mins.	4	0	0	4	0	0	0	0	0	0	0	0	4	3	1	8
Total Volume	12	0	0	12	0	0	0	0	0	0	0	0	18	9	2	29
% App. Total	100	0	0		0	0	0		0	0	0		62.1	31	6.9	
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.450	.750	.500	.725

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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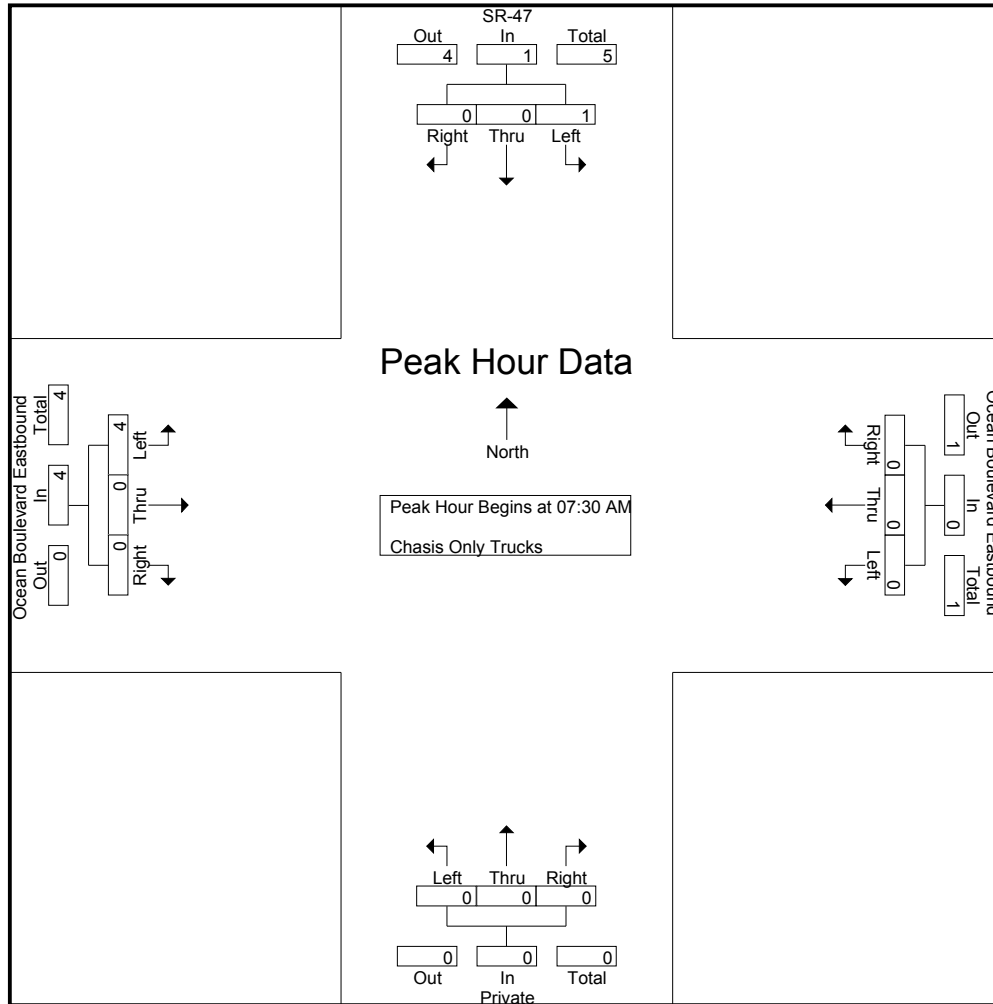
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	8
Total	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	13
Grand Total	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	16
Apprch %	100	0	0		0	0	0		0	0	0		100	0	0		
Total %	31.2	0	0	31.2	0	0	0	0	0	0	0	0	68.8	0	0	68.8	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
% App. Total	100	0	0		0	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.417

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4
% App. Total	100	0	0	100	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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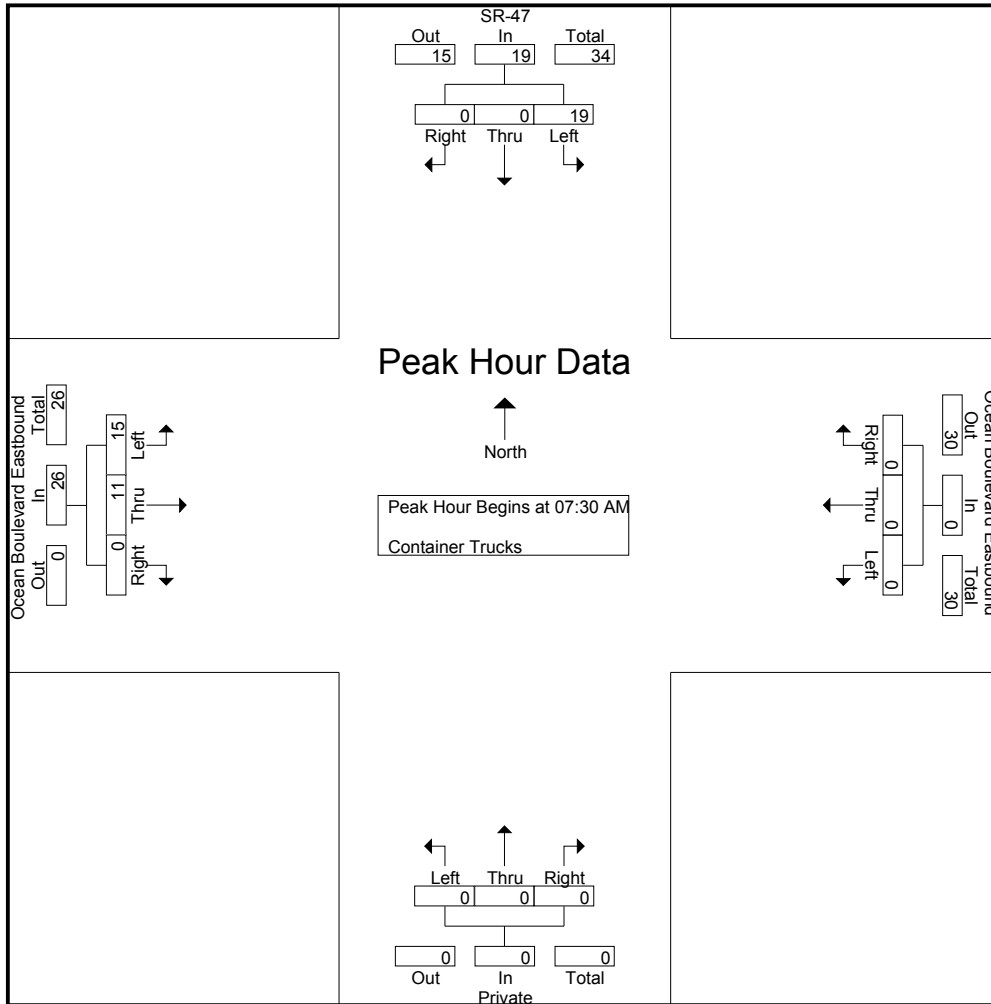
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	1	1	0	2	5
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	1	0	4	5
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	2	0	5	8
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
Total	8	0	0	8	0	0	0	0	0	0	0	0	8	5	0	13	21
08:00 AM	8	0	0	8	0	0	0	0	0	0	0	0	3	6	0	9	17
08:15 AM	7	0	0	7	0	0	0	0	0	0	0	0	8	2	0	10	17
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	7	8	0	15	16
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	7	7	0	14	15
Total	17	0	0	17	0	0	0	0	0	0	0	0	25	23	0	48	65
Grand Total	25	0	0	25	0	0	0	0	0	0	0	0	33	28	0	61	86
Apprch %	100	0	0		0	0	0		0	0	0		54.1	45.9	0		
Total %	29.1	0	0	29.1	0	0	0	0	0	0	0	0	38.4	32.6	0	70.9	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	2	0	5	8
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
08:00 AM	8	0	0	8	0	0	0	0	0	0	0	0	3	6	0	9	17
08:15 AM	7	0	0	7	0	0	0	0	0	0	0	0	8	2	0	10	17
Total Volume	19	0	0	19	0	0	0	0	0	0	0	0	15	11	0	26	45
% App. Total	100	0	0		0	0	0		0	0	0		57.7	42.3	0		
PHF	.594	.000	.000	.594	.000	.000	.000	.000	.000	.000	.000	.000	.469	.458	.000	.650	.662

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	3	2	0	5
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2
+30 mins.	8	0	0	8	0	0	0	0	0	0	0	0	3	6	0	9
+45 mins.	7	0	0	7	0	0	0	0	0	0	0	0	8	2	0	10
Total Volume	19	0	0	19	0	0	0	0	0	0	0	0	15	11	0	26
% App. Total	100	0	0		0	0	0		0	0	0		57.7	42.3	0	
PHF	.594	.000	.000	.594	.000	.000	.000	.000	.000	.000	.000	.000	.469	.458	.000	.650

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other Trucks

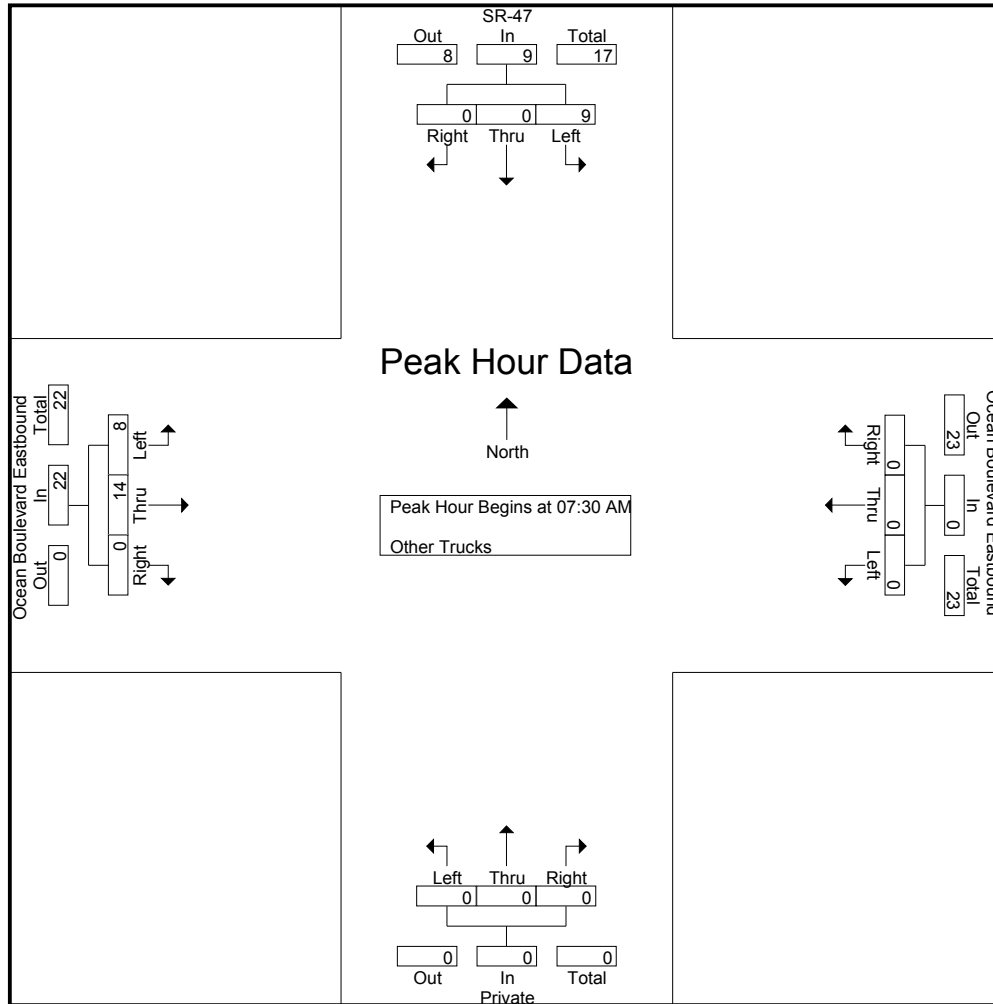
Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	4	7
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	2	6	0	8	8	11
Total	6	0	0	6	0	0	0	0	0	0	0	0	5	7	0	12	12	18
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	1	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	6	0	9	9	10
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	5	0	5	5	7
08:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	7	0	10	10	13
Total	8	0	0	8	0	0	0	0	0	0	0	0	6	19	0	25	25	33
Grand Total	14	0	0	14	0	0	0	0	0	0	0	0	11	26	0	37	37	51
Apprch %	100	0	0		0	0	0		0	0	0		29.7	70.3	0			
Total %	27.5	0	0	27.5	0	0	0	0	0	0	0	0	21.6	51	0	72.5	72.5	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	4	7
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	2	6	0	8	8	11
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	1	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	6	0	9	9	10
Total Volume	9	0	0	9	0	0	0	0	0	0	0	0	8	14	0	22	22	31
% App. Total	100	0	0		0	0	0		0	0	0		36.4	63.6	0			
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.667	.583	.000	.611	.611	.705

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4
+15 mins.	3	0	0	3	0	0	0	0	0	0	0	0	2	6	0	8
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	3	6	0	9
Total Volume	9	0	0	9	0	0	0	0	0	0	0	0	8	14	0	22
% App. Total	100	0	0		0	0	0		0	0	0		36.4	63.6	0	
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.667	.583	.000	.611

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC470CEMD
 Site Code : 00000001
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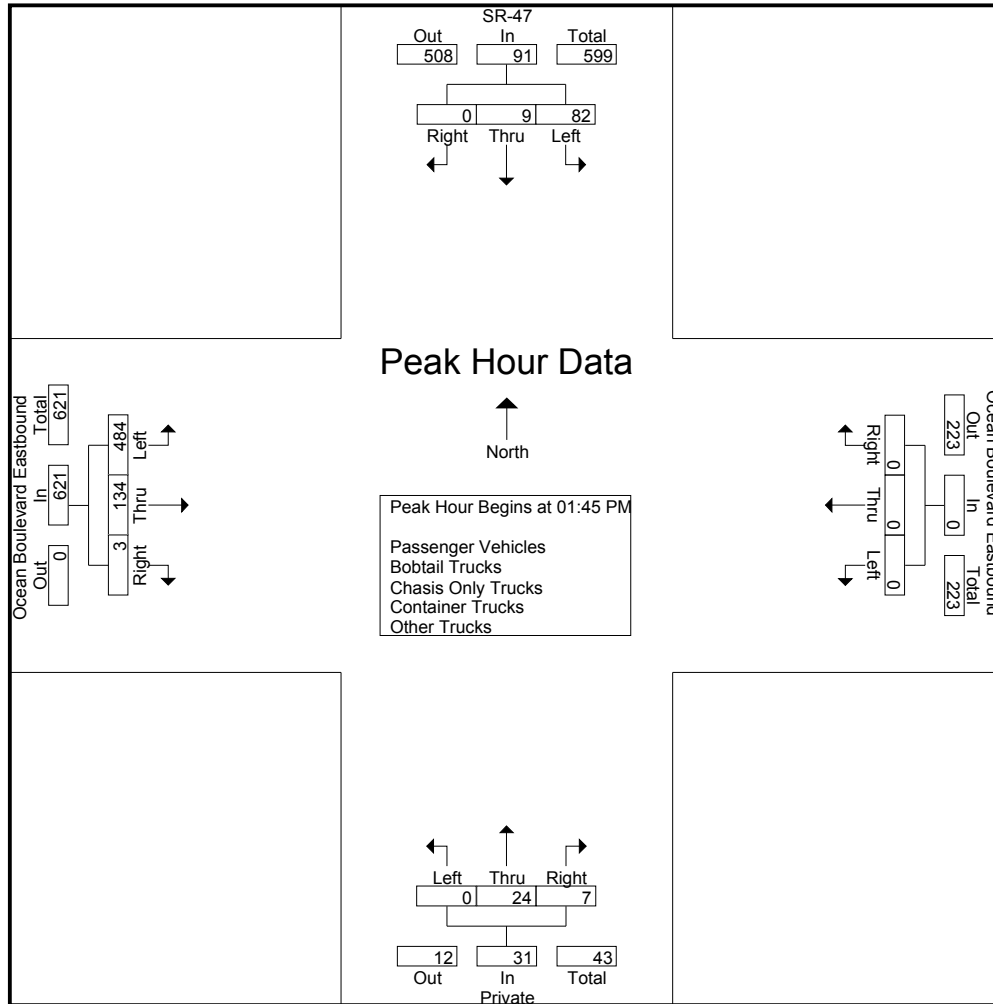
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	29	2	0	31	0	0	0	0	0	0	1	1	65	24	0	89	121
01:15 PM	19	4	0	23	0	0	0	0	0	2	3	5	63	36	0	99	127
01:30 PM	26	5	0	31	0	0	0	0	0	1	2	3	86	30	1	117	151
01:45 PM	23	0	0	23	0	0	0	0	0	7	1	8	114	35	2	151	182
Total	97	11	0	108	0	0	0	0	0	10	7	17	328	125	3	456	581
02:00 PM	26	5	0	31	0	0	0	0	0	7	4	11	127	27	1	155	197
02:15 PM	24	3	0	27	0	0	0	0	0	10	2	12	116	40	0	156	195
02:30 PM	9	1	0	10	0	0	0	0	0	0	0	0	127	32	0	159	169
02:45 PM	6	0	0	6	0	0	0	0	0	0	0	0	121	19	28	168	174
Total	65	9	0	74	0	0	0	0	0	17	6	23	491	118	29	638	735
Grand Total	162	20	0	182	0	0	0	0	0	27	13	40	819	243	32	1094	1316
Apprch %	89	11	0		0	0	0		0	67.5	32.5		74.9	22.2	2.9		
Total %	12.3	1.5	0	13.8	0	0	0	0	0	2.1	1	3	62.2	18.5	2.4	83.1	
Passenger Vehicles	54	16	0	70	0	0	0	0	0	17	11	28	199	63	3	265	363
% Passenger Vehicles	33.3	80	0	38.5	0	0	0	0	0	63	84.6	70	24.3	25.9	9.4	24.2	27.6
Bobtail Trucks	29	2	0	31	0	0	0	0	0	6	2	8	229	89	0	318	357
% Bobtail Trucks	17.9	10	0	17	0	0	0	0	0	22.2	15.4	20	28	36.6	0	29.1	27.1
Chasis Only Trucks	16	0	0	16	0	0	0	0	0	1	0	1	191	38	14	243	260
% Chasis Only Trucks	9.9	0	0	8.8	0	0	0	0	0	3.7	0	2.5	23.3	15.6	43.8	22.2	19.8
Container Trucks	16	0	0	16	0	0	0	0	0	1	0	1	191	38	14	243	260
% Container Trucks	9.9	0	0	8.8	0	0	0	0	0	3.7	0	2.5	23.3	15.6	43.8	22.2	19.8
Other Trucks	47	2	0	49	0	0	0	0	0	2	0	2	9	15	1	25	76
% Other Trucks	29	10	0	26.9	0	0	0	0	0	7.4	0	5	1.1	6.2	3.1	2.3	5.8

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	23	0	0	23	0	0	0	0	0	7	1	8	114	35	2	151	182
02:00 PM	26	5	0	31	0	0	0	0	0	7	4	11	127	27	1	155	197
02:15 PM	24	3	0	27	0	0	0	0	0	10	2	12	116	40	0	156	195
02:30 PM	9	1	0	10	0	0	0	0	0	0	0	0	127	32	0	159	169
Total Volume	82	9	0	91	0	0	0	0	0	24	7	31	484	134	3	621	743
% App. Total	90.1	9.9	0		0	0	0		0	77.4	22.6		77.9	21.6	0.5		
PHF	.788	.450	.000	.734	.000	.000	.000	.000	.000	.600	.438	.646	.953	.838	.375	.976	.943

City of Long Beach
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 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:30 PM				01:00 PM				01:30 PM				02:00 PM			
+0 mins.	26	5	0	31	0	0	0	0	0	1	2	3	127	27	1	155
+15 mins.	23	0	0	23	0	0	0	0	0	7	1	8	116	40	0	156
+30 mins.	26	5	0	31	0	0	0	0	0	7	4	11	127	32	0	159
+45 mins.	24	3	0	27	0	0	0	0	0	10	2	12	121	19	28	168
Total Volume	99	13	0	112	0	0	0	0	0	25	9	34	491	118	29	638
% App. Total	88.4	11.6	0		0	0	0		0	73.5	26.5		77	18.5	4.5	
PHF	.952	.650	.000	.903	.000	.000	.000	.000	.000	.625	.563	.708	.967	.738	.259	.949

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC470CEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

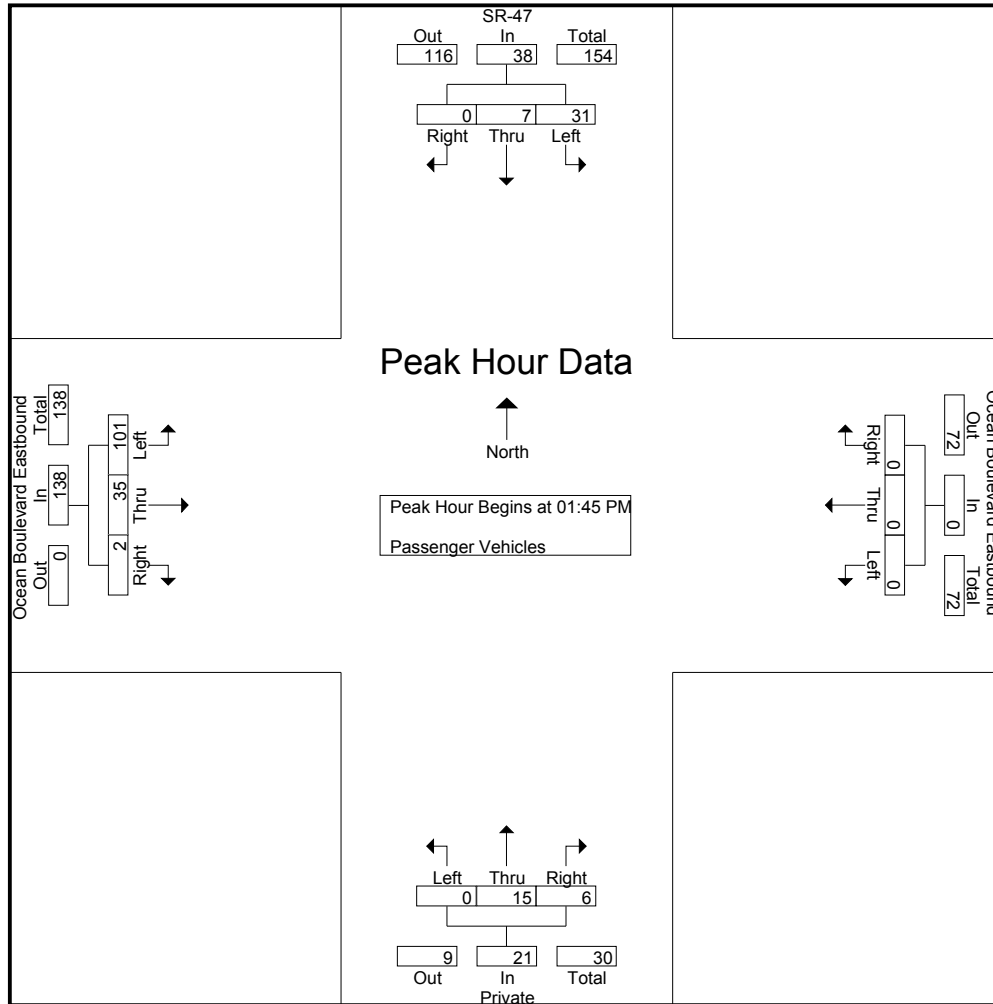
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	7	2	0	9	0	0	0	0	0	0	1	1	17	8	0	25	35
01:15 PM	7	4	0	11	0	0	0	0	0	2	2	4	22	6	0	28	43
01:30 PM	9	3	0	12	0	0	0	0	0	0	2	2	20	8	1	29	43
01:45 PM	7	0	0	7	0	0	0	0	0	2	1	3	18	11	2	31	41
Total	30	9	0	39	0	0	0	0	0	4	6	10	77	33	3	113	162
02:00 PM	10	5	0	15	0	0	0	0	0	5	3	8	23	6	0	29	52
02:15 PM	11	2	0	13	0	0	0	0	0	8	2	10	32	10	0	42	65
02:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	28	8	0	36	39
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	39	6	0	45	45
Total	24	7	0	31	0	0	0	0	0	13	5	18	122	30	0	152	201
Grand Total	54	16	0	70	0	0	0	0	0	17	11	28	199	63	3	265	363
Apprch %	77.1	22.9	0		0	0	0		0	60.7	39.3		75.1	23.8	1.1		
Total %	14.9	4.4	0	19.3	0	0	0	0	0	4.7	3	7.7	54.8	17.4	0.8	73	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	7	0	0	7	0	0	0	0	0	2	1	3	18	11	2	31	41
02:00 PM	10	5	0	15	0	0	0	0	0	5	3	8	23	6	0	29	52
02:15 PM	11	2	0	13	0	0	0	0	0	8	2	10	32	10	0	42	65
02:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	28	8	0	36	39
Total Volume	31	7	0	38	0	0	0	0	0	15	6	21	101	35	2	138	197
% App. Total	81.6	18.4	0		0	0	0		0	71.4	28.6		73.2	25.4	1.4		
PHF	.705	.350	.000	.633	.000	.000	.000	.000	.000	.469	.500	.525	.789	.795	.250	.821	.758

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	7	0	0	7	0	0	0	0	0	2	1	3	18	11	2	31
+15 mins.	10	5	0	15	0	0	0	0	0	5	3	8	23	6	0	29
+30 mins.	11	2	0	13	0	0	0	0	0	8	2	10	32	10	0	42
+45 mins.	3	0	0	3	0	0	0	0	0	0	0	0	28	8	0	36
Total Volume	31	7	0	38	0	0	0	0	0	15	6	21	101	35	2	138
% App. Total	81.6	18.4	0		0	0	0		0	71.4	28.6		73.2	25.4	1.4	
PHF	.705	.350	.000	.633	.000	.000	.000	.000	.000	.469	.500	.525	.789	.795	.250	.821

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC470CEMD
 Site Code : 00000001
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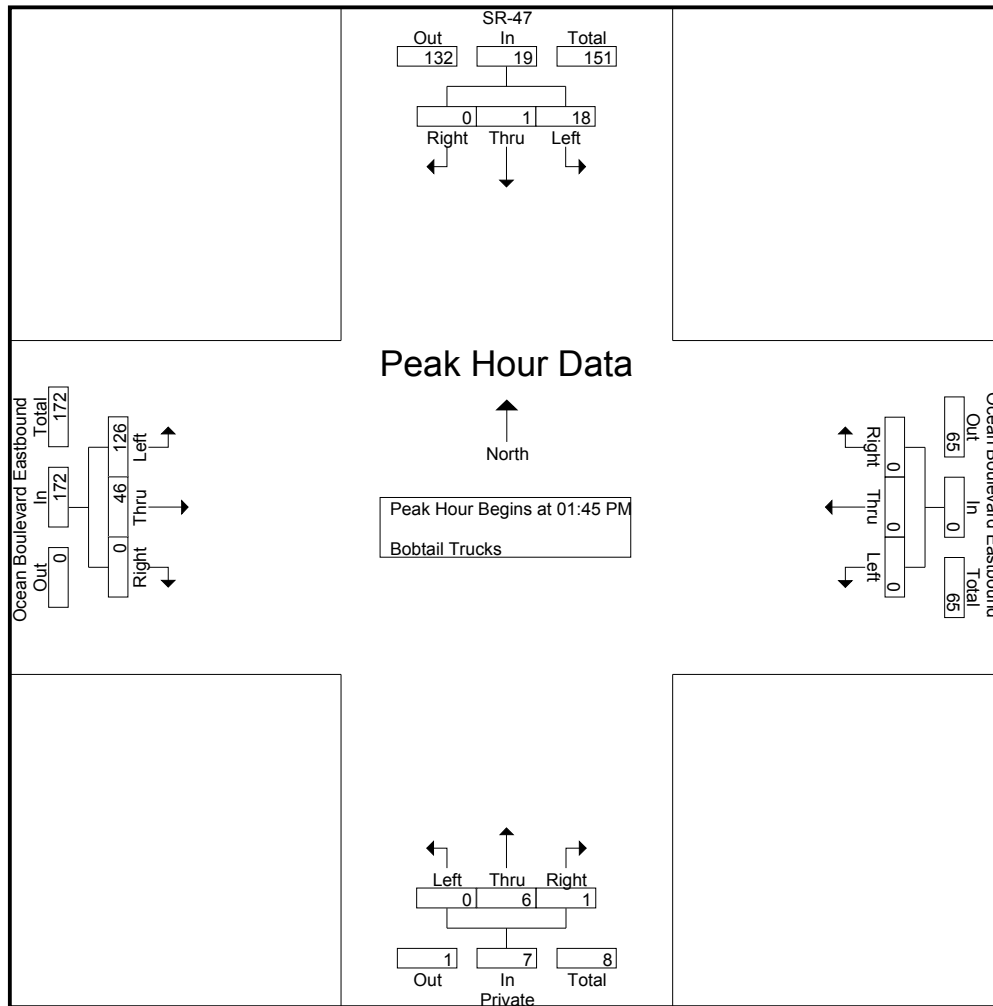
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	17	3	0	20	24
01:15 PM	2	0	0	2	0	0	0	0	0	0	1	1	21	19	0	40	43
01:30 PM	5	1	0	6	0	0	0	0	0	0	0	0	29	8	0	37	43
01:45 PM	9	0	0	9	0	0	0	0	0	3	0	3	31	10	0	41	53
Total	20	1	0	21	0	0	0	0	0	3	1	4	98	40	0	138	163
02:00 PM	5	0	0	5	0	0	0	0	0	2	1	3	26	13	0	39	47
02:15 PM	4	0	0	4	0	0	0	0	0	1	0	1	35	14	0	49	54
02:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	34	9	0	43	44
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	36	13	0	49	49
Total	9	1	0	10	0	0	0	0	0	3	1	4	131	49	0	180	194
Grand Total	29	2	0	31	0	0	0	0	0	6	2	8	229	89	0	318	357
Apprch %	93.5	6.5	0		0	0	0		0	75	25		72	28	0		
Total %	8.1	0.6	0	8.7	0	0	0	0	0	1.7	0.6	2.2	64.1	24.9	0	89.1	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	9	0	0	9	0	0	0	0	0	3	0	3	31	10	0	41	53
02:00 PM	5	0	0	5	0	0	0	0	0	2	1	3	26	13	0	39	47
02:15 PM	4	0	0	4	0	0	0	0	0	1	0	1	35	14	0	49	54
02:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	34	9	0	43	44
Total Volume	18	1	0	19	0	0	0	0	0	6	1	7	126	46	0	172	198
% App. Total	94.7	5.3	0		0	0	0		0	85.7	14.3		73.3	26.7	0		
PHF	.500	.250	.000	.528	.000	.000	.000	.000	.000	.500	.250	.583	.900	.821	.000	.878	.917

City of Long Beach
 N/S: SR-47
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 Weather: Sunny

File Name : LBC470CEMD
 Site Code : 00000001
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	9	0	0	9	0	0	0	0	0	3	0	3	31	10	0	41
+15 mins.	5	0	0	5	0	0	0	0	0	2	1	3	26	13	0	39
+30 mins.	4	0	0	4	0	0	0	0	0	1	0	1	35	14	0	49
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	34	9	0	43
Total Volume	18	1	0	19	0	0	0	0	0	6	1	7	126	46	0	172
% App. Total	94.7	5.3	0		0	0	0		0	85.7	14.3		73.3	26.7	0	
PHF	.500	.250	.000	.528	.000	.000	.000	.000	.000	.500	.250	.583	.900	.821	.000	.878

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC470CEMD
 Site Code : 00000001
 Start Date : 3/1/2012
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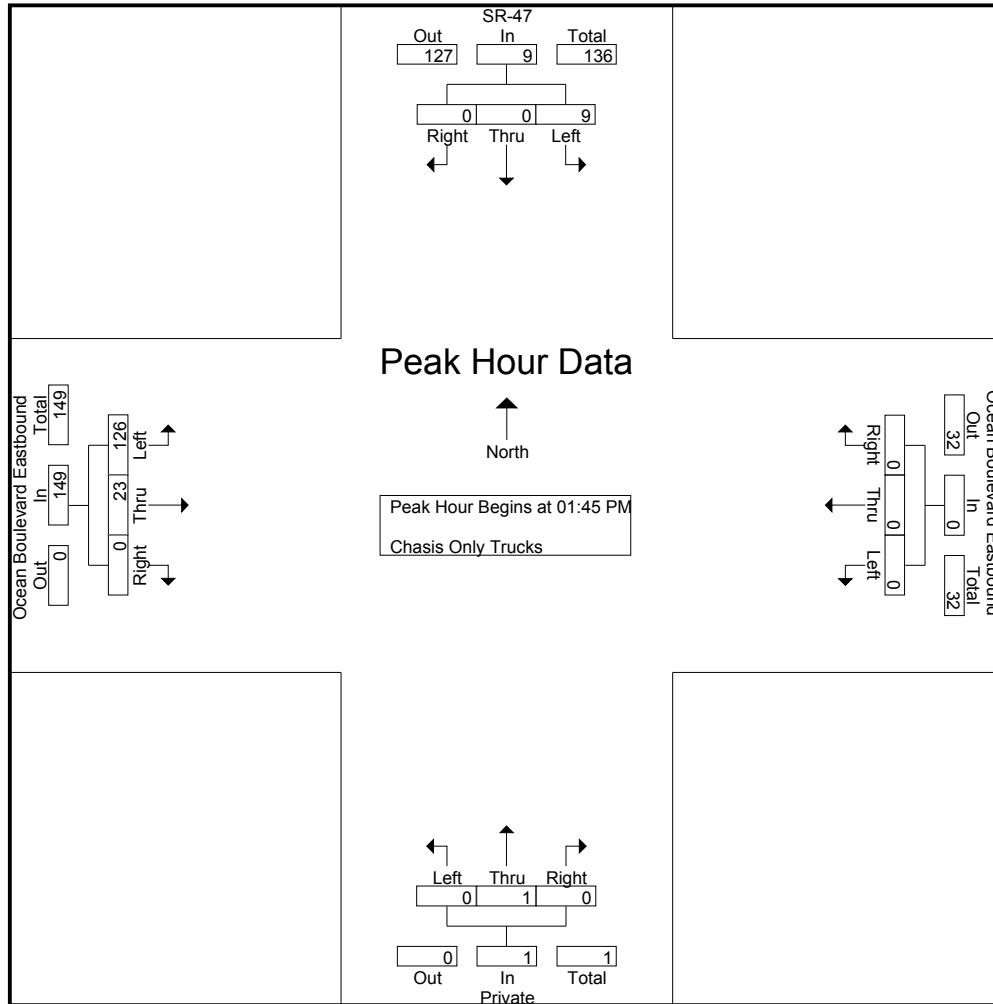
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	15	6	0	21	25
01:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	9	5	0	14	15
01:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	18	4	0	22	24
01:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39	42
Total	9	0	0	9	0	0	0	0	0	1	0	1	74	22	0	96	106
02:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41	45
02:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31	34
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38	38
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	23	0	14	37	37
Total	7	0	0	7	0	0	0	0	0	0	0	0	117	16	14	147	154
Grand Total	16	0	0	16	0	0	0	0	0	1	0	1	191	38	14	243	260
Apprch %	100	0	0		0	0	0		0	100	0		78.6	15.6	5.8		
Total %	6.2	0	0	6.2	0	0	0	0	0	0.4	0	0.4	73.5	14.6	5.4	93.5	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39	42
02:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41	45
02:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31	34
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38	38
Total Volume	9	0	0	9	0	0	0	0	0	1	0	1	126	23	0	149	159
% App. Total	100	0	0		0	0	0		0	100	0		84.6	15.4	0		
PHF	.563	.000	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.829	.821	.000	.909	.883

City of Long Beach
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39
+15 mins.	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41
+30 mins.	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38
Total Volume	9	0	0	9	0	0	0	0	0	1	0	1	126	23	0	149
% App. Total	100	0	0		0	0	0		0	100	0		84.6	15.4	0	
PHF	.563	.000	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.829	.821	.000	.909

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC470CEMD
 Site Code : 00000001
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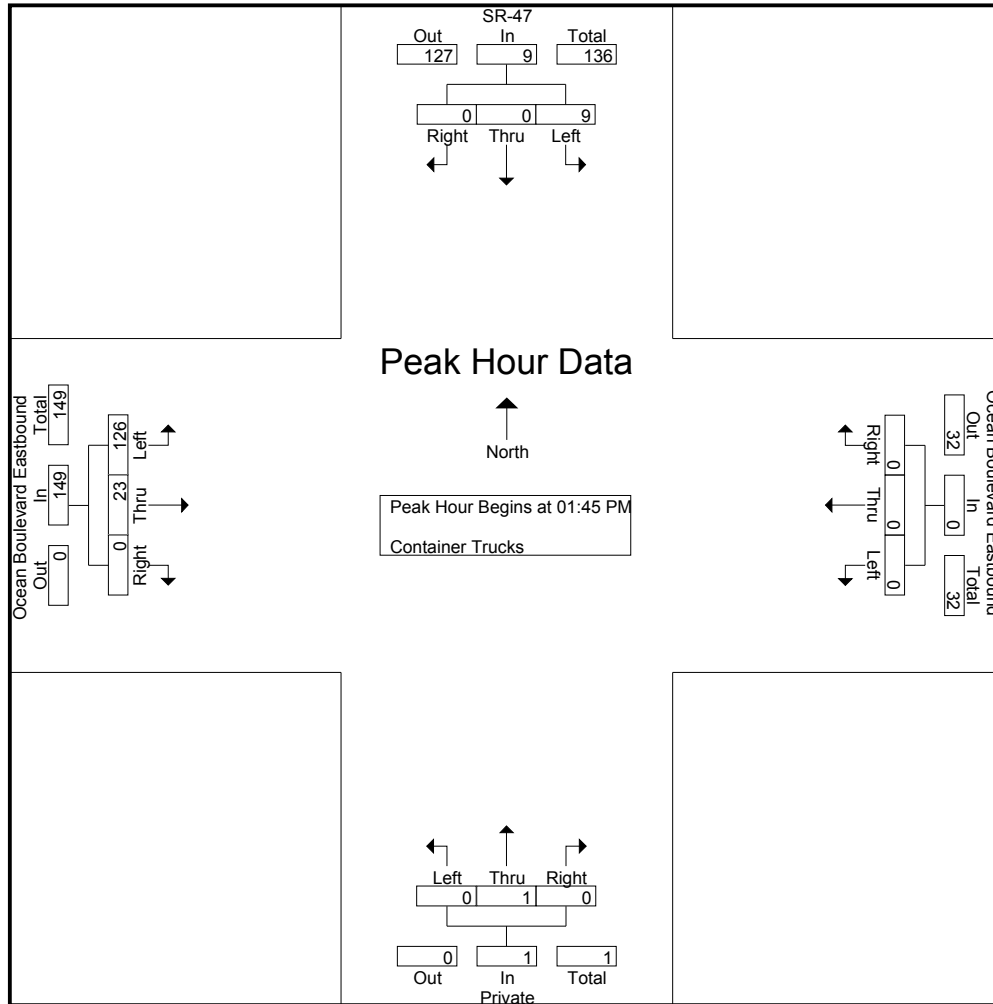
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	15	6	0	21	25
01:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	9	5	0	14	15
01:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	18	4	0	22	24
01:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39	42
Total	9	0	0	9	0	0	0	0	0	1	0	1	74	22	0	96	106
02:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41	45
02:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31	34
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38	38
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	23	0	14	37	37
Total	7	0	0	7	0	0	0	0	0	0	0	0	117	16	14	147	154
Grand Total	16	0	0	16	0	0	0	0	0	1	0	1	191	38	14	243	260
Apprch %	100	0	0		0	0	0		0	100	0		78.6	15.6	5.8		
Total %	6.2	0	0	6.2	0	0	0	0	0	0.4	0	0.4	73.5	14.6	5.4	93.5	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39	42
02:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41	45
02:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31	34
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38	38
Total Volume	9	0	0	9	0	0	0	0	0	1	0	1	126	23	0	149	159
% App. Total	100	0	0		0	0	0		0	100	0		84.6	15.4	0		
PHF	.563	.000	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.829	.821	.000	.909	.883

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC470CEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39
+15 mins.	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41
+30 mins.	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38
Total Volume	9	0	0	9	0	0	0	0	0	1	0	1	126	23	0	149
% App. Total	100	0	0		0	0	0		0	100	0		84.6	15.4	0	
PHF	.563	.000	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.829	.821	.000	.909

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

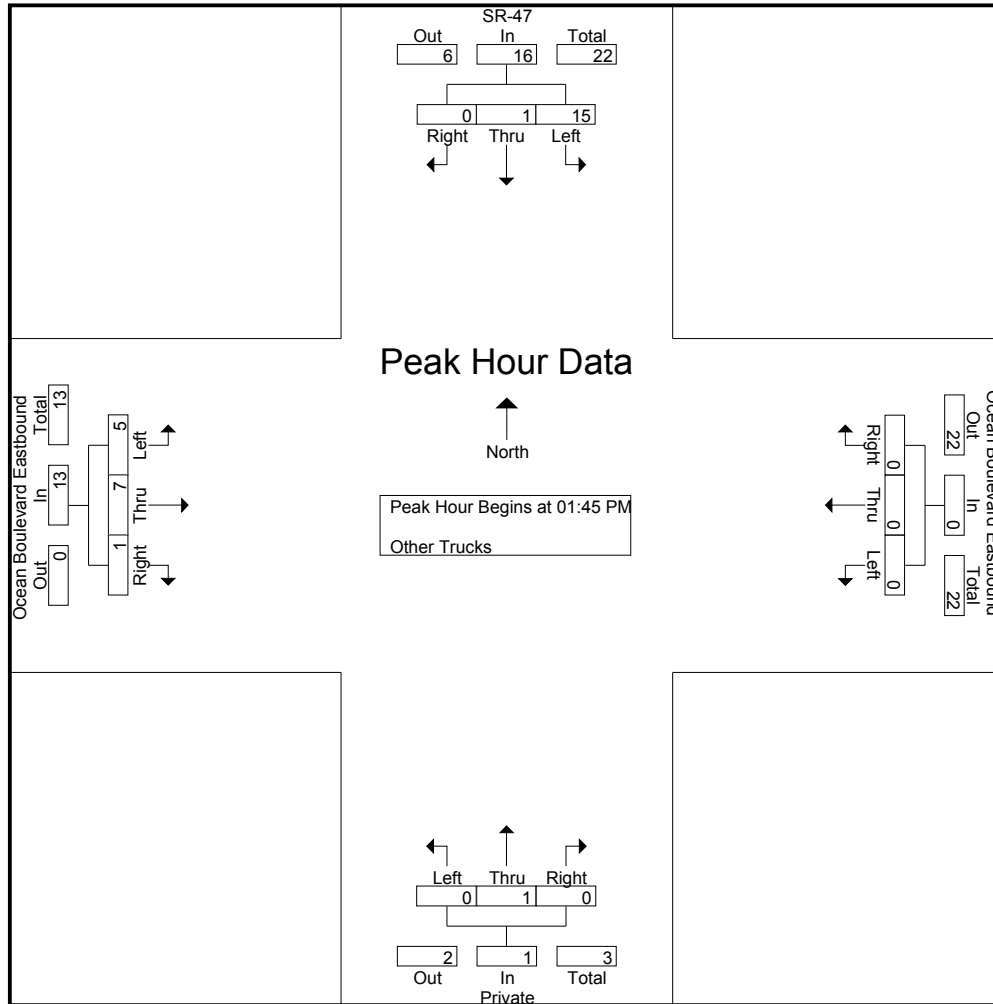
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	10	0	0	10	0	0	0	0	0	0	0	0	1	1	0	2	12
01:15 PM	8	0	0	8	0	0	0	0	0	0	0	0	2	1	0	3	11
01:30 PM	8	1	0	9	0	0	0	0	0	1	0	1	1	6	0	7	17
01:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	29	1	0	30	0	0	0	0	0	1	0	1	5	8	0	13	44
02:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	2	2	1	5	8
02:15 PM	3	1	0	4	0	0	0	0	0	1	0	1	1	2	0	3	8
02:30 PM	6	0	0	6	0	0	0	0	0	0	0	0	1	3	0	4	10
02:45 PM	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	18	1	0	19	0	0	0	0	0	1	0	1	4	7	1	12	32
Grand Total	47	2	0	49	0	0	0	0	0	2	0	2	9	15	1	25	76
Apprch %	95.9	4.1	0		0	0	0		0	100	0		36	60	4		
Total %	61.8	2.6	0	64.5	0	0	0	0	0	2.6	0	2.6	11.8	19.7	1.3	32.9	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
02:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	2	2	1	5	8
02:15 PM	3	1	0	4	0	0	0	0	0	1	0	1	1	2	0	3	8
02:30 PM	6	0	0	6	0	0	0	0	0	0	0	0	1	3	0	4	10
Total Volume	15	1	0	16	0	0	0	0	0	1	0	1	5	7	1	13	30
% App. Total	93.8	6.2	0		0	0	0		0	100	0		38.5	53.8	7.7		
PHF	.625	.250	.000	.667	.000	.000	.000	.000	.000	.250	.000	.250	.625	.583	.250	.650	.750

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	3	0	0	3	0	0	0	0	0	0	0	0	2	2	1	5
+30 mins.	3	1	0	4	0	0	0	0	0	1	0	1	1	2	0	3
+45 mins.	6	0	0	6	0	0	0	0	0	0	0	0	1	3	0	4
Total Volume	15	1	0	16	0	0	0	0	0	1	0	1	5	7	1	13
% App. Total	93.8	6.2	0		0	0	0	0	0	100	0		38.5	53.8	7.7	
PHF	.625	.250	.000	.667	.000	.000	.000	.000	.000	.250	.000	.250	.625	.583	.250	.650

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

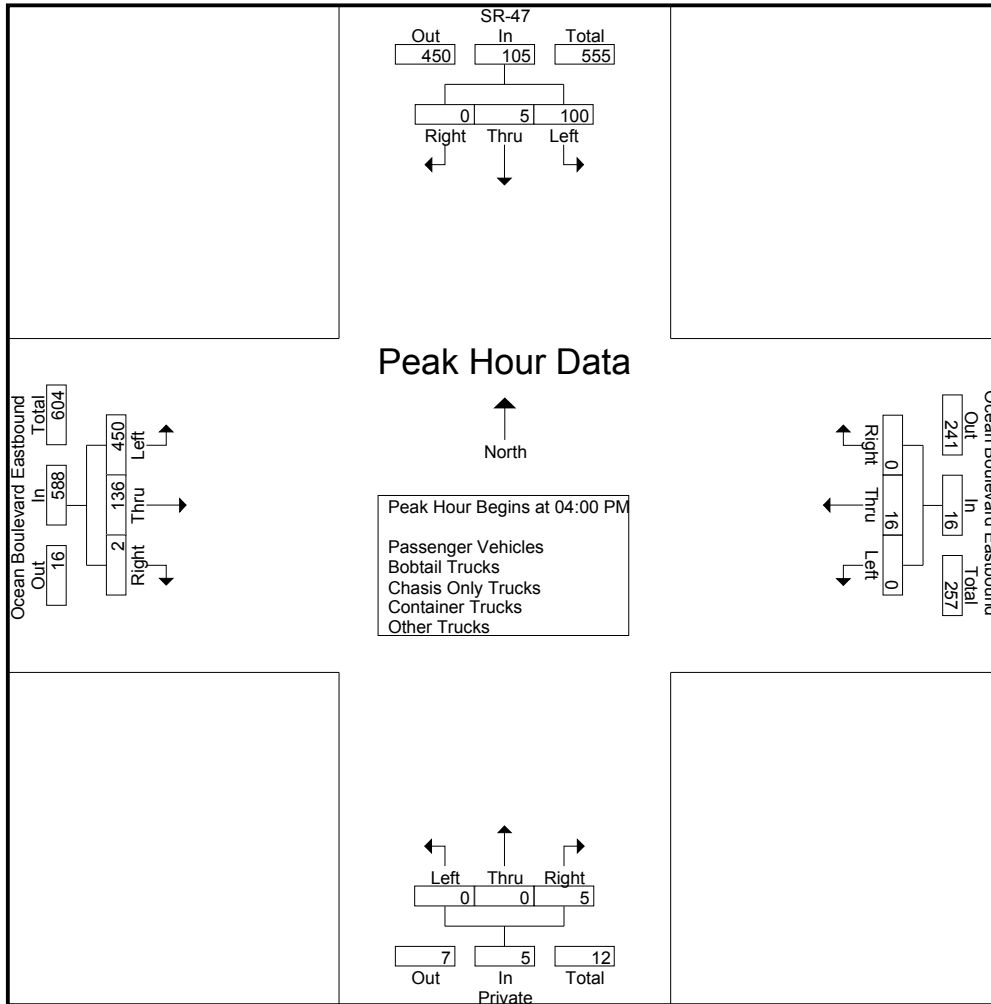
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	1	0	12	0	5	0	5	0	0	2	2	138	29	0	167	186
04:15 PM	23	1	0	24	0	6	0	6	0	0	1	1	134	31	0	165	196
04:30 PM	22	0	0	22	0	5	0	5	0	0	2	2	95	32	2	129	158
04:45 PM	44	3	0	47	0	0	0	0	0	0	0	0	83	44	0	127	174
Total	100	5	0	105	0	16	0	16	0	0	5	5	450	136	2	588	714
05:00 PM	41	3	0	44	0	0	0	0	0	0	4	4	63	33	1	97	145
05:15 PM	47	0	0	47	0	0	0	0	0	0	0	0	63	21	1	85	132
05:30 PM	22	0	0	22	0	0	0	0	0	3	0	3	35	16	0	51	76
05:45 PM	29	0	0	29	0	2	0	2	0	1	1	2	43	9	0	52	85
Total	139	3	0	142	0	2	0	2	0	4	5	9	204	79	2	285	438
Grand Total	239	8	0	247	0	18	0	18	0	4	10	14	654	215	4	873	1152
Apprch %	96.8	3.2	0		0	100	0		0	28.6	71.4		74.9	24.6	0.5		
Total %	20.7	0.7	0	21.4	0	1.6	0	1.6	0	0.3	0.9	1.2	56.8	18.7	0.3	75.8	
Passenger Vehicles	143	4	0	147	0	18	0	18	0	2	1	3	343	128	1	472	640
% Passenger Vehicles	59.8	50	0	59.5	0	100	0	100	0	50	10	21.4	52.4	59.5	25	54.1	55.6
Bobtail Trucks	70	0	0	70	0	0	0	0	0	0	2	2	122	44	2	168	240
% Bobtail Trucks	29.3	0	0	28.3	0	0	0	0	0	0	20	14.3	18.7	20.5	50	19.2	20.8
Chasis Only Trucks	2	1	0	3	0	0	0	0	0	1	1	2	16	7	0	23	28
% Chasis Only Trucks	0.8	12.5	0	1.2	0	0	0	0	0	25	10	14.3	2.4	3.3	0	2.6	2.4
Container Trucks	21	1	0	22	0	0	0	0	0	1	1	2	159	23	1	183	207
% Container Trucks	8.8	12.5	0	8.9	0	0	0	0	0	25	10	14.3	24.3	10.7	25	21	18
Other Trucks	3	2	0	5	0	0	0	0	0	0	5	5	14	13	0	27	37
% Other Trucks	1.3	25	0	2	0	0	0	0	0	0	50	35.7	2.1	6	0	3.1	3.2

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	11	1	0	12	0	5	0	5	0	0	2	2	138	29	0	167	186
04:15 PM	23	1	0	24	0	6	0	6	0	0	1	1	134	31	0	165	196
04:30 PM	22	0	0	22	0	5	0	5	0	0	2	2	95	32	2	129	158
04:45 PM	44	3	0	47	0	0	0	0	0	0	0	0	83	44	0	127	174
Total Volume	100	5	0	105	0	16	0	16	0	0	5	5	450	136	2	588	714
% App. Total	95.2	4.8	0		0	100	0		0	0	100		76.5	23.1	0.3		
PHF	.568	.417	.000	.559	.000	.667	.000	.667	.000	.000	.625	.625	.815	.773	.250	.880	.911

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	22	0	0	22	0	5	0	5	0	0	4	4	138	29	0	167
+15 mins.	44	3	0	47	0	6	0	6	0	0	0	0	134	31	0	165
+30 mins.	41	3	0	44	0	5	0	5	0	3	0	3	95	32	2	129
+45 mins.	47	0	0	47	0	0	0	0	0	1	1	2	83	44	0	127
Total Volume	154	6	0	160	0	16	0	16	0	4	5	9	450	136	2	588
% App. Total	96.2	3.8	0		0	100	0		0	44.4	55.6		76.5	23.1	0.3	
PHF	.819	.500	.000	.851	.000	.667	.000	.667	.000	.333	.313	.563	.815	.773	.250	.880

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

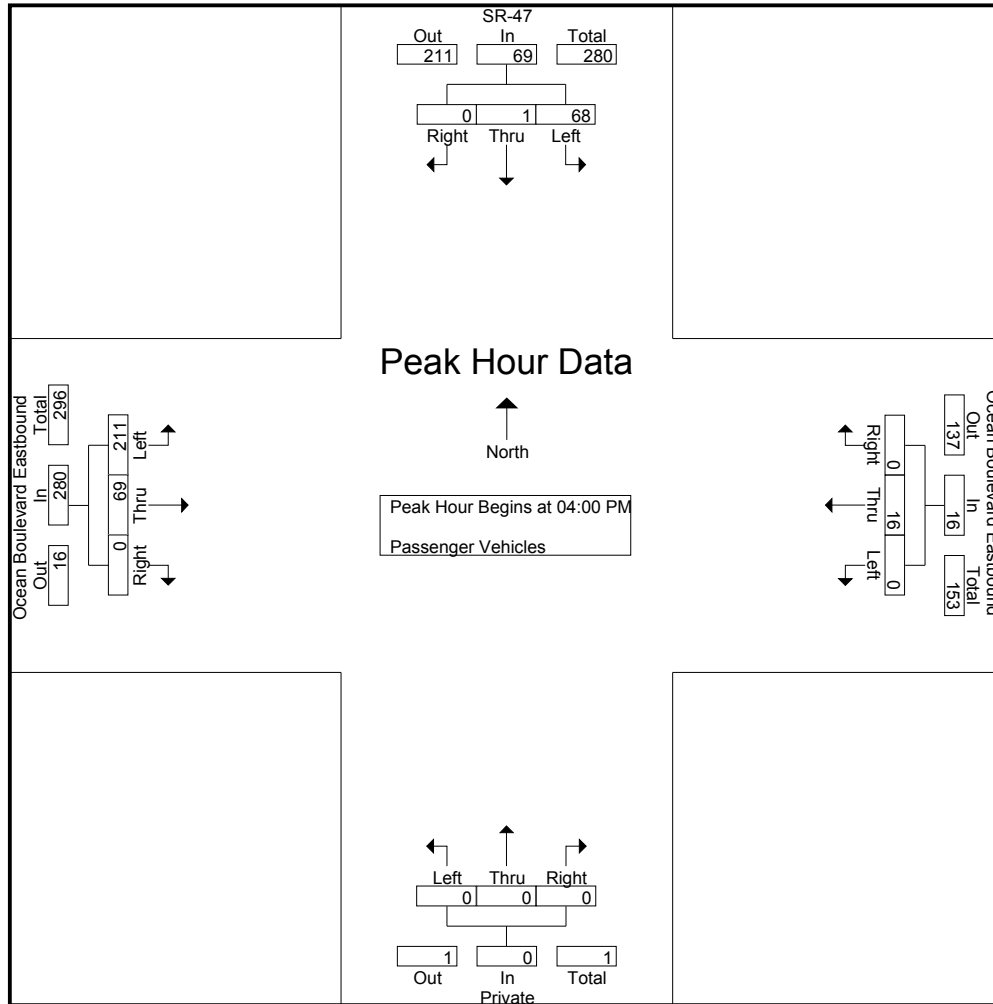
Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	1	0	9	0	5	0	5	0	0	0	0	48	5	0	53	67
04:15 PM	19	0	0	19	0	6	0	6	0	0	0	0	52	14	0	66	91
04:30 PM	13	0	0	13	0	5	0	5	0	0	0	0	50	19	0	69	87
04:45 PM	28	0	0	28	0	0	0	0	0	0	0	0	61	31	0	92	120
Total	68	1	0	69	0	16	0	16	0	0	0	0	211	69	0	280	365
05:00 PM	31	3	0	34	0	0	0	0	0	0	1	1	50	29	1	80	115
05:15 PM	23	0	0	23	0	0	0	0	0	0	0	0	42	15	0	57	80
05:30 PM	9	0	0	9	0	0	0	0	0	1	0	1	18	11	0	29	39
05:45 PM	12	0	0	12	0	2	0	2	0	1	0	1	22	4	0	26	41
Total	75	3	0	78	0	2	0	2	0	2	1	3	132	59	1	192	275
Grand Total	143	4	0	147	0	18	0	18	0	2	1	3	343	128	1	472	640
Apprch %	97.3	2.7	0		0	100	0		0	66.7	33.3		72.7	27.1	0.2		
Total %	22.3	0.6	0	23	0	2.8	0	2.8	0	0.3	0.2	0.5	53.6	20	0.2	73.8	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	1	0	9	0	5	0	5	0	0	0	0	48	5	0	53	67
04:15 PM	19	0	0	19	0	6	0	6	0	0	0	0	52	14	0	66	91
04:30 PM	13	0	0	13	0	5	0	5	0	0	0	0	50	19	0	69	87
04:45 PM	28	0	0	28	0	0	0	0	0	0	0	0	61	31	0	92	120
Total Volume	68	1	0	69	0	16	0	16	0	0	0	0	211	69	0	280	365
% App. Total	98.6	1.4	0		0	100	0		0	0	0		75.4	24.6	0		
PHF	.607	.250	.000	.616	.000	.667	.000	.667	.000	.000	.000	.000	.865	.556	.000	.761	.760

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	8	1	0	9	0	5	0	5	0	0	0	0	48	5	0	53
+15 mins.	19	0	0	19	0	6	0	6	0	0	0	0	52	14	0	66
+30 mins.	13	0	0	13	0	5	0	5	0	0	0	0	50	19	0	69
+45 mins.	28	0	0	28	0	0	0	0	0	0	0	0	61	31	0	92
Total Volume	68	1	0	69	0	16	0	16	0	0	0	0	211	69	0	280
% App. Total	98.6	1.4	0		0	100	0		0	0	0		75.4	24.6	0	
PHF	.607	.250	.000	.616	.000	.667	.000	.667	.000	.000	.000	.000	.865	.556	.000	.761

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

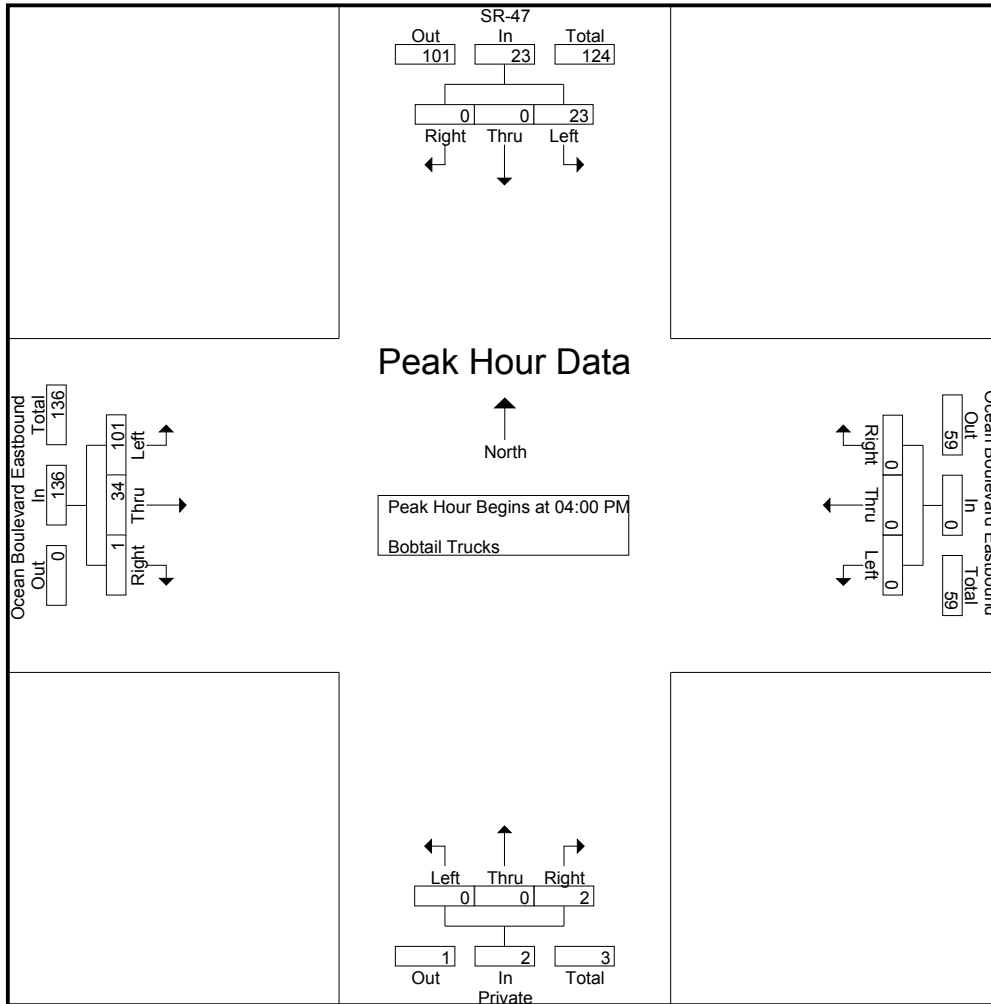
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	39	11	0	50	52
04:15 PM	2	0	0	2	0	0	0	0	0	0	1	1	32	11	0	43	46
04:30 PM	8	0	0	8	0	0	0	0	0	0	1	1	19	4	1	24	33
04:45 PM	11	0	0	11	0	0	0	0	0	0	0	0	11	8	0	19	30
Total	23	0	0	23	0	0	0	0	0	0	2	2	101	34	1	136	161
05:00 PM	6	0	0	6	0	0	0	0	0	0	0	0	4	1	0	5	11
05:15 PM	16	0	0	16	0	0	0	0	0	0	0	0	4	3	1	8	24
05:30 PM	9	0	0	9	0	0	0	0	0	0	0	0	8	5	0	13	22
05:45 PM	16	0	0	16	0	0	0	0	0	0	0	0	5	1	0	6	22
Total	47	0	0	47	0	0	0	0	0	0	0	0	21	10	1	32	79
Grand Total	70	0	0	70	0	0	0	0	0	0	2	2	122	44	2	168	240
Apprch %	100	0	0		0	0	0		0	0	100		72.6	26.2	1.2		
Total %	29.2	0	0	29.2	0	0	0	0	0	0	0.8	0.8	50.8	18.3	0.8	70	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	39	11	0	50	52
04:15 PM	2	0	0	2	0	0	0	0	0	0	1	1	32	11	0	43	46
04:30 PM	8	0	0	8	0	0	0	0	0	0	1	1	19	4	1	24	33
04:45 PM	11	0	0	11	0	0	0	0	0	0	0	0	11	8	0	19	30
Total Volume	23	0	0	23	0	0	0	0	0	0	2	2	101	34	1	136	161
% App. Total	100	0	0		0	0	0		0	0	100		74.3	25	0.7		
PHF	.523	.000	.000	.523	.000	.000	.000	.000	.000	.000	.500	.500	.647	.773	.250	.680	.774

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	39	11	0	50
+15 mins.	2	0	0	2	0	0	0	0	0	0	1	1	32	11	0	43
+30 mins.	8	0	0	8	0	0	0	0	0	0	1	1	19	4	1	24
+45 mins.	11	0	0	11	0	0	0	0	0	0	0	0	11	8	0	19
Total Volume	23	0	0	23	0	0	0	0	0	0	2	2	101	34	1	136
% App. Total	100	0	0		0	0	0		0	0	100		74.3	25	0.7	
PHF	.523	.000	.000	.523	.000	.000	.000	.000	.000	.000	.500	.500	.647	.773	.250	.680

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

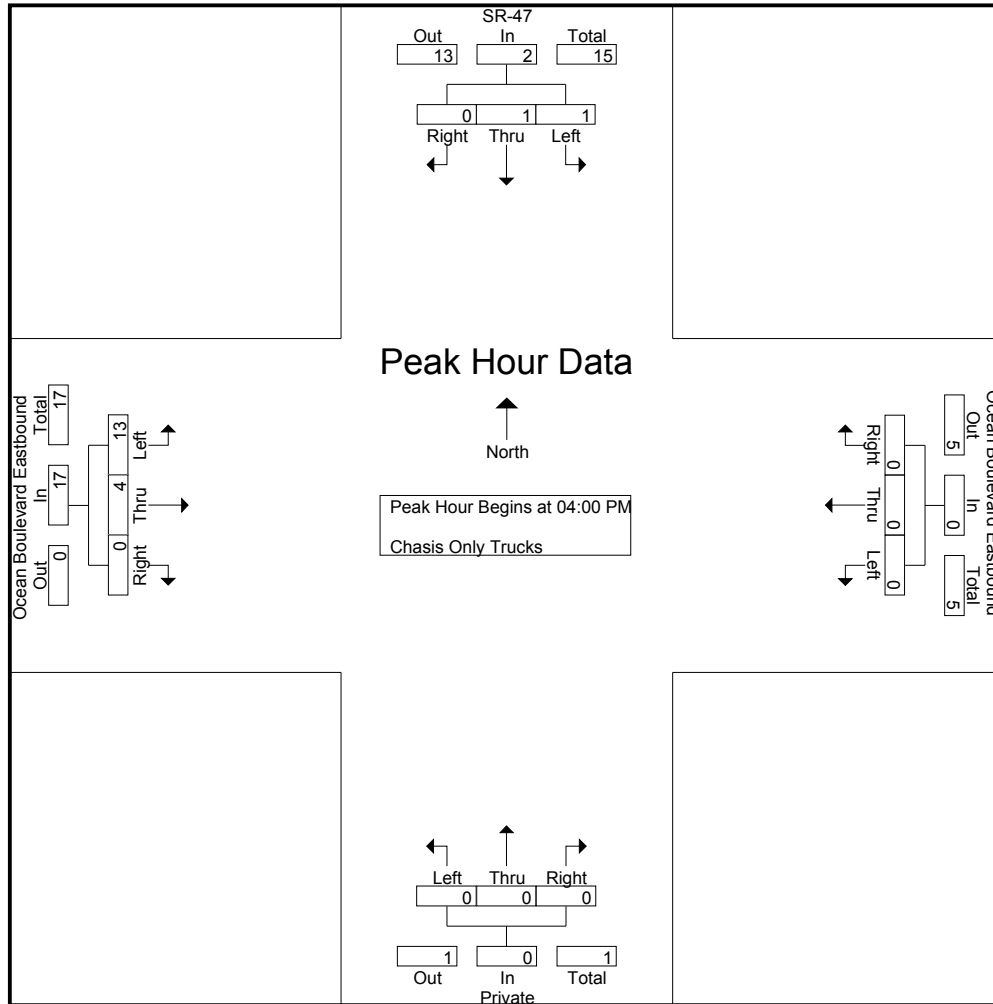
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	5	1	0	6	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	1	0	2	0	0	0	0	0	0	0	0	13	4	0	17	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Total	1	0	0	1	0	0	0	0	0	1	1	2	3	3	0	6	9
Grand Total	2	1	0	3	0	0	0	0	0	1	1	2	16	7	0	23	28
Apprch %	66.7	33.3	0		0	0	0		0	50	50		69.6	30.4	0		
Total %	7.1	3.6	0	10.7	0	0	0	0	0	3.6	3.6	7.1	57.1	25	0	82.1	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	5	1	0	6	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	13	4	0	17	19
% App. Total	50	50	0		0	0	0		0	0	0		76.5	23.5	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.650	.500	.000	.708	.679

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	5	1	0	6
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	13	4	0	17
% App. Total	50	50	0		0	0	0		0	0	0		76.5	23.5	0	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.650	.500	.000	.708

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

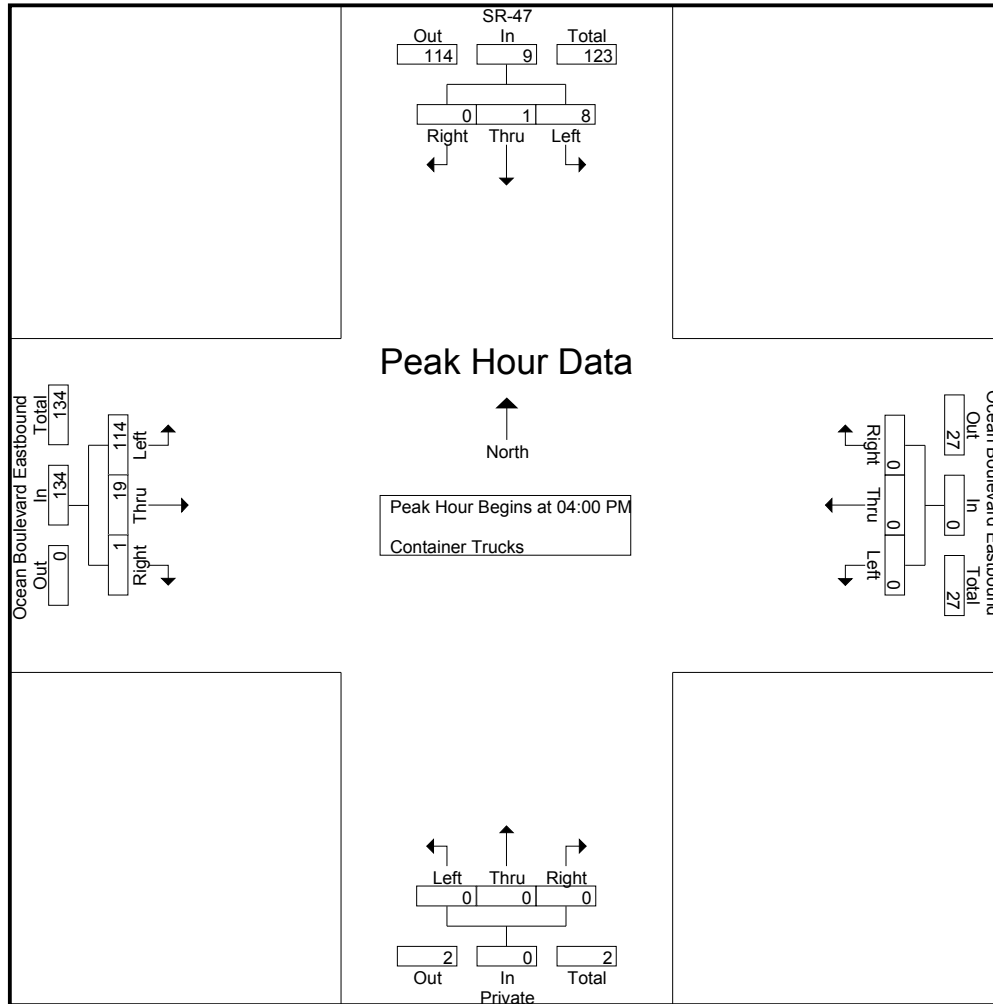
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	44	7	0	51	52
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	41	4	0	45	46
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	19	5	1	25	26
04:45 PM	5	1	0	6	0	0	0	0	0	0	0	0	10	3	0	13	19
Total	8	1	0	9	0	0	0	0	0	0	0	0	114	19	1	134	143
05:00 PM	4	0	0	4	0	0	0	0	0	0	1	1	6	2	0	8	13
05:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	17	0	0	17	22
05:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	8	0	0	8	12
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	14	2	0	16	17
Total	13	0	0	13	0	0	0	0	0	1	1	2	45	4	0	49	64
Grand Total	21	1	0	22	0	0	0	0	0	1	1	2	159	23	1	183	207
Apprch %	95.5	4.5	0		0	0	0		0	50	50		86.9	12.6	0.5		
Total %	10.1	0.5	0	10.6	0	0	0	0	0	0.5	0.5	1	76.8	11.1	0.5	88.4	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	44	7	0	51	52
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	41	4	0	45	46
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	19	5	1	25	26
04:45 PM	5	1	0	6	0	0	0	0	0	0	0	0	10	3	0	13	19
Total Volume	8	1	0	9	0	0	0	0	0	0	0	0	114	19	1	134	143
% App. Total	88.9	11.1	0		0	0	0		0	0	0		85.1	14.2	0.7		
PHF	.400	.250	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.648	.679	.250	.657	.688

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	44	7	0	51
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	41	4	0	45
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	19	5	1	25
+45 mins.	5	1	0	6	0	0	0	0	0	0	0	0	10	3	0	13
Total Volume	8	1	0	9	0	0	0	0	0	0	0	0	114	19	1	134
% App. Total	88.9	11.1	0		0	0	0		0	0	0		85.1	14.2	0.7	
PHF	.400	.250	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.648	.679	.250	.657

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

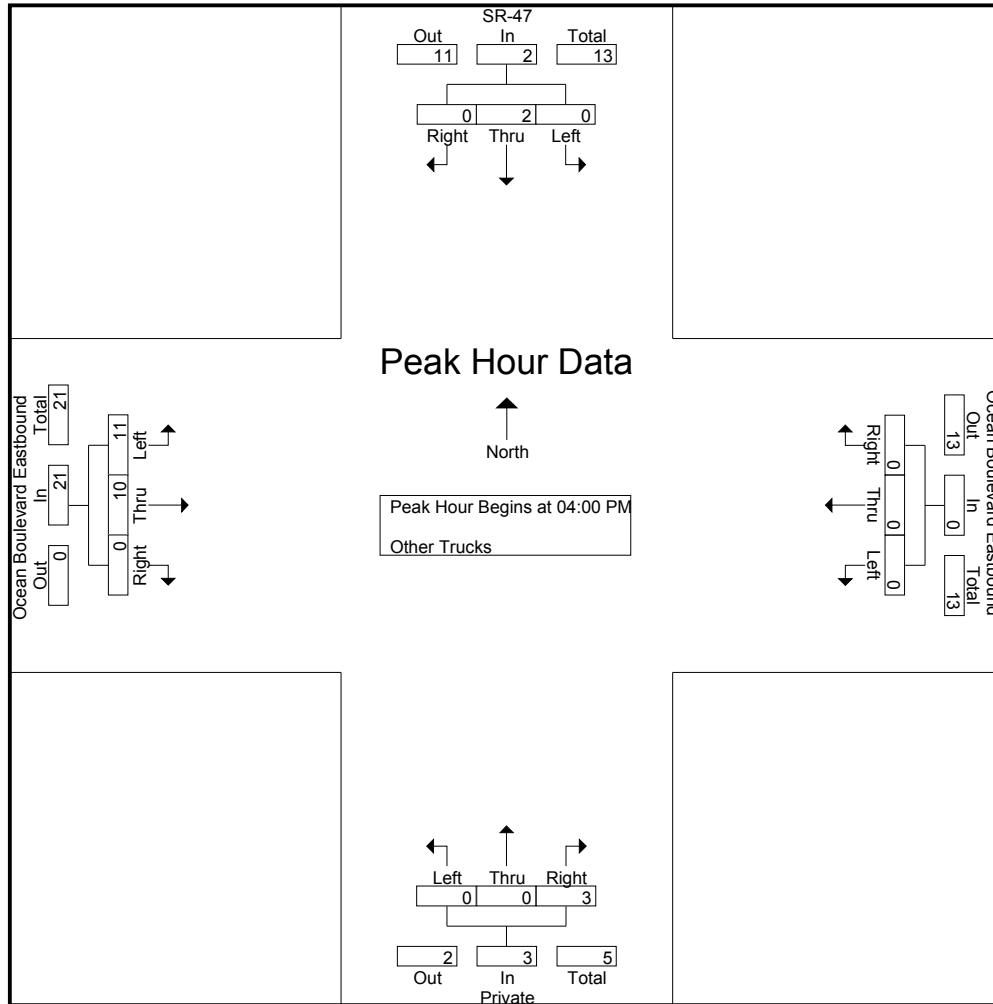
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	5	0	9	11
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	1	0	5	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	0	5	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	0	2	0	2	0	0	0	0	0	0	0	3	3	11	10	0	21	26
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	3	4
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	4
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Total	3	0	0	3	0	0	0	0	0	0	0	2	2	3	3	0	6	11
Grand Total	3	2	0	5	0	0	0	0	0	0	0	5	5	14	13	0	27	37
Apprch %	60	40	0		0	0	0		0	0	100			51.9	48.1	0		
Total %	8.1	5.4	0	13.5	0	0	0	0	0	0	13.5	13.5		37.8	35.1	0	73	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	5	0	9	11
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	1	0	5	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	0	5	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total Volume	0	2	0	2	0	0	0	0	0	0	0	3	3	11	10	0	21	26
% App. Total	0	100	0		0	0	0		0	0	100			52.4	47.6	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.375	.375	.688	.500	.000	.583	.591

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	2	2	4	5	0	9
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	4	1	0	5
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	3	2	0	5
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	2	0	2	0	0	0	0	0	0	3	3	11	10	0	21
% App. Total	0	100	0	0	0	0	0	0	0	0	100	0	52.4	47.6	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.375	.375	.688	.500	.000	.583

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

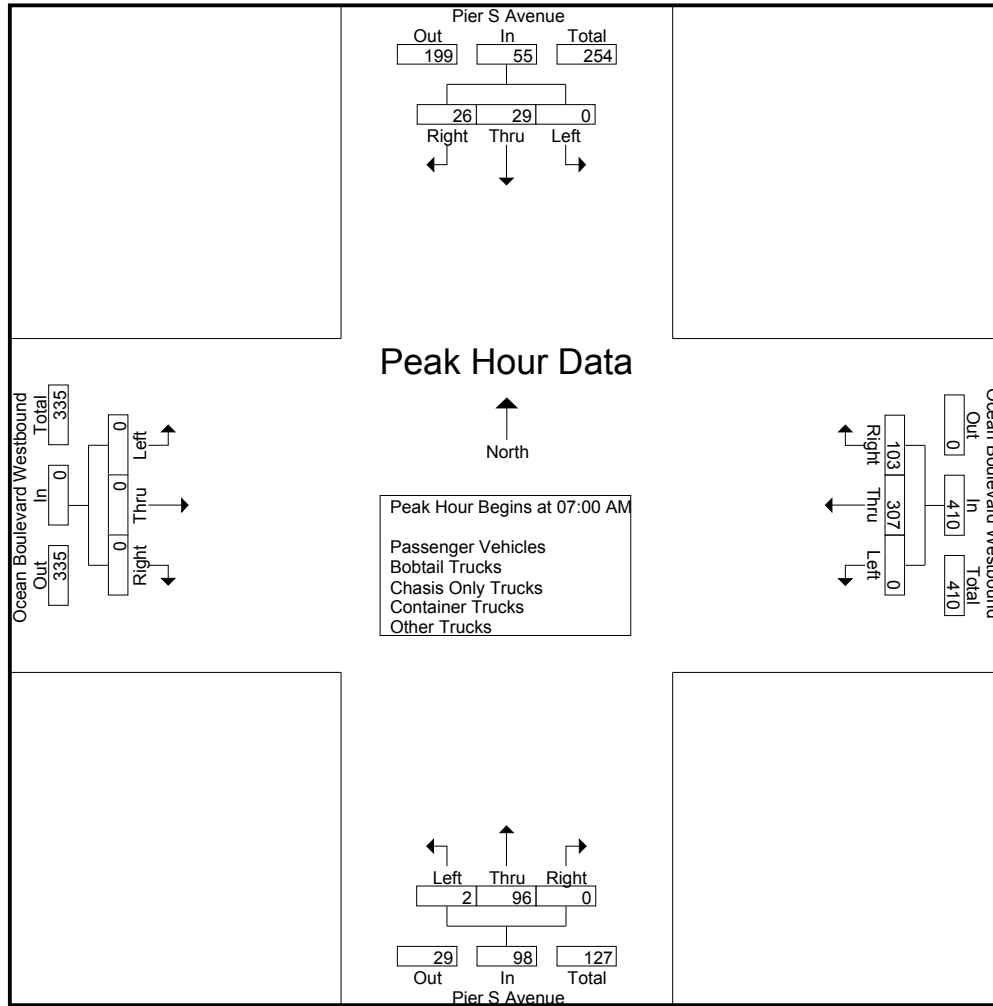
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	5	10	0	83	21	104	0	23	0	23	0	0	0	0	137
07:15 AM	0	7	7	14	0	79	18	97	0	29	0	29	0	0	0	0	140
07:30 AM	0	4	7	11	0	75	25	100	1	20	0	21	0	0	0	0	132
07:45 AM	0	13	7	20	0	70	39	109	1	24	0	25	0	0	0	0	154
Total	0	29	26	55	0	307	103	410	2	96	0	98	0	0	0	0	563
08:00 AM	0	16	16	32	0	58	23	81	0	6	0	6	0	0	0	0	119
08:15 AM	0	8	17	25	0	71	11	82	0	6	0	6	0	0	0	0	113
08:30 AM	0	18	7	25	0	63	19	82	2	7	0	9	0	0	0	0	116
08:45 AM	0	18	15	33	0	74	21	95	0	14	0	14	0	0	0	0	142
Total	0	60	55	115	0	266	74	340	2	33	0	35	0	0	0	0	490
Grand Total	0	89	81	170	0	573	177	750	4	129	0	133	0	0	0	0	1053
Apprch %	0	52.4	47.6		0	76.4	23.6		3	97	0		0	0	0		
Total %	0	8.5	7.7	16.1	0	54.4	16.8	71.2	0.4	12.3	0	12.6	0	0	0	0	
Passenger Vehicles	0	24	42	66	0	291	93	384	3	97	0	100	0	0	0	0	550
% Passenger Vehicles	0	27	51.9	38.8	0	50.8	52.5	51.2	75	75.2	0	75.2	0	0	0	0	52.2
Bobtail Trucks	0	13	10	23	0	128	20	148	0	12	0	12	0	0	0	0	183
% Bobtail Trucks	0	14.6	12.3	13.5	0	22.3	11.3	19.7	0	9.3	0	9	0	0	0	0	17.4
Chasis Only Trucks	0	4	2	6	0	29	2	31	0	7	0	7	0	0	0	0	44
% Chasis Only Trucks	0	4.5	2.5	3.5	0	5.1	1.1	4.1	0	5.4	0	5.3	0	0	0	0	4.2
Container Trucks	0	19	19	38	0	104	21	125	1	2	0	3	0	0	0	0	166
% Container Trucks	0	21.3	23.5	22.4	0	18.2	11.9	16.7	25	1.6	0	2.3	0	0	0	0	15.8
Other Trucks	0	29	8	37	0	21	41	62	0	11	0	11	0	0	0	0	110
% Other Trucks	0	32.6	9.9	21.8	0	3.7	23.2	8.3	0	8.5	0	8.3	0	0	0	0	10.4

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	5	5	10	0	83	21	104	0	23	0	23	0	0	0	0	137
07:15 AM	0	7	7	14	0	79	18	97	0	29	0	29	0	0	0	0	140
07:30 AM	0	4	7	11	0	75	25	100	1	20	0	21	0	0	0	0	132
07:45 AM	0	13	7	20	0	70	39	109	1	24	0	25	0	0	0	0	154
Total Volume	0	29	26	55	0	307	103	410	2	96	0	98	0	0	0	0	563
% App. Total	0	52.7	47.3		0	74.9	25.1		2	98	0		0	0	0		
PHF	.000	.558	.929	.688	.000	.925	.660	.940	.500	.828	.000	.845	.000	.000	.000	.000	.914

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	16	16	32	0	83	21	104	0	23	0	23	0	0	0	0
+15 mins.	0	8	17	25	0	79	18	97	0	29	0	29	0	0	0	0
+30 mins.	0	18	7	25	0	75	25	100	1	20	0	21	0	0	0	0
+45 mins.	0	18	15	33	0	70	39	109	1	24	0	25	0	0	0	0
Total Volume	0	60	55	115	0	307	103	410	2	96	0	98	0	0	0	0
% App. Total	0	52.2	47.8		0	74.9	25.1		2	98	0		0	0	0	
PHF	.000	.833	.809	.871	.000	.925	.660	.940	.500	.828	.000	.845	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

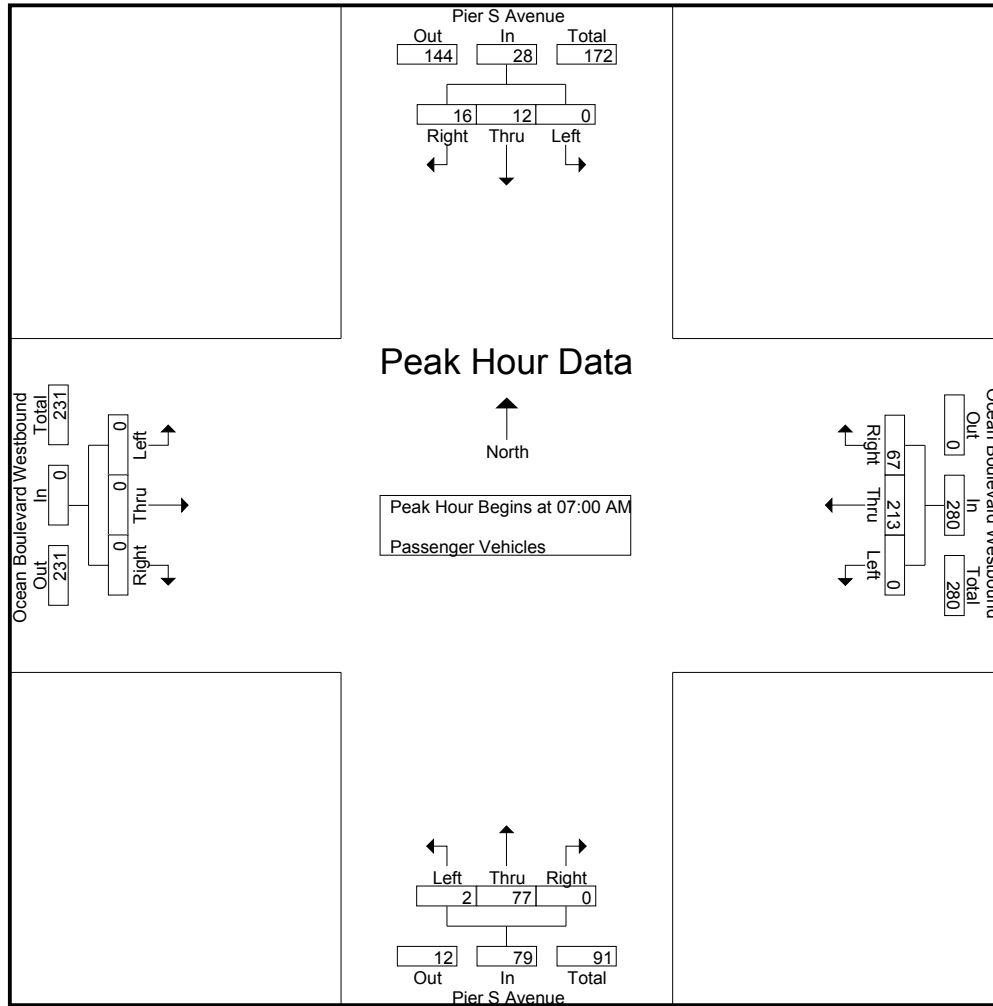
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	3	4	0	60	17	77	0	21	0	21	0	0	0	0	102
07:15 AM	0	6	6	12	0	58	13	71	0	22	0	22	0	0	0	0	105
07:30 AM	0	3	5	8	0	56	12	68	1	18	0	19	0	0	0	0	95
07:45 AM	0	2	2	4	0	39	25	64	1	16	0	17	0	0	0	0	85
Total	0	12	16	28	0	213	67	280	2	77	0	79	0	0	0	0	387
08:00 AM	0	6	10	16	0	21	7	28	0	4	0	4	0	0	0	0	48
08:15 AM	0	0	9	9	0	22	5	27	0	4	0	4	0	0	0	0	40
08:30 AM	0	3	2	5	0	17	6	23	1	3	0	4	0	0	0	0	32
08:45 AM	0	3	5	8	0	18	8	26	0	9	0	9	0	0	0	0	43
Total	0	12	26	38	0	78	26	104	1	20	0	21	0	0	0	0	163
Grand Total	0	24	42	66	0	291	93	384	3	97	0	100	0	0	0	0	550
Apprch %	0	36.4	63.6		0	75.8	24.2		3	97	0		0	0	0		
Total %	0	4.4	7.6	12	0	52.9	16.9	69.8	0.5	17.6	0	18.2	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	3	4	0	60	17	77	0	21	0	21	0	0	0	0	102
07:15 AM	0	6	6	12	0	58	13	71	0	22	0	22	0	0	0	0	105
07:30 AM	0	3	5	8	0	56	12	68	1	18	0	19	0	0	0	0	95
07:45 AM	0	2	2	4	0	39	25	64	1	16	0	17	0	0	0	0	85
Total Volume	0	12	16	28	0	213	67	280	2	77	0	79	0	0	0	0	387
% App. Total	0	42.9	57.1		0	76.1	23.9		2.5	97.5	0		0	0	0		
PHF	.000	.500	.667	.583	.000	.888	.670	.909	.500	.875	.000	.898	.000	.000	.000	.000	.921

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	3	4	0	60	17	77	0	21	0	21	0	0	0	0
+15 mins.	0	6	6	12	0	58	13	71	0	22	0	22	0	0	0	0
+30 mins.	0	3	5	8	0	56	12	68	1	18	0	19	0	0	0	0
+45 mins.	0	2	2	4	0	39	25	64	1	16	0	17	0	0	0	0
Total Volume	0	12	16	28	0	213	67	280	2	77	0	79	0	0	0	0
% App. Total	0	42.9	57.1		0	76.1	23.9		2.5	97.5	0		0	0	0	
PHF	.000	.500	.667	.583	.000	.888	.670	.909	.500	.875	.000	.898	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

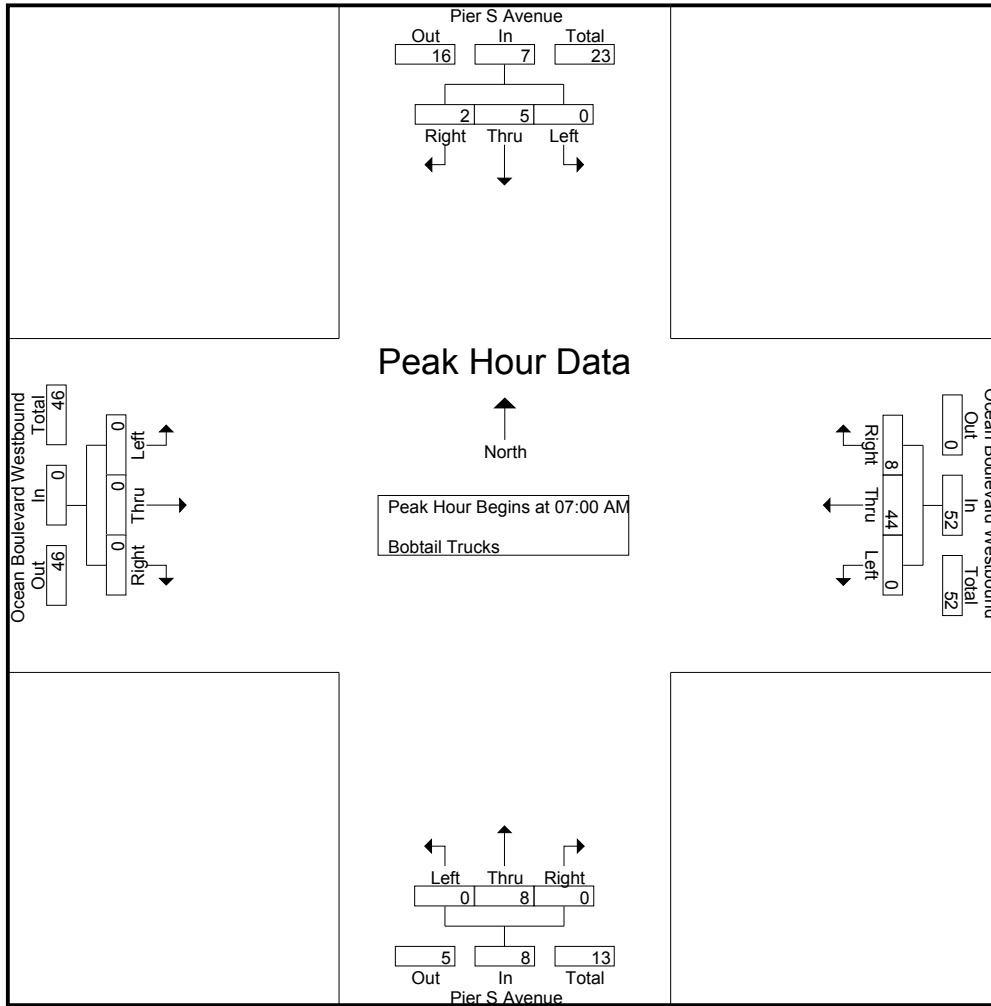
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	9	1	10	0	1	0	1	0	0	0	0	13
07:15 AM	0	1	0	1	0	11	0	11	0	6	0	6	0	0	0	0	18
07:30 AM	0	0	1	1	0	9	3	12	0	0	0	0	0	0	0	0	13
07:45 AM	0	2	1	3	0	15	4	19	0	1	0	1	0	0	0	0	23
Total	0	5	2	7	0	44	8	52	0	8	0	8	0	0	0	0	67
08:00 AM	0	2	2	4	0	15	3	18	0	1	0	1	0	0	0	0	23
08:15 AM	0	0	1	1	0	22	1	23	0	0	0	0	0	0	0	0	24
08:30 AM	0	0	3	3	0	24	5	29	0	1	0	1	0	0	0	0	33
08:45 AM	0	6	2	8	0	23	3	26	0	2	0	2	0	0	0	0	36
Total	0	8	8	16	0	84	12	96	0	4	0	4	0	0	0	0	116
Grand Total	0	13	10	23	0	128	20	148	0	12	0	12	0	0	0	0	183
Apprch %	0	56.5	43.5		0	86.5	13.5		0	100	0		0	0	0		
Total %	0	7.1	5.5	12.6	0	69.9	10.9	80.9	0	6.6	0	6.6	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	0	2	0	9	1	10	0	1	0	1	0	0	0	0	13
07:15 AM	0	1	0	1	0	11	0	11	0	6	0	6	0	0	0	0	18
07:30 AM	0	0	1	1	0	9	3	12	0	0	0	0	0	0	0	0	13
07:45 AM	0	2	1	3	0	15	4	19	0	1	0	1	0	0	0	0	23
Total Volume	0	5	2	7	0	44	8	52	0	8	0	8	0	0	0	0	67
% App. Total	0	71.4	28.6		0	84.6	15.4		0	100	0		0	0	0		
PHF	.000	.625	.500	.583	.000	.733	.500	.684	.000	.333	.000	.333	.000	.000	.000	.000	.728

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	2	0	2	0	9	1	10	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	11	0	11	0	6	0	6	0	0	0	0
+30 mins.	0	0	1	1	0	9	3	12	0	0	0	0	0	0	0	0
+45 mins.	0	2	1	3	0	15	4	19	0	1	0	1	0	0	0	0
Total Volume	0	5	2	7	0	44	8	52	0	8	0	8	0	0	0	0
% App. Total	0	71.4	28.6		0	84.6	15.4		0	100	0		0	0	0	
PHF	.000	.625	.500	.583	.000	.733	.500	.684	.000	.333	.000	.333	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

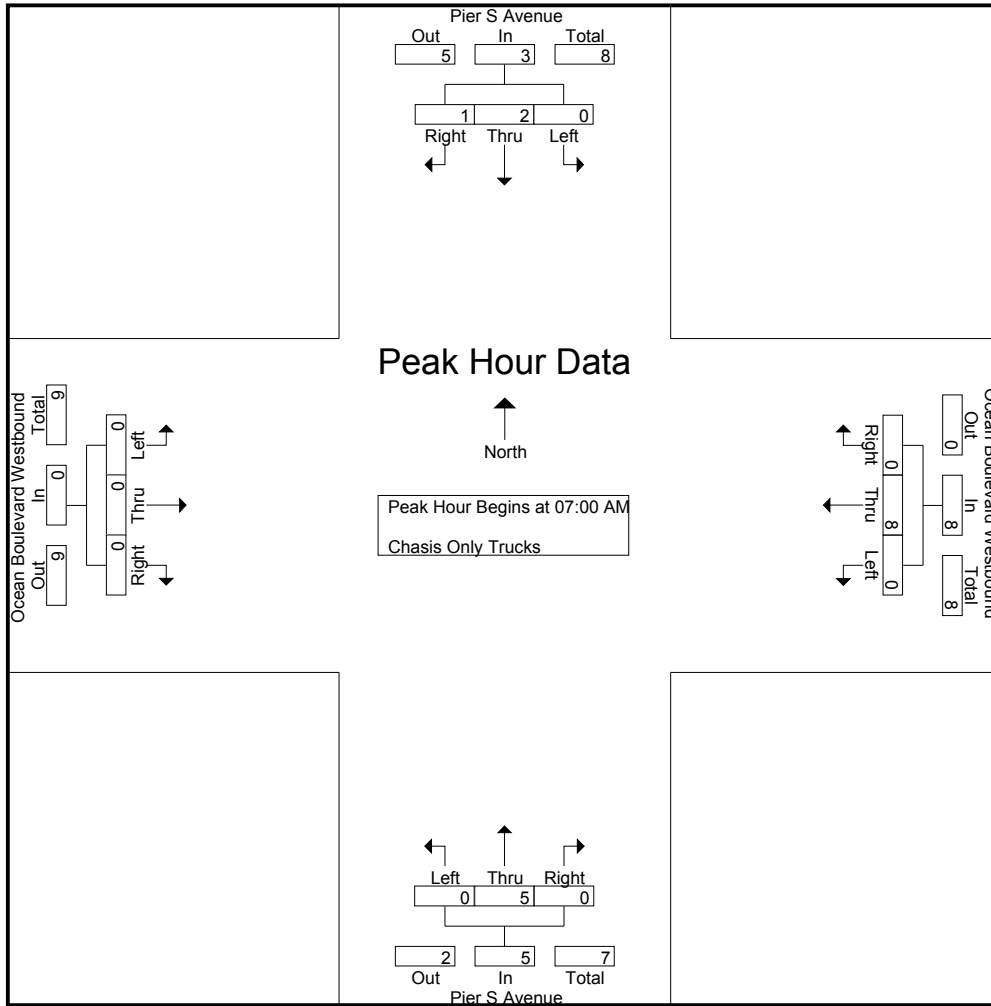
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	0	4
07:45 AM	0	1	1	2	0	3	0	3	0	4	0	4	0	0	0	0	0	9
Total	0	2	1	3	0	8	0	8	0	5	0	5	0	0	0	0	0	16
08:00 AM	0	1	0	1	0	3	2	5	0	0	0	0	0	0	0	0	0	6
08:15 AM	0	1	0	1	0	7	0	7	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	0	0	0	0	4
08:45 AM	0	0	1	1	0	8	0	8	0	1	0	1	0	0	0	0	0	10
Total	0	2	1	3	0	21	2	23	0	2	0	2	0	0	0	0	0	28
Grand Total	0	4	2	6	0	29	2	31	0	7	0	7	0	0	0	0	0	44
Apprch %	0	66.7	33.3		0	93.5	6.5		0	100	0		0	0	0			
Total %	0	9.1	4.5	13.6	0	65.9	4.5	70.5	0	15.9	0	15.9	0	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	0	4
07:45 AM	0	1	1	2	0	3	0	3	0	4	0	4	0	0	0	0	0	9
Total Volume	0	2	1	3	0	8	0	8	0	5	0	5	0	0	0	0	0	16
% App. Total	0	66.7	33.3		0	100	0		0	100	0		0	0	0			
PHF	.000	.500	.250	.375	.000	.667	.000	.667	.000	.313	.000	.313	.000	.000	.000	.000	.000	.444

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0
+45 mins.	0	1	1	2	0	3	0	3	0	4	0	4	0	0	0	0
Total Volume	0	2	1	3	0	8	0	8	0	5	0	5	0	0	0	0
% App. Total	0	66.7	33.3		0	100	0		0	100	0		0	0	0	
PHF	.000	.500	.250	.375	.000	.667	.000	.667	.000	.313	.000	.313	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

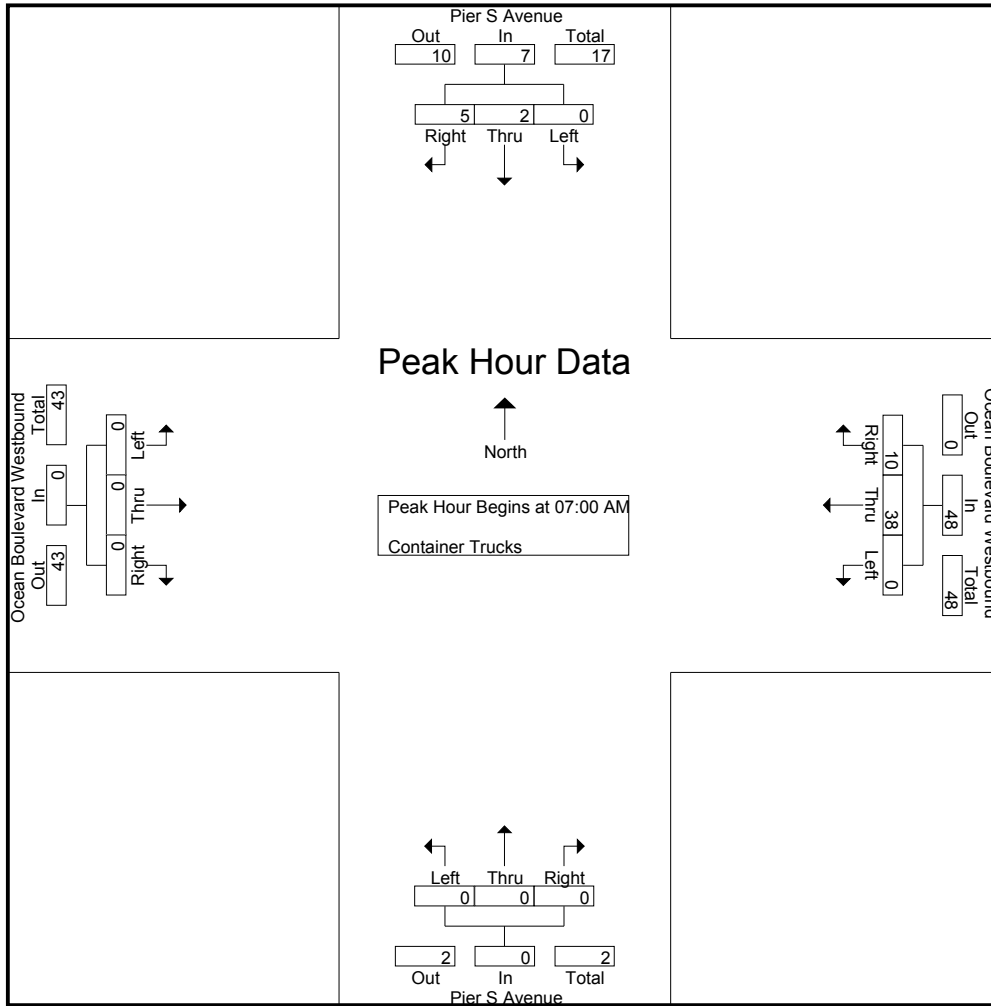
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	2	3	0	11	0	11	0	0	0	0	0	0	0	0	0	14
07:15 AM	0	0	1	1	0	8	1	9	0	0	0	0	0	0	0	0	0	10
07:30 AM	0	0	1	1	0	6	5	11	0	0	0	0	0	0	0	0	0	12
07:45 AM	0	1	1	2	0	13	4	17	0	0	0	0	0	0	0	0	0	19
Total	0	2	5	7	0	38	10	48	0	0	0	0	0	0	0	0	0	55
08:00 AM	0	3	2	5	0	14	3	17	0	1	0	1	0	0	0	0	0	23
08:15 AM	0	2	5	7	0	16	1	17	0	0	0	0	0	0	0	0	0	24
08:30 AM	0	7	2	9	0	16	2	18	1	1	0	2	0	0	0	0	0	29
08:45 AM	0	5	5	10	0	20	5	25	0	0	0	0	0	0	0	0	0	35
Total	0	17	14	31	0	66	11	77	1	2	0	3	0	0	0	0	0	111
Grand Total	0	19	19	38	0	104	21	125	1	2	0	3	0	0	0	0	0	166
Apprch %	0	50	50		0	83.2	16.8		33.3	66.7	0		0	0	0			
Total %	0	11.4	11.4	22.9	0	62.7	12.7	75.3	0.6	1.2	0	1.8	0	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	1	2	3	0	11	0	11	0	0	0	0	0	0	0	0	0	14
07:15 AM	0	0	1	1	0	8	1	9	0	0	0	0	0	0	0	0	0	10
07:30 AM	0	0	1	1	0	6	5	11	0	0	0	0	0	0	0	0	0	12
07:45 AM	0	1	1	2	0	13	4	17	0	0	0	0	0	0	0	0	0	19
Total Volume	0	2	5	7	0	38	10	48	0	0	0	0	0	0	0	0	0	55
% App. Total	0	28.6	71.4		0	79.2	20.8		0	0	0		0	0	0			
PHF	.000	.500	.625	.583	.000	.731	.500	.706	.000	.000	.000	.000	.000	.000	.000	.000	.000	.724

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	2	3	0	11	0	11	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	8	1	9	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	6	5	11	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	2	0	13	4	17	0	0	0	0	0	0	0	0
Total Volume	0	2	5	7	0	38	10	48	0	0	0	0	0	0	0	0
% App. Total	0	28.6	71.4		0	79.2	20.8		0	0	0		0	0	0	
PHF	.000	.500	.625	.583	.000	.731	.500	.706	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

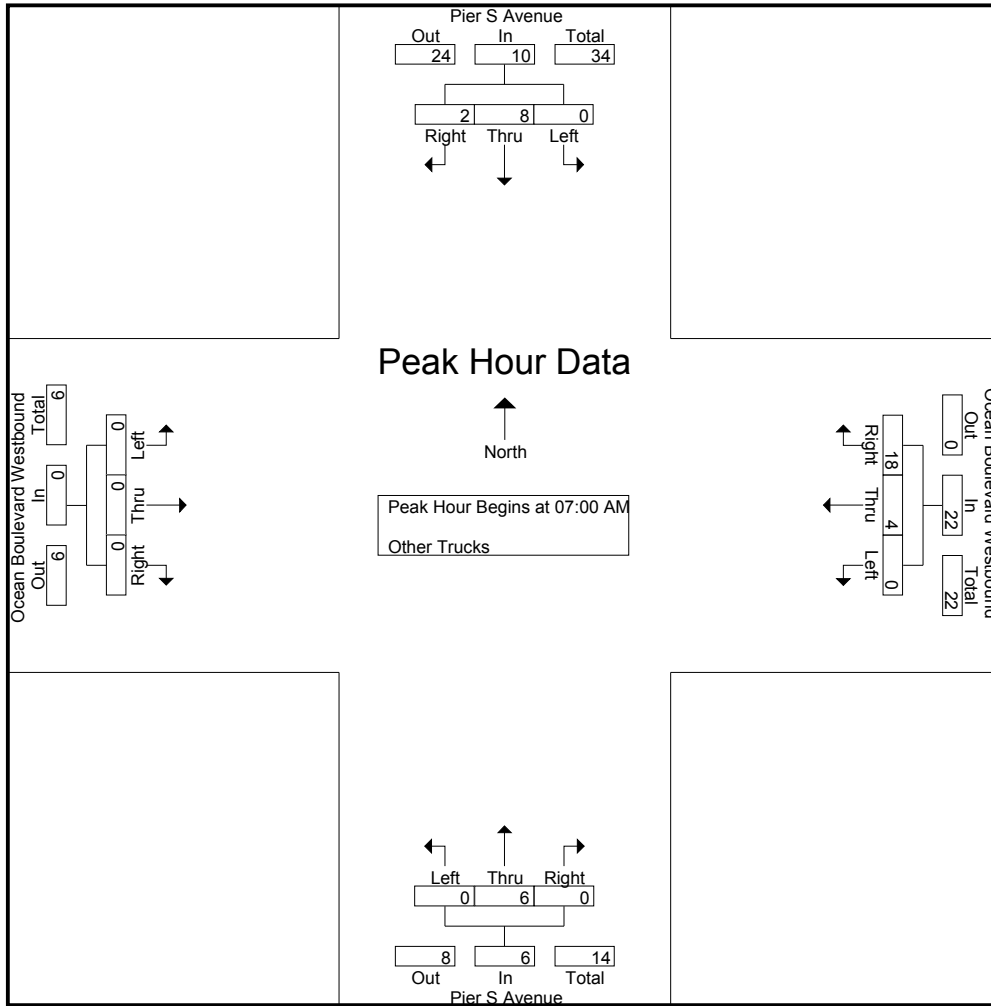
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	1	3	4	0	1	0	1	0	0	0	0	6
07:15 AM	0	0	0	0	0	1	4	5	0	1	0	1	0	0	0	0	6
07:30 AM	0	0	0	0	0	2	5	7	0	1	0	1	0	0	0	0	8
07:45 AM	0	7	2	9	0	0	6	6	0	3	0	3	0	0	0	0	18
Total	0	8	2	10	0	4	18	22	0	6	0	6	0	0	0	0	38
08:00 AM	0	4	2	6	0	5	8	13	0	0	0	0	0	0	0	0	19
08:15 AM	0	5	2	7	0	4	4	8	0	2	0	2	0	0	0	0	17
08:30 AM	0	8	0	8	0	3	6	9	0	1	0	1	0	0	0	0	18
08:45 AM	0	4	2	6	0	5	5	10	0	2	0	2	0	0	0	0	18
Total	0	21	6	27	0	17	23	40	0	5	0	5	0	0	0	0	72
Grand Total	0	29	8	37	0	21	41	62	0	11	0	11	0	0	0	0	110
Apprch %	0	78.4	21.6		0	33.9	66.1		0	100	0		0	0	0		
Total %	0	26.4	7.3	33.6	0	19.1	37.3	56.4	0	10	0	10	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	1	3	4	0	1	0	1	0	0	0	0	6
07:15 AM	0	0	0	0	0	1	4	5	0	1	0	1	0	0	0	0	6
07:30 AM	0	0	0	0	0	2	5	7	0	1	0	1	0	0	0	0	8
07:45 AM	0	7	2	9	0	0	6	6	0	3	0	3	0	0	0	0	18
Total Volume	0	8	2	10	0	4	18	22	0	6	0	6	0	0	0	0	38
% App. Total	0	80	20		0	18.2	81.8		0	100	0		0	0	0		
PHF	.000	.286	.250	.278	.000	.500	.750	.786	.000	.500	.000	.500	.000	.000	.000	.000	.528

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	1	3	4	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	4	5	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	2	5	7	0	1	0	1	0	0	0	0
+45 mins.	0	7	2	9	0	0	6	6	0	3	0	3	0	0	0	0
Total Volume	0	8	2	10	0	4	18	22	0	6	0	6	0	0	0	0
% App. Total	0	80	20		0	18.2	81.8		0	100	0		0	0	0	
PHF	.000	.286	.250	.278	.000	.500	.750	.786	.000	.500	.000	.500	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

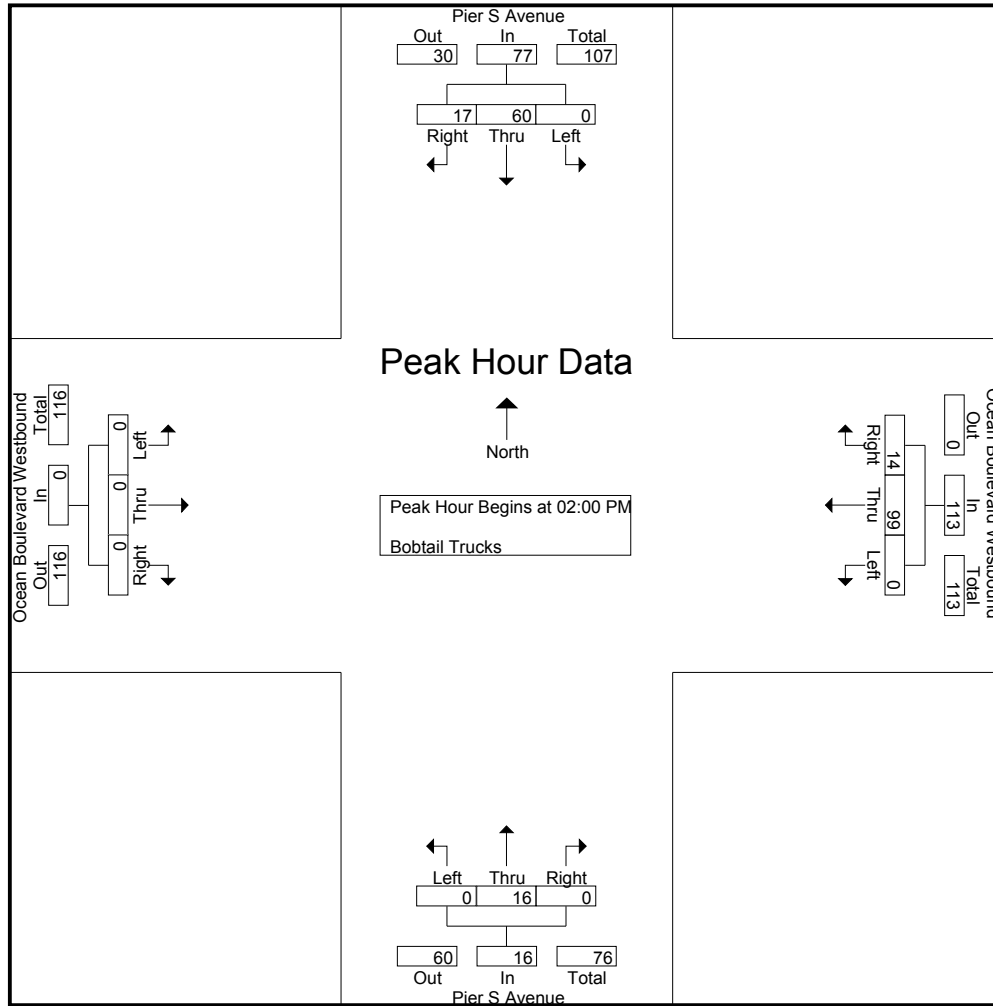
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	2	3	5	0	5	2	7	0	2	0	2	0	0	0	0	14
01:15 PM	0	11	6	17	0	12	1	13	0	1	0	1	0	0	0	0	31
01:30 PM	0	4	2	6	0	14	2	16	0	4	0	4	0	0	0	0	26
01:45 PM	0	4	5	9	0	14	2	16	0	6	0	6	0	0	0	0	31
Total	0	21	16	37	0	45	7	52	0	13	0	13	0	0	0	0	102
02:00 PM	0	10	5	15	0	26	4	30	0	6	0	6	0	0	0	0	51
02:15 PM	0	14	6	20	0	23	5	28	0	3	0	3	0	0	0	0	51
02:30 PM	0	17	6	23	0	27	2	29	0	5	0	5	0	0	0	0	57
02:45 PM	0	19	0	19	0	23	3	26	0	2	0	2	0	0	0	0	47
Total	0	60	17	77	0	99	14	113	0	16	0	16	0	0	0	0	206
Grand Total	0	81	33	114	0	144	21	165	0	29	0	29	0	0	0	0	308
Apprch %	0	71.1	28.9		0	87.3	12.7		0	100	0		0	0	0		
Total %	0	26.3	10.7	37	0	46.8	6.8	53.6	0	9.4	0	9.4	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	10	5	15	0	26	4	30	0	6	0	6	0	0	0	0	51
02:15 PM	0	14	6	20	0	23	5	28	0	3	0	3	0	0	0	0	51
02:30 PM	0	17	6	23	0	27	2	29	0	5	0	5	0	0	0	0	57
02:45 PM	0	19	0	19	0	23	3	26	0	2	0	2	0	0	0	0	47
Total Volume	0	60	17	77	0	99	14	113	0	16	0	16	0	0	0	0	206
% App. Total	0	77.9	22.1		0	87.6	12.4		0	100	0		0	0	0		
PHF	.000	.789	.708	.837	.000	.917	.700	.942	.000	.667	.000	.667	.000	.000	.000	.000	.904

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	10	5	15	0	26	4	30	0	6	0	6	0	0	0	0
+15 mins.	0	14	6	20	0	23	5	28	0	3	0	3	0	0	0	0
+30 mins.	0	17	6	23	0	27	2	29	0	5	0	5	0	0	0	0
+45 mins.	0	19	0	19	0	23	3	26	0	2	0	2	0	0	0	0
Total Volume	0	60	17	77	0	99	14	113	0	16	0	16	0	0	0	0
% App. Total	0	77.9	22.1		0	87.6	12.4		0	100	0		0	0	0	
PHF	.000	.789	.708	.837	.000	.917	.700	.942	.000	.667	.000	.667	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

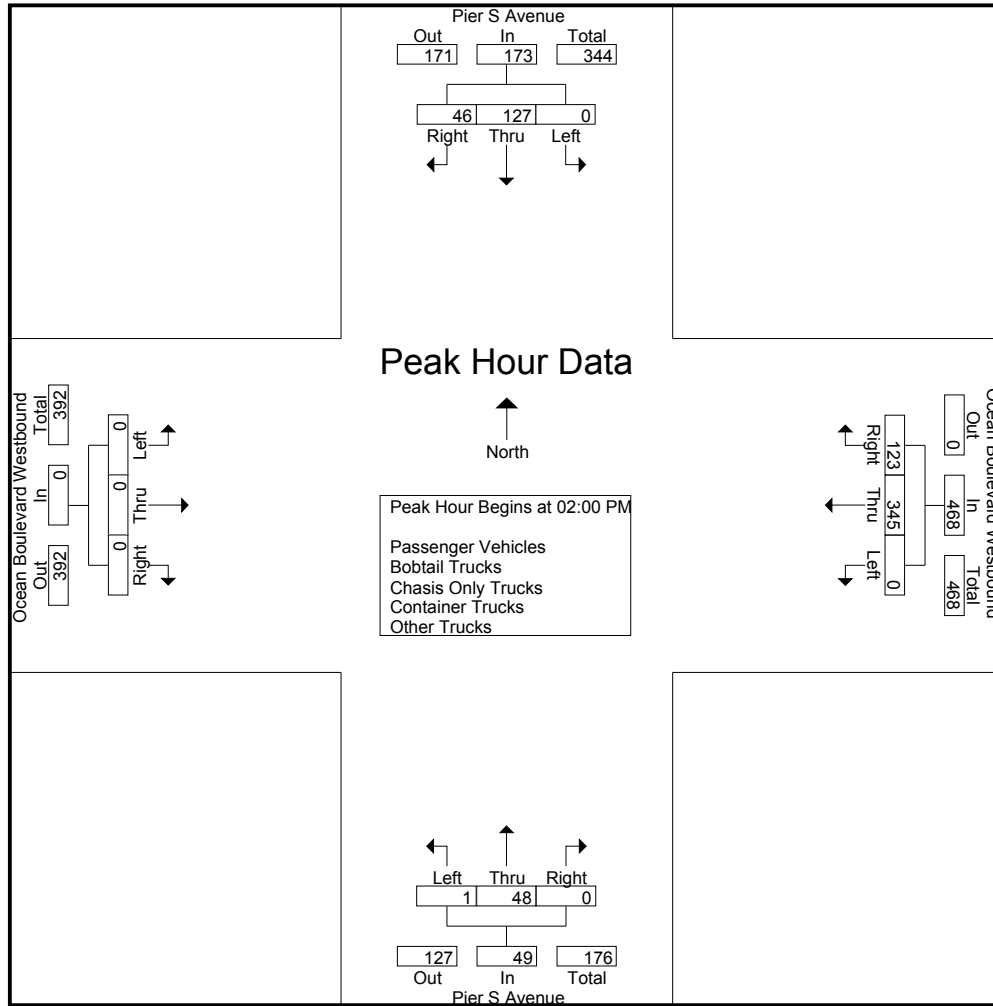
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	16	20	36	0	45	35	80	0	13	0	13	0	0	0	0	129
01:15 PM	0	24	13	37	0	55	13	68	0	14	0	14	0	0	0	0	119
01:30 PM	0	16	8	24	0	51	18	69	0	9	0	9	0	0	0	0	102
01:45 PM	0	17	17	34	0	65	28	93	0	16	0	16	0	0	0	0	143
Total	0	73	58	131	0	216	94	310	0	52	0	52	0	0	0	0	493
02:00 PM	0	21	12	33	0	79	31	110	0	19	0	19	0	0	0	0	162
02:15 PM	0	23	15	38	0	72	32	104	0	9	0	9	0	0	0	0	151
02:30 PM	0	41	12	53	0	112	42	154	1	12	0	13	0	0	0	0	220
02:45 PM	0	42	7	49	0	82	18	100	0	8	0	8	0	0	0	0	157
Total	0	127	46	173	0	345	123	468	1	48	0	49	0	0	0	0	690
Grand Total	0	200	104	304	0	561	217	778	1	100	0	101	0	0	0	0	1183
Apprch %	0	65.8	34.2		0	72.1	27.9		1	99	0		0	0	0		
Total %	0	16.9	8.8	25.7	0	47.4	18.3	65.8	0.1	8.5	0	8.5	0	0	0	0	
Passenger Vehicles	0	37	41	78	0	164	37	201	0	37	0	37	0	0	0	0	316
% Passenger Vehicles	0	18.5	39.4	25.7	0	29.2	17.1	25.8	0	37	0	36.6	0	0	0	0	26.7
Bobtail Trucks	0	81	33	114	0	144	21	165	0	29	0	29	0	0	0	0	308
% Bobtail Trucks	0	40.5	31.7	37.5	0	25.7	9.7	21.2	0	29	0	28.7	0	0	0	0	26
Chasis Only Trucks	0	10	1	11	0	40	79	119	0	11	0	11	0	0	0	0	141
% Chasis Only Trucks	0	5	1	3.6	0	7.1	36.4	15.3	0	11	0	10.9	0	0	0	0	11.9
Container Trucks	0	30	16	46	0	188	27	215	1	14	0	15	0	0	0	0	276
% Container Trucks	0	15	15.4	15.1	0	33.5	12.4	27.6	100	14	0	14.9	0	0	0	0	23.3
Other Trucks	0	42	13	55	0	25	53	78	0	9	0	9	0	0	0	0	142
% Other Trucks	0	21	12.5	18.1	0	4.5	24.4	10	0	9	0	8.9	0	0	0	0	12

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	21	12	33	0	79	31	110	0	19	0	19	0	0	0	0	162
02:15 PM	0	23	15	38	0	72	32	104	0	9	0	9	0	0	0	0	151
02:30 PM	0	41	12	53	0	112	42	154	1	12	0	13	0	0	0	0	220
02:45 PM	0	42	7	49	0	82	18	100	0	8	0	8	0	0	0	0	157
Total Volume	0	127	46	173	0	345	123	468	1	48	0	49	0	0	0	0	690
% App. Total	0	73.4	26.6		0	73.7	26.3		2	98	0		0	0	0		
PHF	.000	.756	.767	.816	.000	.770	.732	.760	.250	.632	.000	.645	.000	.000	.000	.000	.784

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				01:15 PM				01:00 PM			
+0 mins.	0	21	12	33	0	79	31	110	0	14	0	14	0	0	0	0
+15 mins.	0	23	15	38	0	72	32	104	0	9	0	9	0	0	0	0
+30 mins.	0	41	12	53	0	112	42	154	0	16	0	16	0	0	0	0
+45 mins.	0	42	7	49	0	82	18	100	0	19	0	19	0	0	0	0
Total Volume	0	127	46	173	0	345	123	468	0	58	0	58	0	0	0	0
% App. Total	0	73.4	26.6		0	73.7	26.3		0	100	0		0	0	0	
PHF	.000	.756	.767	.816	.000	.770	.732	.760	.000	.763	.000	.763	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

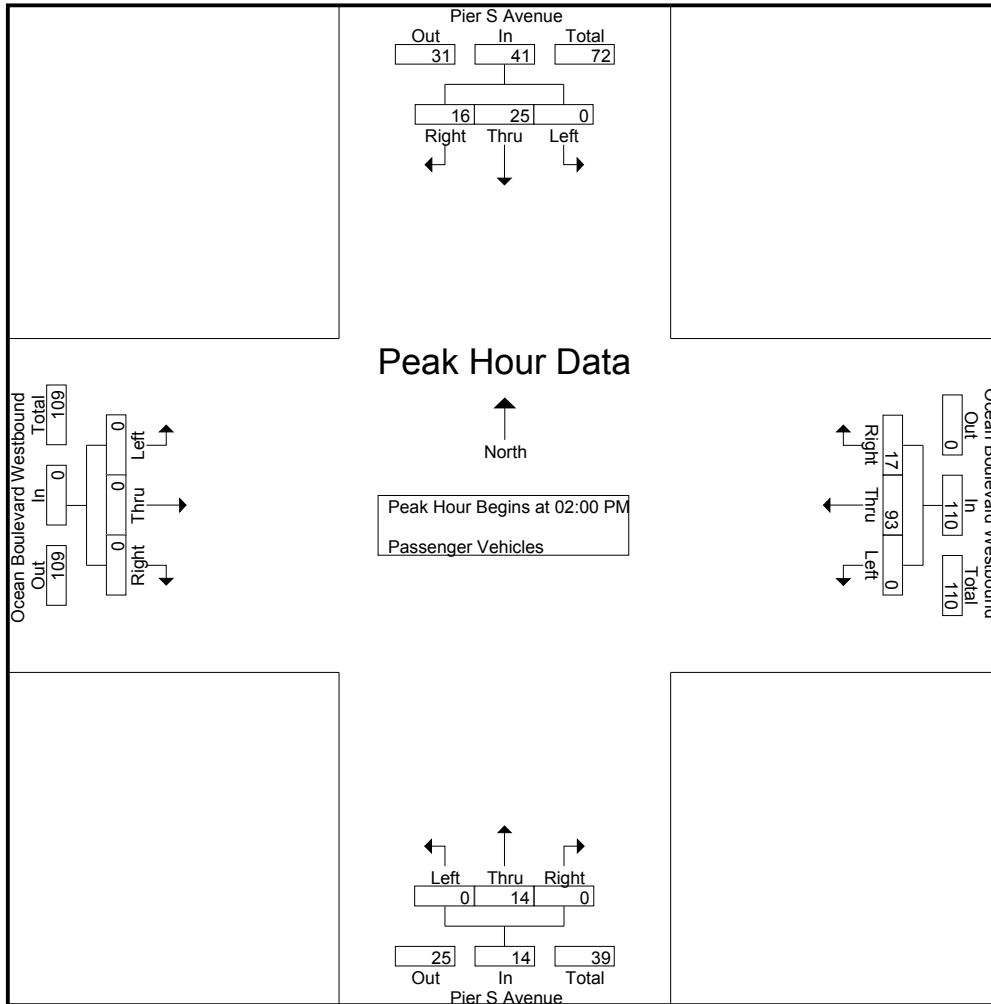
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	10	14	0	27	7	34	0	9	0	9	0	0	0	0	57
01:15 PM	0	1	5	6	0	16	4	20	0	6	0	6	0	0	0	0	32
01:30 PM	0	4	3	7	0	15	2	17	0	3	0	3	0	0	0	0	27
01:45 PM	0	3	7	10	0	13	7	20	0	5	0	5	0	0	0	0	35
Total	0	12	25	37	0	71	20	91	0	23	0	23	0	0	0	0	151
02:00 PM	0	7	3	10	0	24	2	26	0	5	0	5	0	0	0	0	41
02:15 PM	0	1	5	6	0	18	4	22	0	4	0	4	0	0	0	0	32
02:30 PM	0	8	3	11	0	32	10	42	0	1	0	1	0	0	0	0	54
02:45 PM	0	9	5	14	0	19	1	20	0	4	0	4	0	0	0	0	38
Total	0	25	16	41	0	93	17	110	0	14	0	14	0	0	0	0	165
Grand Total	0	37	41	78	0	164	37	201	0	37	0	37	0	0	0	0	316
Apprch %	0	47.4	52.6		0	81.6	18.4		0	100	0		0	0	0		
Total %	0	11.7	13	24.7	0	51.9	11.7	63.6	0	11.7	0	11.7	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	7	3	10	0	24	2	26	0	5	0	5	0	0	0	0	41
02:15 PM	0	1	5	6	0	18	4	22	0	4	0	4	0	0	0	0	32
02:30 PM	0	8	3	11	0	32	10	42	0	1	0	1	0	0	0	0	54
02:45 PM	0	9	5	14	0	19	1	20	0	4	0	4	0	0	0	0	38
Total Volume	0	25	16	41	0	93	17	110	0	14	0	14	0	0	0	0	165
% App. Total	0	61	39		0	84.5	15.5		0	100	0		0	0	0		
PHF	.000	.694	.800	.732	.000	.727	.425	.655	.000	.700	.000	.700	.000	.000	.000	.000	.764

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	7	3	10	0	24	2	26	0	5	0	5	0	0	0	0
+15 mins.	0	1	5	6	0	18	4	22	0	4	0	4	0	0	0	0
+30 mins.	0	8	3	11	0	32	10	42	0	1	0	1	0	0	0	0
+45 mins.	0	9	5	14	0	19	1	20	0	4	0	4	0	0	0	0
Total Volume	0	25	16	41	0	93	17	110	0	14	0	14	0	0	0	0
% App. Total	0	61	39		0	84.5	15.5		0	100	0		0	0	0	
PHF	.000	.694	.800	.732	.000	.727	.425	.655	.000	.700	.000	.700	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

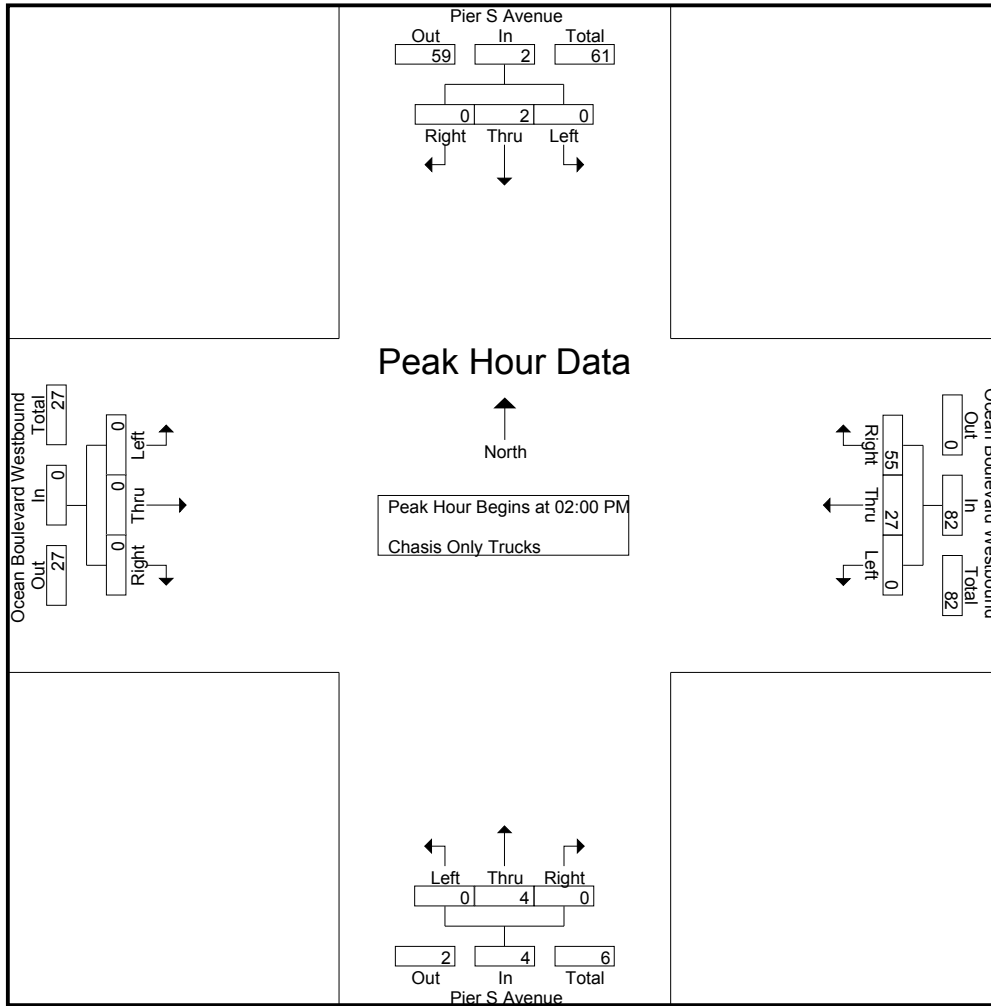
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	2	1	3	0	2	6	8	0	1	0	1	0	0	0	0	12
01:15 PM	0	1	0	1	0	1	2	3	0	3	0	3	0	0	0	0	7
01:30 PM	0	4	0	4	0	3	5	8	0	2	0	2	0	0	0	0	14
01:45 PM	0	1	0	1	0	7	11	18	0	1	0	1	0	0	0	0	20
Total	0	8	1	9	0	13	24	37	0	7	0	7	0	0	0	0	53
02:00 PM	0	0	0	0	0	7	20	27	0	2	0	2	0	0	0	0	29
02:15 PM	0	1	0	1	0	6	10	16	0	0	0	0	0	0	0	0	17
02:30 PM	0	0	0	0	0	8	18	26	0	1	0	1	0	0	0	0	27
02:45 PM	0	1	0	1	0	6	7	13	0	1	0	1	0	0	0	0	15
Total	0	2	0	2	0	27	55	82	0	4	0	4	0	0	0	0	88
Grand Total	0	10	1	11	0	40	79	119	0	11	0	11	0	0	0	0	141
Apprch %	0	90.9	9.1		0	33.6	66.4		0	100	0		0	0	0		
Total %	0	7.1	0.7	7.8	0	28.4	56	84.4	0	7.8	0	7.8	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	7	20	27	0	2	0	2	0	0	0	0	29
02:15 PM	0	1	0	1	0	6	10	16	0	0	0	0	0	0	0	0	17
02:30 PM	0	0	0	0	0	8	18	26	0	1	0	1	0	0	0	0	27
02:45 PM	0	1	0	1	0	6	7	13	0	1	0	1	0	0	0	0	15
Total Volume	0	2	0	2	0	27	55	82	0	4	0	4	0	0	0	0	88
% App. Total	0	100	0		0	32.9	67.1		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.844	.688	.759	.000	.500	.000	.500	.000	.000	.000	.000	.759

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	7	20	27	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	6	10	16	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	8	18	26	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	6	7	13	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	27	55	82	0	4	0	4	0	0	0	0
% App. Total	0	100	0	0	0	32.9	67.1	0	0	100	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.844	.688	.759	.000	.500	.000	.500	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

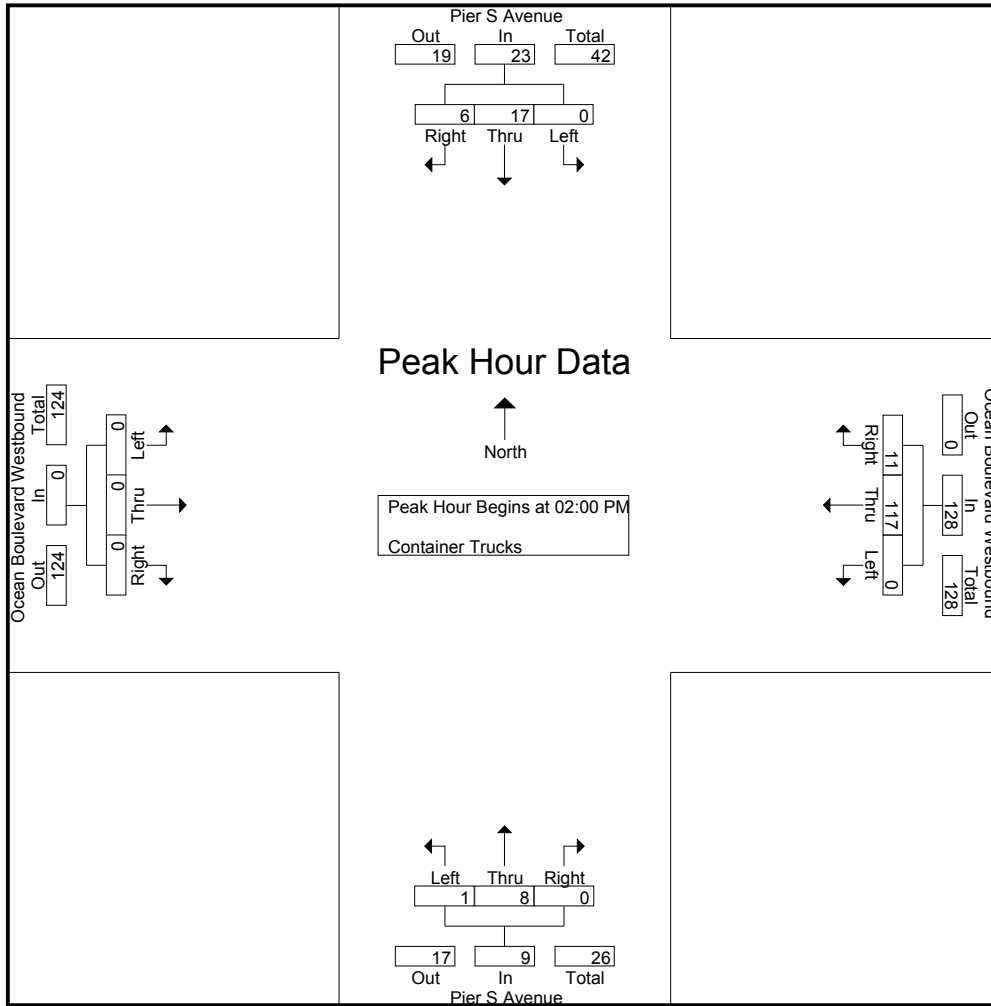
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	4	5	0	9	7	16	0	1	0	1	0	0	0	0	22
01:15 PM	0	5	1	6	0	20	3	23	0	1	0	1	0	0	0	0	30
01:30 PM	0	3	3	6	0	13	4	17	0	0	0	0	0	0	0	0	23
01:45 PM	0	4	2	6	0	29	2	31	0	4	0	4	0	0	0	0	41
Total	0	13	10	23	0	71	16	87	0	6	0	6	0	0	0	0	116
02:00 PM	0	1	2	3	0	21	0	21	0	5	0	5	0	0	0	0	29
02:15 PM	0	3	1	4	0	23	6	29	0	0	0	0	0	0	0	0	33
02:30 PM	0	8	3	11	0	41	4	45	1	2	0	3	0	0	0	0	59
02:45 PM	0	5	0	5	0	32	1	33	0	1	0	1	0	0	0	0	39
Total	0	17	6	23	0	117	11	128	1	8	0	9	0	0	0	0	160
Grand Total	0	30	16	46	0	188	27	215	1	14	0	15	0	0	0	0	276
Apprch %	0	65.2	34.8		0	87.4	12.6		6.7	93.3	0		0	0	0		
Total %	0	10.9	5.8	16.7	0	68.1	9.8	77.9	0.4	5.1	0	5.4	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	1	2	3	0	21	0	21	0	5	0	5	0	0	0	0	29
02:15 PM	0	3	1	4	0	23	6	29	0	0	0	0	0	0	0	0	33
02:30 PM	0	8	3	11	0	41	4	45	1	2	0	3	0	0	0	0	59
02:45 PM	0	5	0	5	0	32	1	33	0	1	0	1	0	0	0	0	39
Total Volume	0	17	6	23	0	117	11	128	1	8	0	9	0	0	0	0	160
% App. Total	0	73.9	26.1		0	91.4	8.6		11.1	88.9	0		0	0	0		
PHF	.000	.531	.500	.523	.000	.713	.458	.711	.250	.400	.000	.450	.000	.000	.000	.000	.678

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	1	2	3	0	21	0	21	0	5	0	5	0	0	0	0
+15 mins.	0	3	1	4	0	23	6	29	0	0	0	0	0	0	0	0
+30 mins.	0	8	3	11	0	41	4	45	1	2	0	3	0	0	0	0
+45 mins.	0	5	0	5	0	32	1	33	0	1	0	1	0	0	0	0
Total Volume	0	17	6	23	0	117	11	128	1	8	0	9	0	0	0	0
% App. Total	0	73.9	26.1		0	91.4	8.6		11.1	88.9	0		0	0	0	
PHF	.000	.531	.500	.523	.000	.713	.458	.711	.250	.400	.000	.450	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

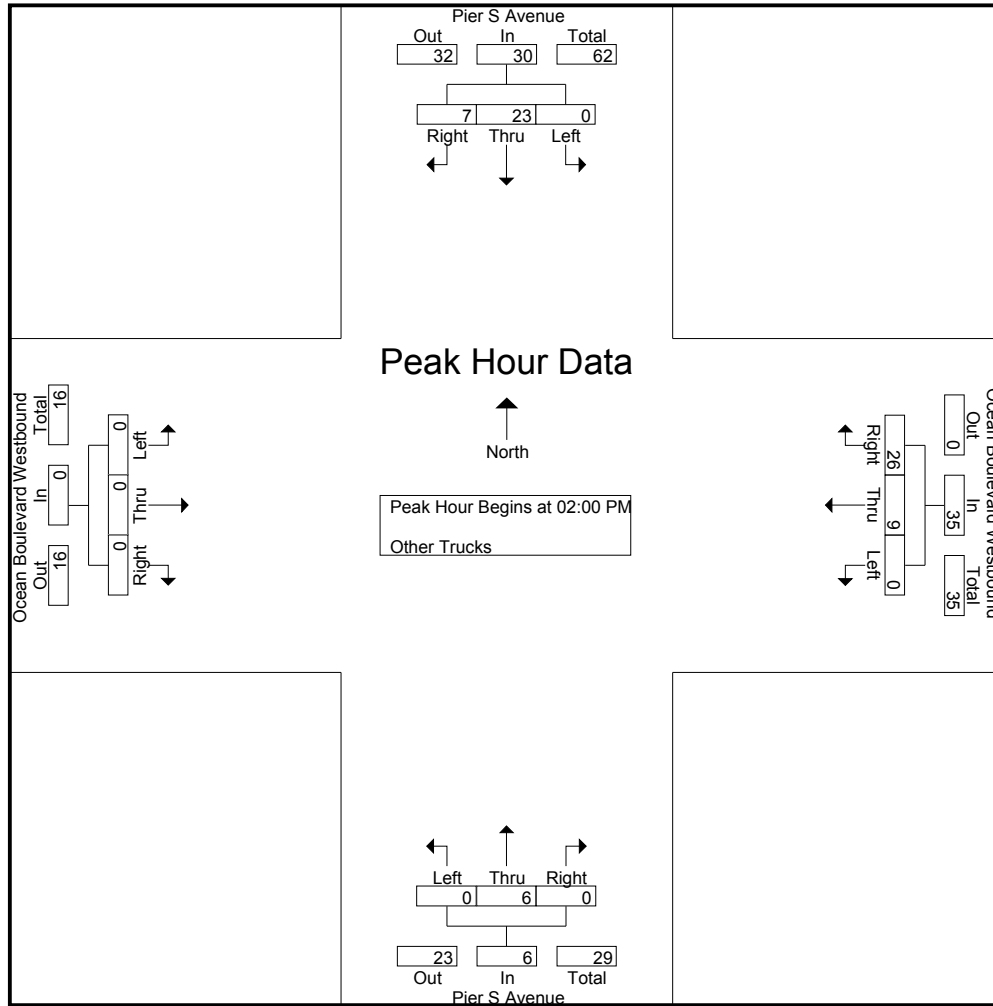
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
01:00 PM	0	7	2	9	0	2	13	15	0	0	0	0	0	0	0	0	0	24
01:15 PM	0	6	1	7	0	6	3	9	0	3	0	3	0	0	0	0	0	19
01:30 PM	0	1	0	1	0	6	5	11	0	0	0	0	0	0	0	0	0	12
01:45 PM	0	5	3	8	0	2	6	8	0	0	0	0	0	0	0	0	0	16
Total	0	19	6	25	0	16	27	43	0	3	0	3	0	0	0	0	0	71
02:00 PM	0	3	2	5	0	1	5	6	0	1	0	1	0	0	0	0	0	12
02:15 PM	0	4	3	7	0	2	7	9	0	2	0	2	0	0	0	0	0	18
02:30 PM	0	8	0	8	0	4	8	12	0	3	0	3	0	0	0	0	0	23
02:45 PM	0	8	2	10	0	2	6	8	0	0	0	0	0	0	0	0	0	18
Total	0	23	7	30	0	9	26	35	0	6	0	6	0	0	0	0	0	71
Grand Total	0	42	13	55	0	25	53	78	0	9	0	9	0	0	0	0	0	142
Apprch %	0	76.4	23.6		0	32.1	67.9		0	100	0		0	0	0			
Total %	0	29.6	9.2	38.7	0	17.6	37.3	54.9	0	6.3	0	6.3	0	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 02:00 PM																		
02:00 PM	0	3	2	5	0	1	5	6	0	1	0	1	0	0	0	0	0	12
02:15 PM	0	4	3	7	0	2	7	9	0	2	0	2	0	0	0	0	0	18
02:30 PM	0	8	0	8	0	4	8	12	0	3	0	3	0	0	0	0	0	23
02:45 PM	0	8	2	10	0	2	6	8	0	0	0	0	0	0	0	0	0	18
Total Volume	0	23	7	30	0	9	26	35	0	6	0	6	0	0	0	0	0	71
% App. Total	0	76.7	23.3		0	25.7	74.3		0	100	0		0	0	0			
PHF	.000	.719	.583	.750	.000	.563	.813	.729	.000	.500	.000	.500	.000	.000	.000	.000	.000	.772

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	3	2	5	0	1	5	6	0	1	0	1	0	0	0	0
+15 mins.	0	4	3	7	0	2	7	9	0	2	0	2	0	0	0	0
+30 mins.	0	8	0	8	0	4	8	12	0	3	0	3	0	0	0	0
+45 mins.	0	8	2	10	0	2	6	8	0	0	0	0	0	0	0	0
Total Volume	0	23	7	30	0	9	26	35	0	6	0	6	0	0	0	0
% App. Total	0	76.7	23.3		0	25.7	74.3		0	100	0		0	0	0	
PHF	.000	.719	.583	.750	.000	.563	.813	.729	.000	.500	.000	.500	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

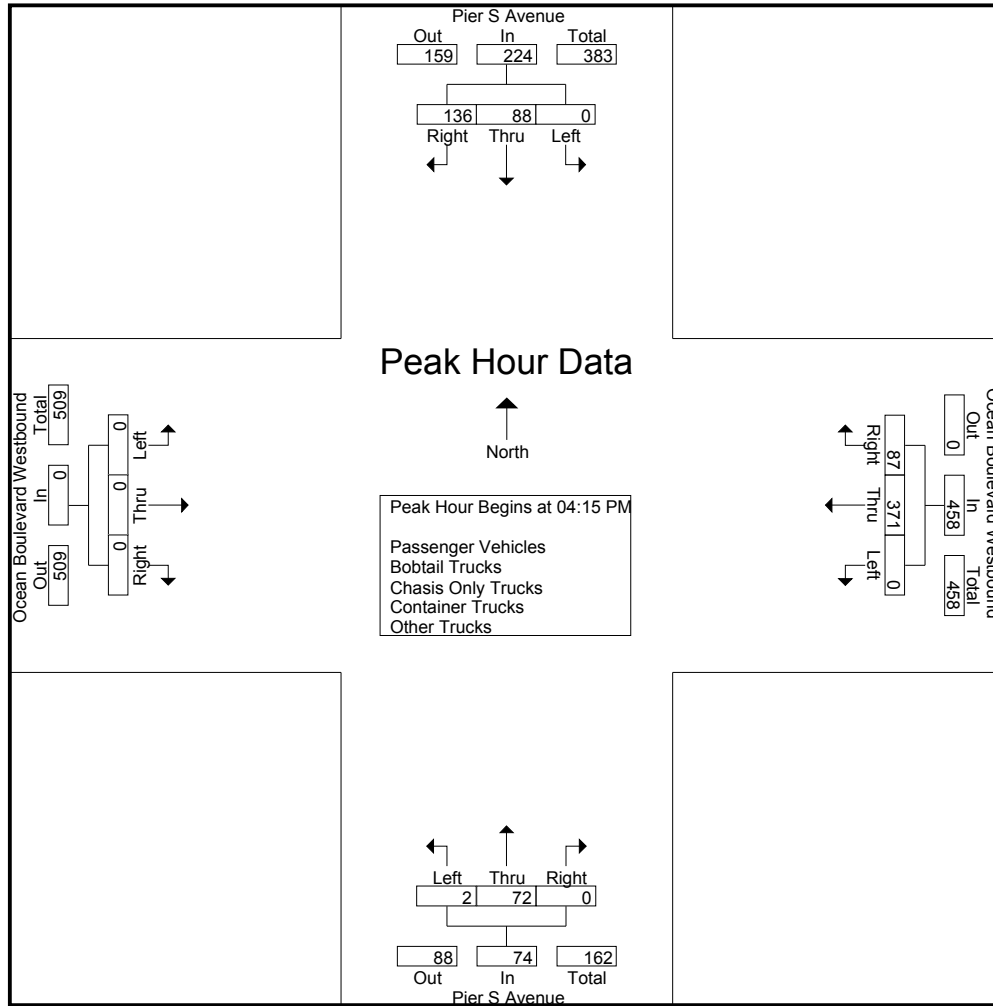
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	19	18	37	0	65	17	82	0	10	0	10	0	0	0	0	129
04:15 PM	0	17	26	43	0	75	21	96	1	10	0	11	0	0	0	0	150
04:30 PM	0	21	21	42	0	94	25	119	0	18	0	18	0	0	0	0	179
04:45 PM	0	26	56	82	0	102	24	126	1	21	0	22	0	0	0	0	230
Total	0	83	121	204	0	336	87	423	2	59	0	61	0	0	0	0	688
05:00 PM	0	24	33	57	0	100	17	117	0	23	0	23	0	0	0	0	197
05:15 PM	0	15	10	25	0	83	13	96	0	17	0	17	0	0	0	0	138
05:30 PM	0	6	6	12	0	79	18	97	1	24	0	25	0	0	0	0	134
05:45 PM	0	0	6	6	1	84	10	95	0	13	0	13	0	0	0	0	114
Total	0	45	55	100	1	346	58	405	1	77	0	78	0	0	0	0	583
Grand Total	0	128	176	304	1	682	145	828	3	136	0	139	0	0	0	0	1271
Apprch %	0	42.1	57.9		0.1	82.4	17.5		2.2	97.8	0		0	0	0		
Total %	0	10.1	13.8	23.9	0.1	53.7	11.4	65.1	0.2	10.7	0	10.9	0	0	0	0	
Passenger Vehicles	0	85	145	230	0	302	81	383	1	114	0	115	0	0	0	0	728
% Passenger Vehicles	0	66.4	82.4	75.7	0	44.3	55.9	46.3	33.3	83.8	0	82.7	0	0	0	0	57.3
Bobtail Trucks	0	18	21	39	1	174	14	189	1	10	0	11	0	0	0	0	239
% Bobtail Trucks	0	14.1	11.9	12.8	100	25.5	9.7	22.8	33.3	7.4	0	7.9	0	0	0	0	18.8
Chasis Only Trucks	0	3	0	3	0	20	11	31	0	1	0	1	0	0	0	0	35
% Chasis Only Trucks	0	2.3	0	1	0	2.9	7.6	3.7	0	0.7	0	0.7	0	0	0	0	2.8
Container Trucks	0	10	5	15	0	176	29	205	1	3	0	4	0	0	0	0	224
% Container Trucks	0	7.8	2.8	4.9	0	25.8	20	24.8	33.3	2.2	0	2.9	0	0	0	0	17.6
Other Trucks	0	12	5	17	0	10	10	20	0	8	0	8	0	0	0	0	45
% Other Trucks	0	9.4	2.8	5.6	0	1.5	6.9	2.4	0	5.9	0	5.8	0	0	0	0	3.5

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	17	26	43	0	75	21	96	1	10	0	11	0	0	0	0	150
04:30 PM	0	21	21	42	0	94	25	119	0	18	0	18	0	0	0	0	179
04:45 PM	0	26	56	82	0	102	24	126	1	21	0	22	0	0	0	0	230
05:00 PM	0	24	33	57	0	100	17	117	0	23	0	23	0	0	0	0	197
Total Volume	0	88	136	224	0	371	87	458	2	72	0	74	0	0	0	0	756
% App. Total	0	39.3	60.7		0	81	19		2.7	97.3	0		0	0	0		
PHF	.000	.846	.607	.683	.000	.909	.870	.909	.500	.783	.000	.804	.000	.000	.000	.000	.822

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	0	17	26	43	0	75	21	96	1	21	0	22	0	0	0	0
+15 mins.	0	21	21	42	0	94	25	119	0	23	0	23	0	0	0	0
+30 mins.	0	26	56	82	0	102	24	126	0	17	0	17	0	0	0	0
+45 mins.	0	24	33	57	0	100	17	117	1	24	0	25	0	0	0	0
Total Volume	0	88	136	224	0	371	87	458	2	85	0	87	0	0	0	0
% App. Total	0	39.3	60.7		0	81	19		2.3	97.7	0		0	0	0	
PHF	.000	.846	.607	.683	.000	.909	.870	.909	.500	.885	.000	.870	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

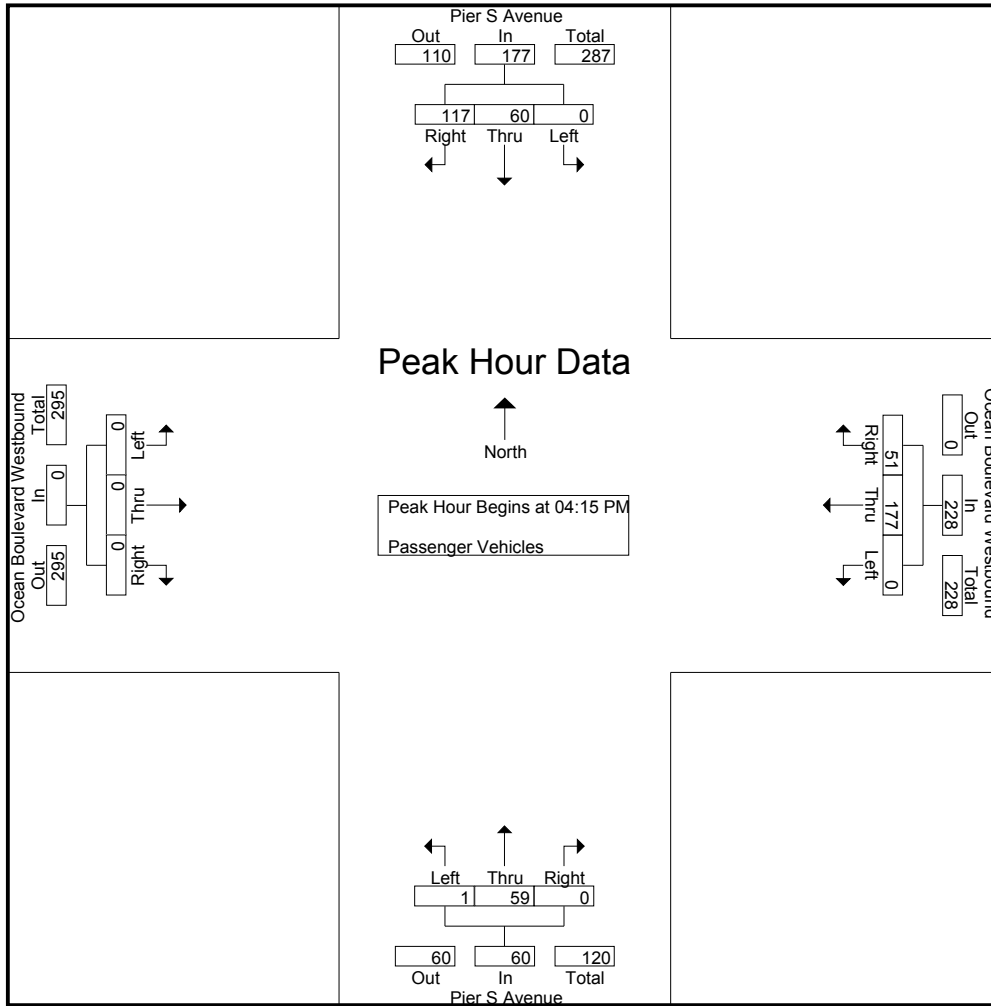
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	7	10	17	0	28	6	34	0	4	0	4	0	0	0	0	55
04:15 PM	0	8	21	29	0	33	11	44	0	6	0	6	0	0	0	0	79
04:30 PM	0	9	15	24	0	47	15	62	0	12	0	12	0	0	0	0	98
04:45 PM	0	21	52	73	0	48	14	62	1	21	0	22	0	0	0	0	157
Total	0	45	98	143	0	156	46	202	1	43	0	44	0	0	0	0	389
05:00 PM	0	22	29	51	0	49	11	60	0	20	0	20	0	0	0	0	131
05:15 PM	0	13	8	21	0	39	8	47	0	15	0	15	0	0	0	0	83
05:30 PM	0	5	6	11	0	27	9	36	0	23	0	23	0	0	0	0	70
05:45 PM	0	0	4	4	0	31	7	38	0	13	0	13	0	0	0	0	55
Total	0	40	47	87	0	146	35	181	0	71	0	71	0	0	0	0	339
Grand Total	0	85	145	230	0	302	81	383	1	114	0	115	0	0	0	0	728
Apprch %	0	37	63		0	78.9	21.1		0.9	99.1	0		0	0	0		
Total %	0	11.7	19.9	31.6	0	41.5	11.1	52.6	0.1	15.7	0	15.8	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	8	21	29	0	33	11	44	0	6	0	6	0	0	0	0	79
04:30 PM	0	9	15	24	0	47	15	62	0	12	0	12	0	0	0	0	98
04:45 PM	0	21	52	73	0	48	14	62	1	21	0	22	0	0	0	0	157
05:00 PM	0	22	29	51	0	49	11	60	0	20	0	20	0	0	0	0	131
Total Volume	0	60	117	177	0	177	51	228	1	59	0	60	0	0	0	0	465
% App. Total	0	33.9	66.1		0	77.6	22.4		1.7	98.3	0		0	0	0		
PHF	.000	.682	.563	.606	.000	.903	.850	.919	.250	.702	.000	.682	.000	.000	.000	.000	.740

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	8	21	29	0	33	11	44	0	6	0	6	0	0	0	0
+15 mins.	0	9	15	24	0	47	15	62	0	12	0	12	0	0	0	0
+30 mins.	0	21	52	73	0	48	14	62	1	21	0	22	0	0	0	0
+45 mins.	0	22	29	51	0	49	11	60	0	20	0	20	0	0	0	0
Total Volume	0	60	117	177	0	177	51	228	1	59	0	60	0	0	0	0
% App. Total	0	33.9	66.1		0	77.6	22.4		1.7	98.3	0		0	0	0	
PHF	.000	.682	.563	.606	.000	.903	.850	.919	.250	.702	.000	.682	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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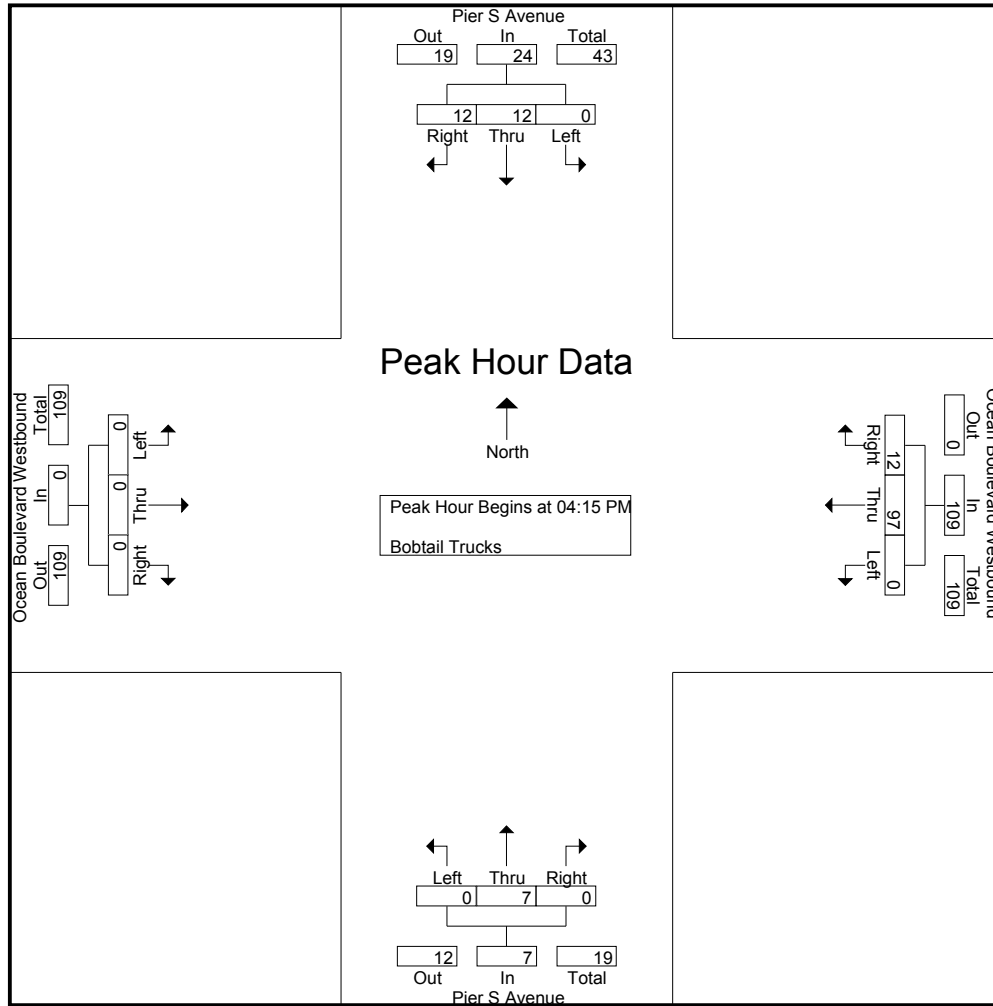
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	5	7	12	0	16	0	16	0	3	0	3	0	0	0	0	31
04:15 PM	0	5	4	9	0	19	1	20	0	2	0	2	0	0	0	0	31
04:30 PM	0	7	4	11	0	25	6	31	0	4	0	4	0	0	0	0	46
04:45 PM	0	0	1	1	0	29	2	31	0	0	0	0	0	0	0	0	32
Total	0	17	16	33	0	89	9	98	0	9	0	9	0	0	0	0	140
05:00 PM	0	0	3	3	0	24	3	27	0	1	0	1	0	0	0	0	31
05:15 PM	0	0	1	1	0	20	0	20	0	0	0	0	0	0	0	0	21
05:30 PM	0	1	0	1	0	22	1	23	1	0	0	1	0	0	0	0	25
05:45 PM	0	0	1	1	1	19	1	21	0	0	0	0	0	0	0	0	22
Total	0	1	5	6	1	85	5	91	1	1	0	2	0	0	0	0	99
Grand Total	0	18	21	39	1	174	14	189	1	10	0	11	0	0	0	0	239
Apprch %	0	46.2	53.8		0.5	92.1	7.4		9.1	90.9	0		0	0	0		
Total %	0	7.5	8.8	16.3	0.4	72.8	5.9	79.1	0.4	4.2	0	4.6	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	5	4	9	0	19	1	20	0	2	0	2	0	0	0	0	31
04:30 PM	0	7	4	11	0	25	6	31	0	4	0	4	0	0	0	0	46
04:45 PM	0	0	1	1	0	29	2	31	0	0	0	0	0	0	0	0	32
05:00 PM	0	0	3	3	0	24	3	27	0	1	0	1	0	0	0	0	31
Total Volume	0	12	12	24	0	97	12	109	0	7	0	7	0	0	0	0	140
% App. Total	0	50	50		0	89	11		0	100	0		0	0	0		
PHF	.000	.429	.750	.545	.000	.836	.500	.879	.000	.438	.000	.438	.000	.000	.000	.000	.761

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	5	4	9	0	19	1	20	0	2	0	2	0	0	0	0
+15 mins.	0	7	4	11	0	25	6	31	0	4	0	4	0	0	0	0
+30 mins.	0	0	1	1	0	29	2	31	0	0	0	0	0	0	0	0
+45 mins.	0	0	3	3	0	24	3	27	0	1	0	1	0	0	0	0
Total Volume	0	12	12	24	0	97	12	109	0	7	0	7	0	0	0	0
% App. Total	0	50	50		0	89	11		0	100	0		0	0	0	
PHF	.000	.429	.750	.545	.000	.836	.500	.879	.000	.438	.000	.438	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

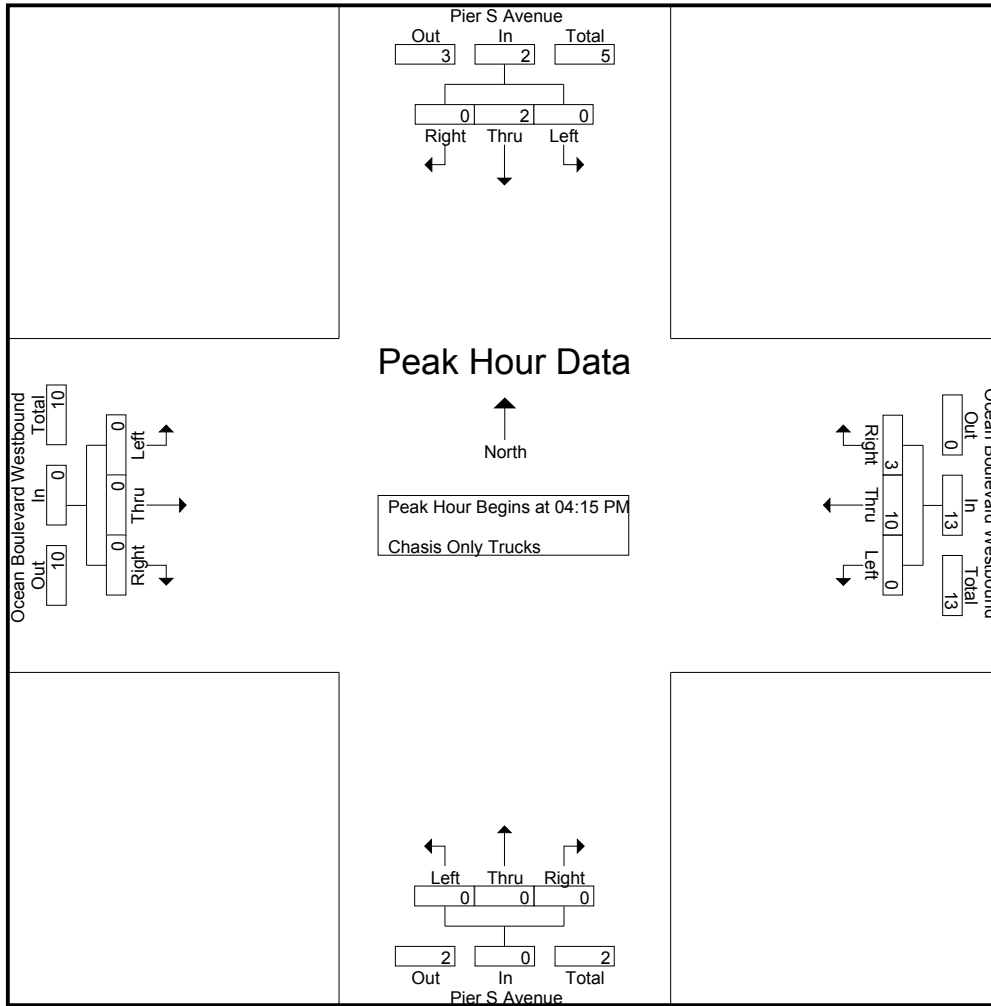
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	4	7	11	0	1	0	1	0	0	0	0	13
04:15 PM	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	8
04:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	11	10	21	0	1	0	1	0	0	0	0	25
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	9	1	10	0	0	0	0	0	0	0	0	10
Grand Total	0	3	0	3	0	20	11	31	0	1	0	1	0	0	0	0	35
Apprch %	0	100	0		0	64.5	35.5		0	100	0		0	0	0		
Total %	0	8.6	0	8.6	0	57.1	31.4	88.6	0	2.9	0	2.9	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	8
04:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total Volume	0	2	0	2	0	10	3	13	0	0	0	0	0	0	0	0	15
% App. Total	0	100	0		0	76.9	23.1		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.500	.250	.406	.000	.000	.000	.000	.000	.000	.000	.000	.469

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	10	3	13	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	76.9	23.1	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.500	.250	.406	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

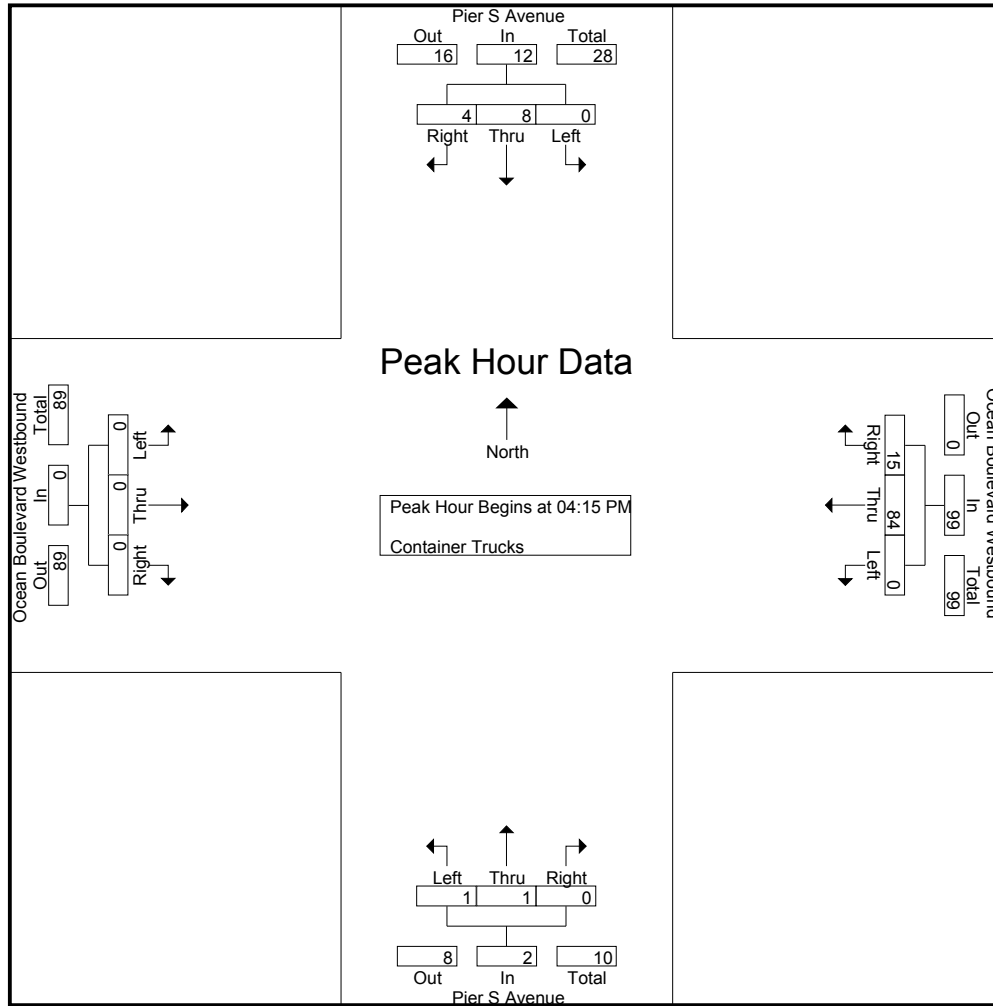
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	14	3	17	0	1	0	1	0	0	0	0	20
04:15 PM	0	2	0	2	0	17	4	21	1	1	0	2	0	0	0	0	25
04:30 PM	0	2	1	3	0	19	4	23	0	0	0	0	0	0	0	0	26
04:45 PM	0	2	2	4	0	24	4	28	0	0	0	0	0	0	0	0	32
Total	0	8	3	11	0	74	15	89	1	2	0	3	0	0	0	0	103
05:00 PM	0	2	1	3	0	24	3	27	0	0	0	0	0	0	0	0	30
05:15 PM	0	0	1	1	0	19	5	24	0	1	0	1	0	0	0	0	26
05:30 PM	0	0	0	0	0	28	6	34	0	0	0	0	0	0	0	0	34
05:45 PM	0	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	31
Total	0	2	2	4	0	102	14	116	0	1	0	1	0	0	0	0	121
Grand Total	0	10	5	15	0	176	29	205	1	3	0	4	0	0	0	0	224
Apprch %	0	66.7	33.3		0	85.9	14.1		25	75	0		0	0	0		
Total %	0	4.5	2.2	6.7	0	78.6	12.9	91.5	0.4	1.3	0	1.8	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	17	4	21	1	1	0	2	0	0	0	0	25
04:30 PM	0	2	1	3	0	19	4	23	0	0	0	0	0	0	0	0	26
04:45 PM	0	2	2	4	0	24	4	28	0	0	0	0	0	0	0	0	32
05:00 PM	0	2	1	3	0	24	3	27	0	0	0	0	0	0	0	0	30
Total Volume	0	8	4	12	0	84	15	99	1	1	0	2	0	0	0	0	113
% App. Total	0	66.7	33.3		0	84.8	15.2		50	50	0		0	0	0		
PHF	.000	1.00	.500	.750	.000	.875	.938	.884	.250	.250	.000	.250	.000	.000	.000	.000	.883

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	0	2	0	17	4	21	1	1	0	2	0	0	0	0
+15 mins.	0	2	1	3	0	19	4	23	0	0	0	0	0	0	0	0
+30 mins.	0	2	2	4	0	24	4	28	0	0	0	0	0	0	0	0
+45 mins.	0	2	1	3	0	24	3	27	0	0	0	0	0	0	0	0
Total Volume	0	8	4	12	0	84	15	99	1	1	0	2	0	0	0	0
% App. Total	0	66.7	33.3		0	84.8	15.2		50	50	0		0	0	0	
PHF	.000	1.000	.500	.750	.000	.875	.938	.884	.250	.250	.000	.250	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

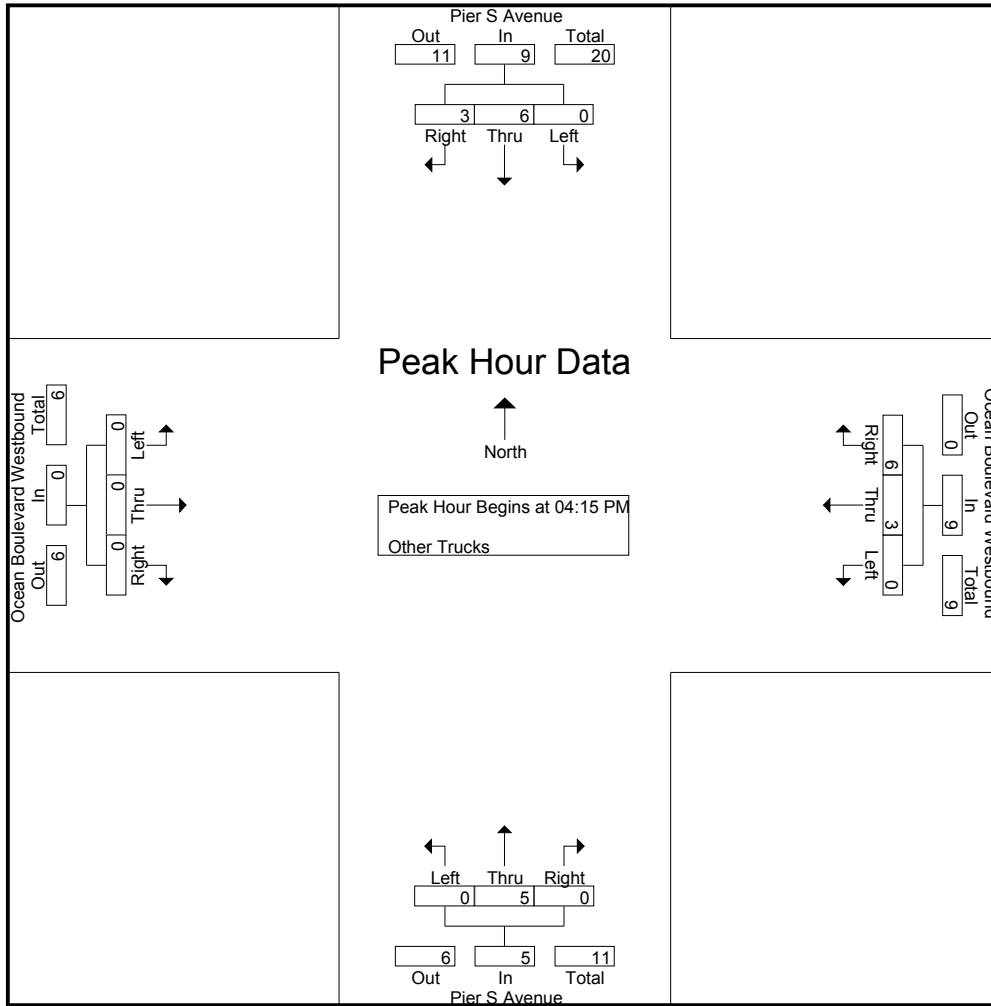
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	1	5	0	3	1	4	0	1	0	1	0	0	0	0	10
04:15 PM	0	2	1	3	0	1	2	3	0	1	0	1	0	0	0	0	7
04:30 PM	0	2	1	3	0	1	0	1	0	2	0	2	0	0	0	0	6
04:45 PM	0	2	1	3	0	1	4	5	0	0	0	0	0	0	0	0	8
Total	0	10	4	14	0	6	7	13	0	4	0	4	0	0	0	0	31
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	2	0	2	0	2	0	2	0	1	0	1	0	0	0	0	5
05:30 PM	0	0	0	0	0	1	1	2	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	1	1	0	1	2	3	0	0	0	0	0	0	0	0	4
Total	0	2	1	3	0	4	3	7	0	4	0	4	0	0	0	0	14
Grand Total	0	12	5	17	0	10	10	20	0	8	0	8	0	0	0	0	45
Apprch %	0	70.6	29.4		0	50	50		0	100	0		0	0	0		
Total %	0	26.7	11.1	37.8	0	22.2	22.2	44.4	0	17.8	0	17.8	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	1	3	0	1	2	3	0	1	0	1	0	0	0	0	7
04:30 PM	0	2	1	3	0	1	0	1	0	2	0	2	0	0	0	0	6
04:45 PM	0	2	1	3	0	1	4	5	0	0	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	6	3	9	0	3	6	9	0	5	0	5	0	0	0	0	23
% App. Total	0	66.7	33.3		0	33.3	66.7		0	100	0		0	0	0		
PHF	.000	.750	.750	.750	.000	.750	.375	.450	.000	.625	.000	.625	.000	.000	.000	.000	.719

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	1	3	0	1	2	3	0	1	0	1	0	0	0	0
+15 mins.	0	2	1	3	0	1	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	2	1	3	0	1	4	5	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	6	3	9	0	3	6	9	0	5	0	5	0	0	0	0
% App. Total	0	66.7	33.3		0	33.3	66.7		0	100	0		0	0	0	
PHF	.000	.750	.750	.750	.000	.750	.375	.450	.000	.625	.000	.625	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

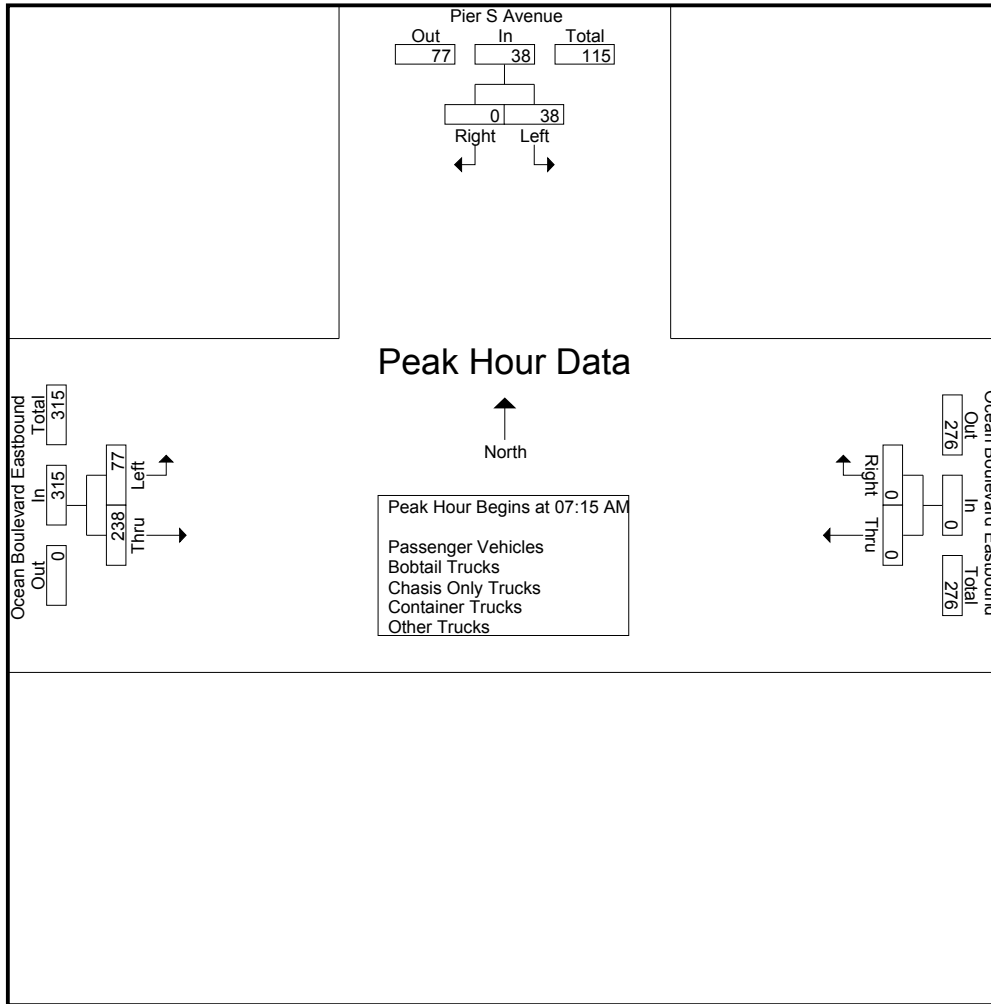
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	5	0	5	0	0	0	21	41	62	67
07:15 AM	9	0	9	0	0	0	27	41	68	77
07:30 AM	8	0	8	0	0	0	21	77	98	106
07:45 AM	9	0	9	0	0	0	24	60	84	93
Total	31	0	31	0	0	0	93	219	312	343
08:00 AM	12	0	12	0	0	0	5	60	65	77
08:15 AM	11	0	11	0	0	0	6	40	46	57
08:30 AM	17	0	17	0	0	0	7	43	50	67
08:45 AM	19	0	19	0	0	0	18	63	81	100
Total	59	0	59	0	0	0	36	206	242	301
Grand Total	90	0	90	0	0	0	129	425	554	644
Apprch %	100	0		0	0		23.3	76.7		
Total %	14	0	14	0	0	0	20	66	86	
Passenger Vehicles	25	0	25	0	0	0	95	272	367	392
% Passenger Vehicles	27.8	0	27.8	0	0	0	73.6	64	66.2	60.9
Bobtail Trucks	13	0	13	0	0	0	14	87	101	114
% Bobtail Trucks	14.4	0	14.4	0	0	0	10.9	20.5	18.2	17.7
Chasis Only Trucks	3	0	3	0	0	0	5	10	15	18
% Chasis Only Trucks	3.3	0	3.3	0	0	0	3.9	2.4	2.7	2.8
Container Trucks	23	0	23	0	0	0	8	42	50	73
% Container Trucks	25.6	0	25.6	0	0	0	6.2	9.9	9	11.3
Other Trucks	26	0	26	0	0	0	7	14	21	47
% Other Trucks	28.9	0	28.9	0	0	0	5.4	3.3	3.8	7.3

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	9	0	9	0	0	0	27	41	68	77
07:30 AM	8	0	8	0	0	0	21	77	98	106
07:45 AM	9	0	9	0	0	0	24	60	84	93
08:00 AM	12	0	12	0	0	0	5	60	65	77
Total Volume	38	0	38	0	0	0	77	238	315	353
% App. Total	100	0		0	0		24.4	75.6		
PHF	.792	.000	.792	.000	.000	.000	.713	.773	.804	.833

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	9	0	9	0	0	0	27	41	68
+15 mins.	8	0	8	0	0	0	21	77	98
+30 mins.	9	0	9	0	0	0	24	60	84
+45 mins.	12	0	12	0	0	0	5	60	65
Total Volume	38	0	38	0	0	0	77	238	315
% App. Total	100	0		0	0		24.4	75.6	
PHF	.792	.000	.792	.000	.000	.000	.713	.773	.804

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

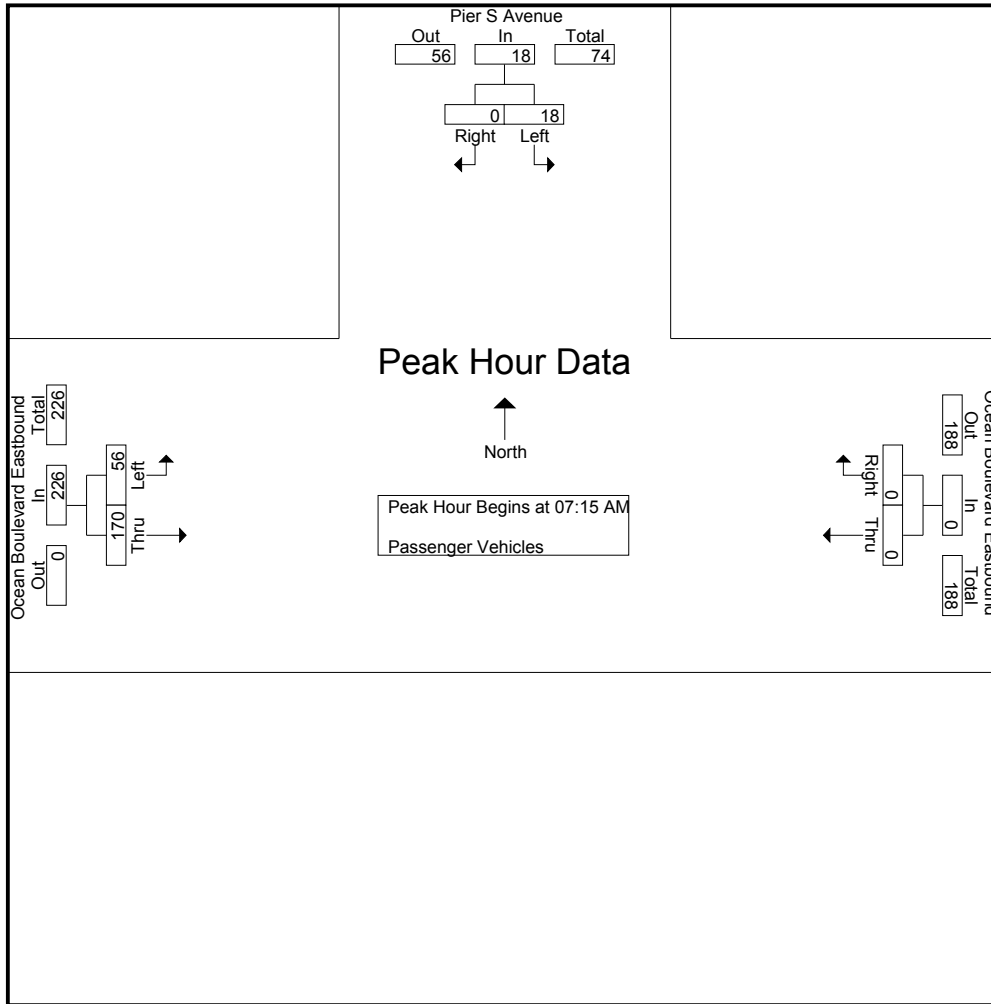
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	0	0	0	20	38	58	59
07:15 AM	6	0	6	0	0	0	21	23	44	50
07:30 AM	5	0	5	0	0	0	17	61	78	83
07:45 AM	1	0	1	0	0	0	15	48	63	64
Total	13	0	13	0	0	0	73	170	243	256
08:00 AM	6	0	6	0	0	0	3	38	41	47
08:15 AM	1	0	1	0	0	0	4	25	29	30
08:30 AM	4	0	4	0	0	0	4	17	21	25
08:45 AM	1	0	1	0	0	0	11	22	33	34
Total	12	0	12	0	0	0	22	102	124	136
Grand Total	25	0	25	0	0	0	95	272	367	392
Apprch %	100	0		0	0		25.9	74.1		
Total %	6.4	0	6.4	0	0	0	24.2	69.4	93.6	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	6	0	6	0	0	0	21	23	44	50
07:30 AM	5	0	5	0	0	0	17	61	78	83
07:45 AM	1	0	1	0	0	0	15	48	63	64
08:00 AM	6	0	6	0	0	0	3	38	41	47
Total Volume	18	0	18	0	0	0	56	170	226	244
% App. Total	100	0		0	0		24.8	75.2		
PHF	.750	.000	.750	.000	.000	.000	.667	.697	.724	.735

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	6	0	6	0	0	0	21	23	44
+15 mins.	5	0	5	0	0	0	17	61	78
+30 mins.	1	0	1	0	0	0	15	48	63
+45 mins.	6	0	6	0	0	0	3	38	41
Total Volume	18	0	18	0	0	0	56	170	226
% App. Total	100	0		0	0		24.8	75.2	
PHF	.750	.000	.750	.000	.000	.000	.667	.697	.724

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

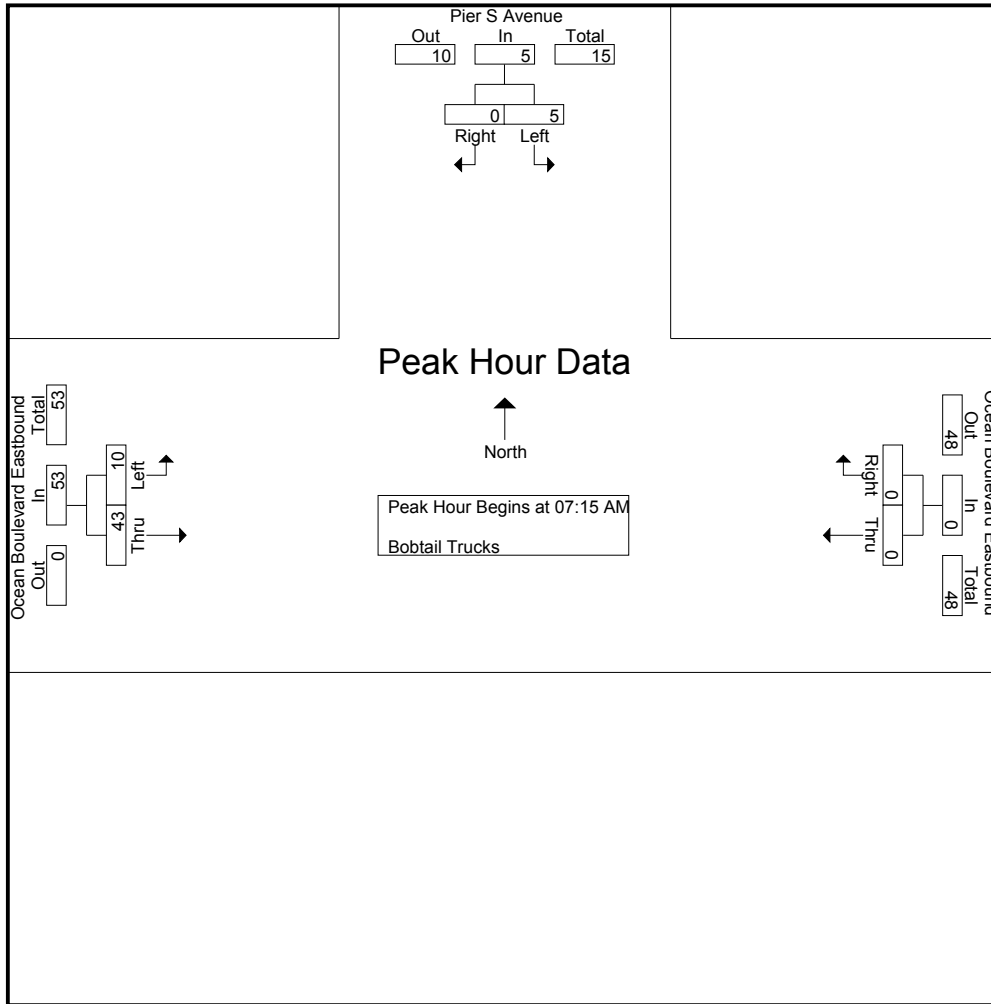
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	0	0	0	1	2	3	4
07:15 AM	2	0	2	0	0	0	6	13	19	21
07:30 AM	0	0	0	0	0	0	0	9	9	9
07:45 AM	2	0	2	0	0	0	3	8	11	13
Total	5	0	5	0	0	0	10	32	42	47
08:00 AM	1	0	1	0	0	0	1	13	14	15
08:15 AM	1	0	1	0	0	0	0	5	5	6
08:30 AM	0	0	0	0	0	0	0	13	13	13
08:45 AM	6	0	6	0	0	0	3	24	27	33
Total	8	0	8	0	0	0	4	55	59	67
Grand Total	13	0	13	0	0	0	14	87	101	114
Apprch %	100	0		0	0		13.9	86.1		
Total %	11.4	0	11.4	0	0	0	12.3	76.3	88.6	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	0	2	0	0	0	6	13	19	21
07:30 AM	0	0	0	0	0	0	0	9	9	9
07:45 AM	2	0	2	0	0	0	3	8	11	13
08:00 AM	1	0	1	0	0	0	1	13	14	15
Total Volume	5	0	5	0	0	0	10	43	53	58
% App. Total	100	0		0	0		18.9	81.1		
PHF	.625	.000	.625	.000	.000	.000	.417	.827	.697	.690

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	0	2	0	0	0	6	13	19
+15 mins.	0	0	0	0	0	0	0	9	9
+30 mins.	2	0	2	0	0	0	3	8	11
+45 mins.	1	0	1	0	0	0	1	13	14
Total Volume	5	0	5	0	0	0	10	43	53
% App. Total	100	0		0	0		18.9	81.1	
PHF	.625	.000	.625	.000	.000	.000	.417	.827	.697

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

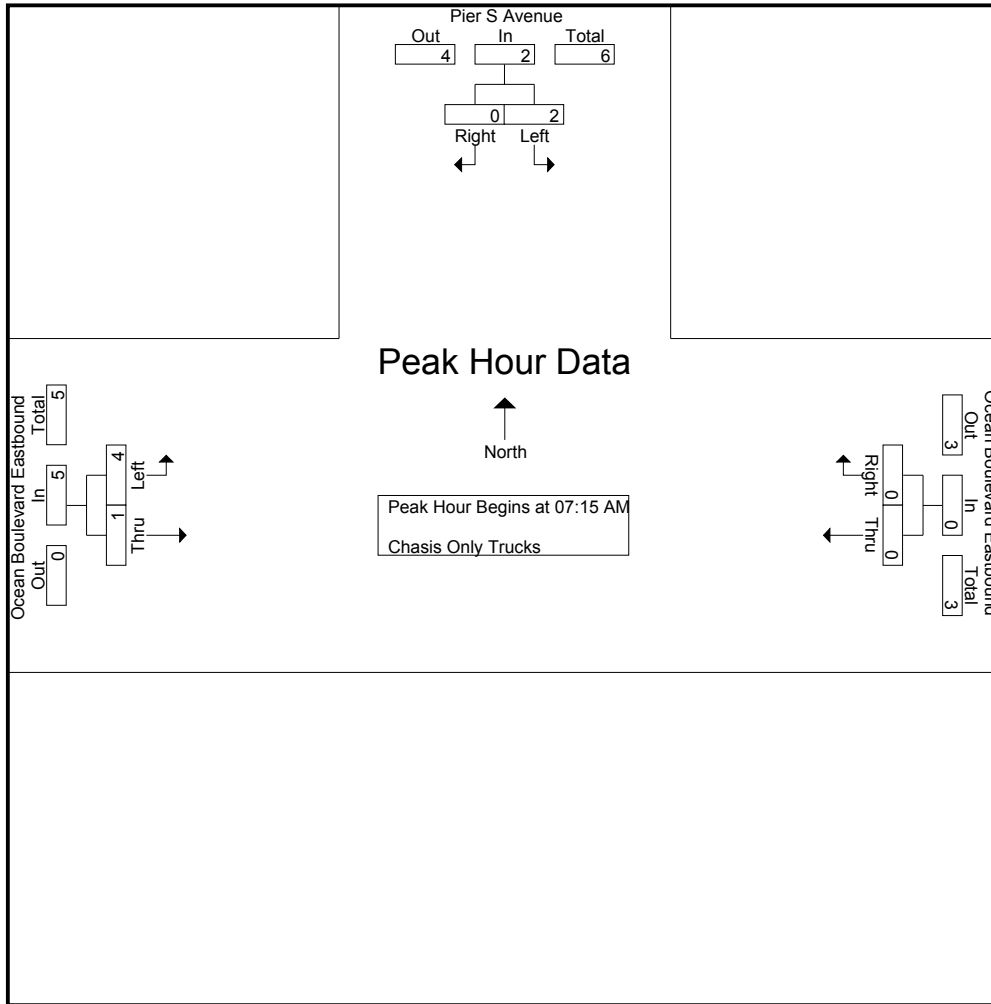
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	2	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	3	0	3	3
Total	2	0	2	0	0	0	4	0	4	6
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	1	0	1	0	0	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	4	4	4
08:45 AM	0	0	0	0	0	0	1	4	5	5
Total	1	0	1	0	0	0	1	10	11	12
Grand Total	3	0	3	0	0	0	5	10	15	18
Apprch %	100	0		0	0		33.3	66.7		
Total %	16.7	0	16.7	0	0	0	27.8	55.6	83.3	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	2	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	3	0	3	3
08:00 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	2	0	2	0	0	0	4	1	5	7
% App. Total	100	0		0	0		80	20		
PHF	.250	.000	.250	.000	.000	.000	.333	.250	.417	.583

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	2	0	2	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	2	0	2	0	0	0	4	1	5
% App. Total	100	0		0	0		80	20	
PHF	.250	.000	.250	.000	.000	.000	.333	.250	.417

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

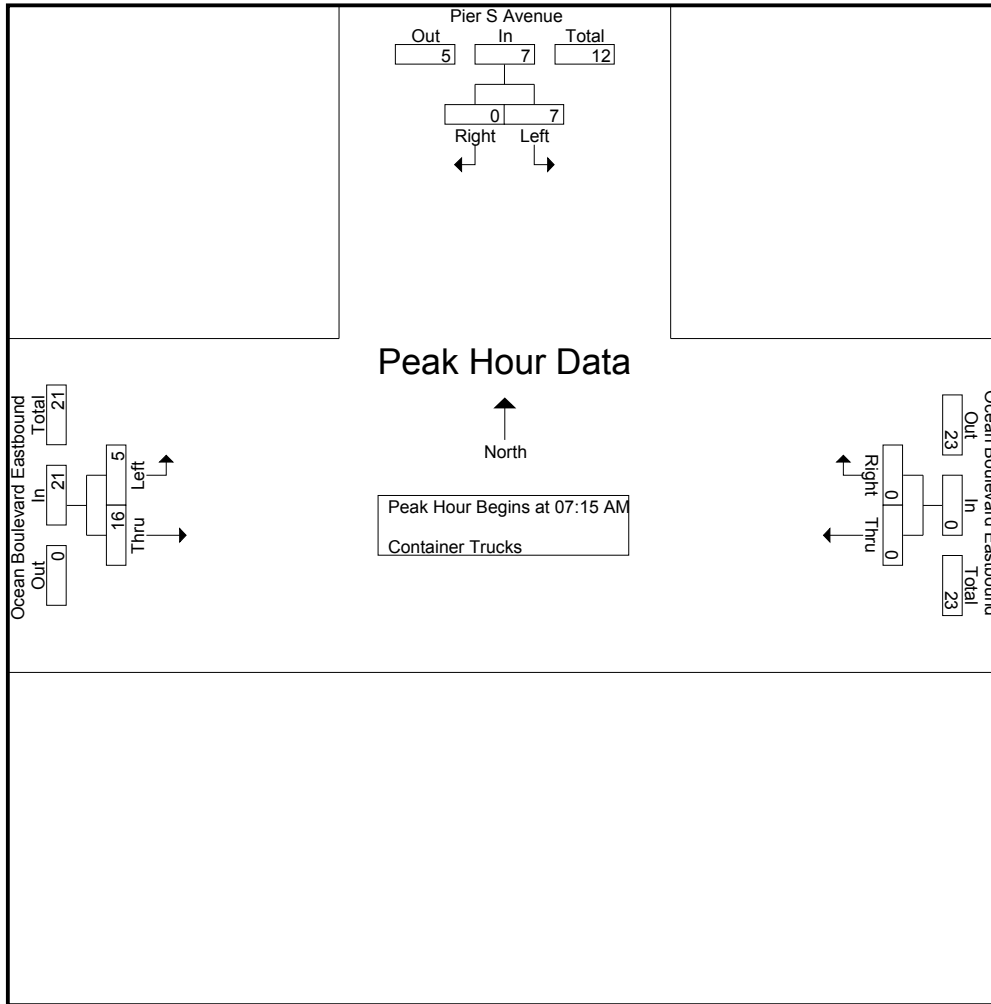
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	2	0	2	0	0	0	0	1	1	3
07:15 AM	1	0	1	0	0	0	0	3	3	4
07:30 AM	1	0	1	0	0	0	2	6	8	9
07:45 AM	2	0	2	0	0	0	2	1	3	5
Total	6	0	6	0	0	0	4	11	15	21
08:00 AM	3	0	3	0	0	0	1	6	7	10
08:15 AM	1	0	1	0	0	0	0	6	6	7
08:30 AM	7	0	7	0	0	0	3	8	11	18
08:45 AM	6	0	6	0	0	0	0	11	11	17
Total	17	0	17	0	0	0	4	31	35	52
Grand Total	23	0	23	0	0	0	8	42	50	73
Apprch %	100	0		0	0		16	84		
Total %	31.5	0	31.5	0	0	0	11	57.5	68.5	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	0	0	0	0	3	3	4
07:30 AM	1	0	1	0	0	0	2	6	8	9
07:45 AM	2	0	2	0	0	0	2	1	3	5
08:00 AM	3	0	3	0	0	0	1	6	7	10
Total Volume	7	0	7	0	0	0	5	16	21	28
% App. Total	100	0		0	0		23.8	76.2		
PHF	.583	.000	.583	.000	.000	.000	.625	.667	.656	.700

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	0	0	0	0	3	3
+15 mins.	1	0	1	0	0	0	2	6	8
+30 mins.	2	0	2	0	0	0	2	1	3
+45 mins.	3	0	3	0	0	0	1	6	7
Total Volume	7	0	7	0	0	0	5	16	21
% App. Total	100	0		0	0		23.8	76.2	
PHF	.583	.000	.583	.000	.000	.000	.625	.667	.656

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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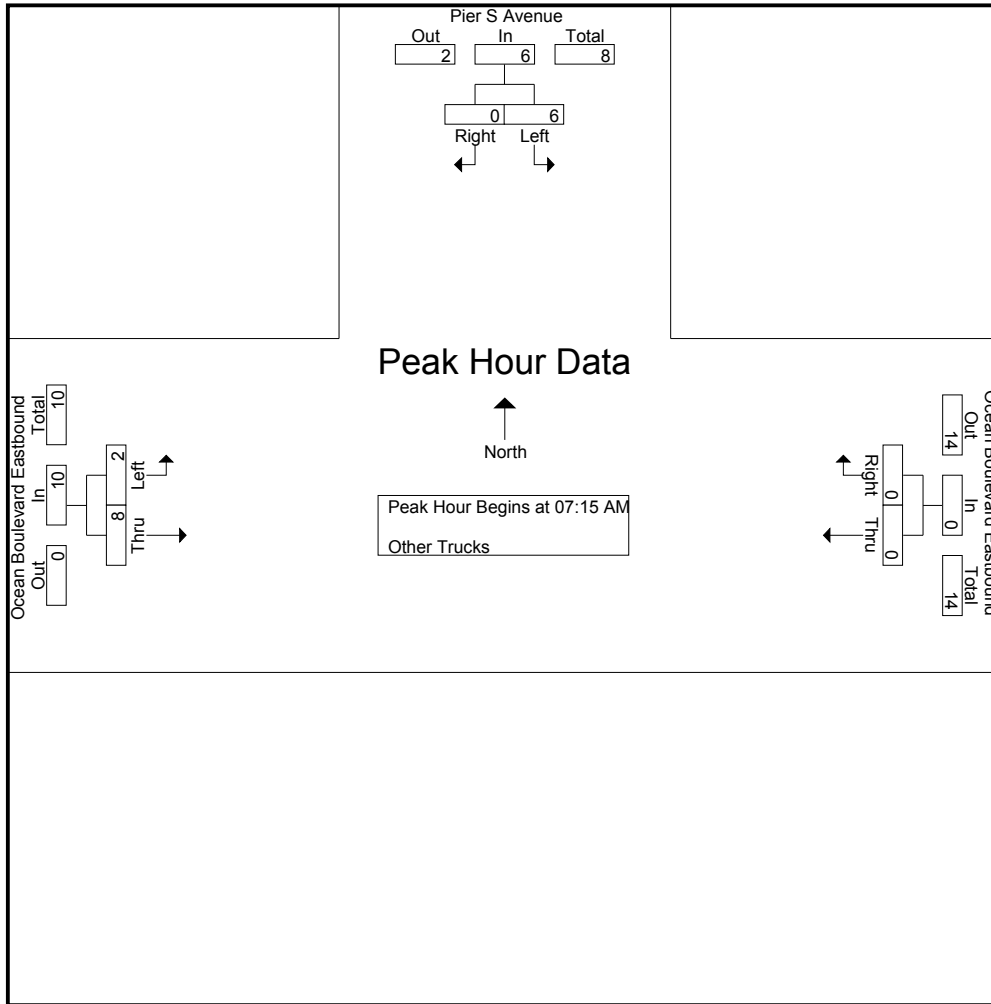
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	1	1	2	2
07:45 AM	4	0	4	0	0	0	1	3	4	8
Total	5	0	5	0	0	0	2	6	8	13
08:00 AM	2	0	2	0	0	0	0	2	2	4
08:15 AM	7	0	7	0	0	0	2	3	5	12
08:30 AM	6	0	6	0	0	0	0	1	1	7
08:45 AM	6	0	6	0	0	0	3	2	5	11
Total	21	0	21	0	0	0	5	8	13	34
Grand Total	26	0	26	0	0	0	7	14	21	47
Apprch %	100	0		0	0		33.3	66.7		
Total %	55.3	0	55.3	0	0	0	14.9	29.8	44.7	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	1	1	2	2
07:45 AM	4	0	4	0	0	0	1	3	4	8
08:00 AM	2	0	2	0	0	0	0	2	2	4
Total Volume	6	0	6	0	0	0	2	8	10	16
% App. Total	100	0		0	0		20	80		
PHF	.375	.000	.375	.000	.000	.000	.500	.667	.625	.500

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	4	0	4	0	0	0	1	3	4
+45 mins.	2	0	2	0	0	0	0	2	2
Total Volume	6	0	6	0	0	0	2	8	10
% App. Total	100	0		0	0		20	80	
PHF	.375	.000	.375	.000	.000	.000	.500	.667	.625

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

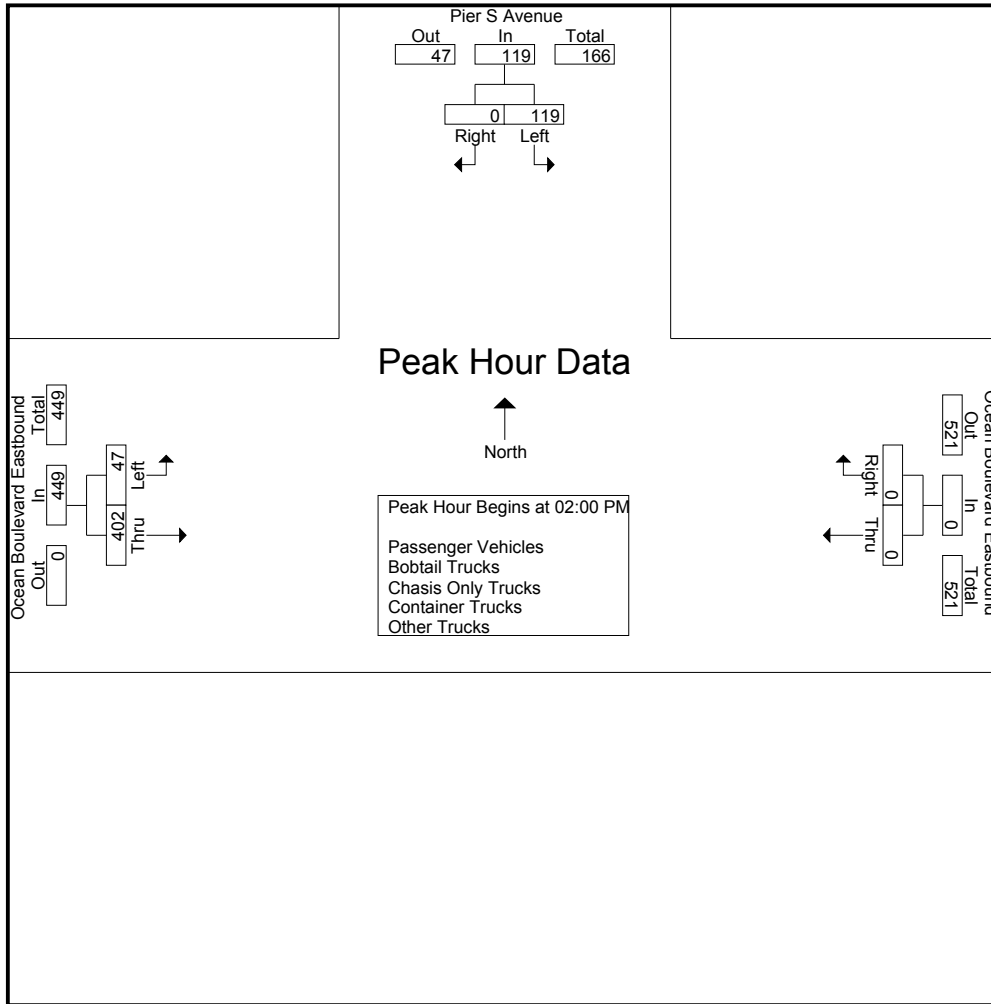
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	17	0	17	0	0	0	14	59	73	90
01:15 PM	34	0	34	0	0	0	12	69	81	115
01:30 PM	23	0	23	0	0	0	15	92	107	130
01:45 PM	21	0	21	0	0	0	18	97	115	136
Total	95	0	95	0	0	0	59	317	376	471
02:00 PM	18	0	18	0	0	0	19	106	125	143
02:15 PM	22	0	22	0	0	0	12	91	103	125
02:30 PM	32	0	32	0	0	0	9	107	116	148
02:45 PM	47	0	47	0	0	0	7	98	105	152
Total	119	0	119	0	0	0	47	402	449	568
Grand Total	214	0	214	0	0	0	106	719	825	1039
Apprch %	100	0		0	0		12.8	87.2		
Total %	20.6	0	20.6	0	0	0	10.2	69.2	79.4	
Passenger Vehicles	41	0	41	0	0	0	46	218	264	305
% Passenger Vehicles	19.2	0	19.2	0	0	0	43.4	30.3	32	29.4
Bobtail Trucks	83	0	83	0	0	0	26	233	259	342
% Bobtail Trucks	38.8	0	38.8	0	0	0	24.5	32.4	31.4	32.9
Chasis Only Trucks	9	0	9	0	0	0	14	41	55	64
% Chasis Only Trucks	4.2	0	4.2	0	0	0	13.2	5.7	6.7	6.2
Container Trucks	34	0	34	0	0	0	11	212	223	257
% Container Trucks	15.9	0	15.9	0	0	0	10.4	29.5	27	24.7
Other Trucks	47	0	47	0	0	0	9	15	24	71
% Other Trucks	22	0	22	0	0	0	8.5	2.1	2.9	6.8

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	18	0	18	0	0	0	19	106	125	143
02:15 PM	22	0	22	0	0	0	12	91	103	125
02:30 PM	32	0	32	0	0	0	9	107	116	148
02:45 PM	47	0	47	0	0	0	7	98	105	152
Total Volume	119	0	119	0	0	0	47	402	449	568
% App. Total	100	0		0	0		10.5	89.5		
PHF	.633	.000	.633	.000	.000	.000	.618	.939	.898	.934

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	18	0	18	0	0	0	19	106	125
+15 mins.	22	0	22	0	0	0	12	91	103
+30 mins.	32	0	32	0	0	0	9	107	116
+45 mins.	47	0	47	0	0	0	7	98	105
Total Volume	119	0	119	0	0	0	47	402	449
% App. Total	100	0		0	0		10.5	89.5	
PHF	.633	.000	.633	.000	.000	.000	.618	.939	.898

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
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 Start Date : 3/1/2012
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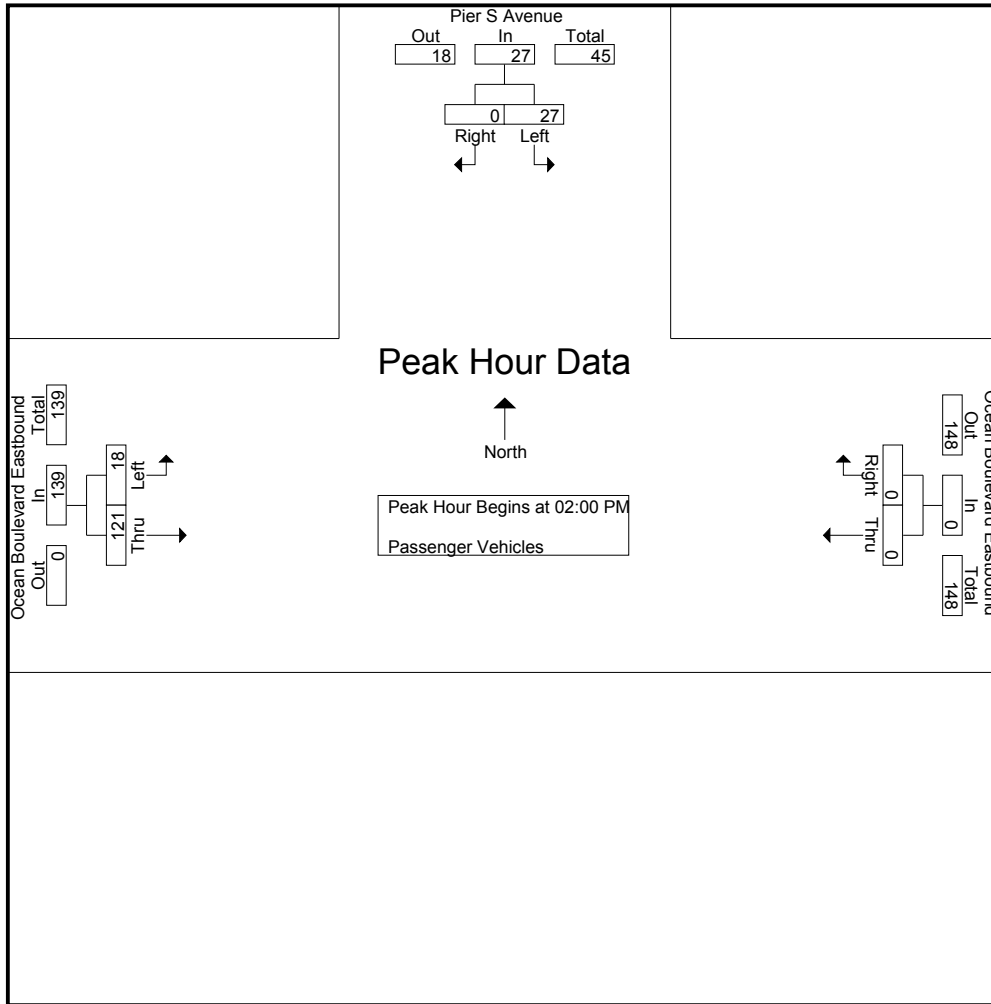
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	4	0	4	0	0	0	9	24	33	37
01:15 PM	3	0	3	0	0	0	5	28	33	36
01:30 PM	3	0	3	0	0	0	8	22	30	33
01:45 PM	4	0	4	0	0	0	6	23	29	33
Total	14	0	14	0	0	0	28	97	125	139
02:00 PM	6	0	6	0	0	0	6	28	34	40
02:15 PM	1	0	1	0	0	0	5	31	36	37
02:30 PM	9	0	9	0	0	0	3	30	33	42
02:45 PM	11	0	11	0	0	0	4	32	36	47
Total	27	0	27	0	0	0	18	121	139	166
Grand Total	41	0	41	0	0	0	46	218	264	305
Apprch %	100	0		0	0		17.4	82.6		
Total %	13.4	0	13.4	0	0	0	15.1	71.5	86.6	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	6	0	6	0	0	0	6	28	34	40
02:15 PM	1	0	1	0	0	0	5	31	36	37
02:30 PM	9	0	9	0	0	0	3	30	33	42
02:45 PM	11	0	11	0	0	0	4	32	36	47
Total Volume	27	0	27	0	0	0	18	121	139	166
% App. Total	100	0		0	0		12.9	87.1		
PHF	.614	.000	.614	.000	.000	.000	.750	.945	.965	.883

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	6	0	6	0	0	0	6	28	34
+15 mins.	1	0	1	0	0	0	5	31	36
+30 mins.	9	0	9	0	0	0	3	30	33
+45 mins.	11	0	11	0	0	0	4	32	36
Total Volume	27	0	27	0	0	0	18	121	139
% App. Total	100	0		0	0		12.9	87.1	
PHF	.614	.000	.614	.000	.000	.000	.750	.945	.965

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
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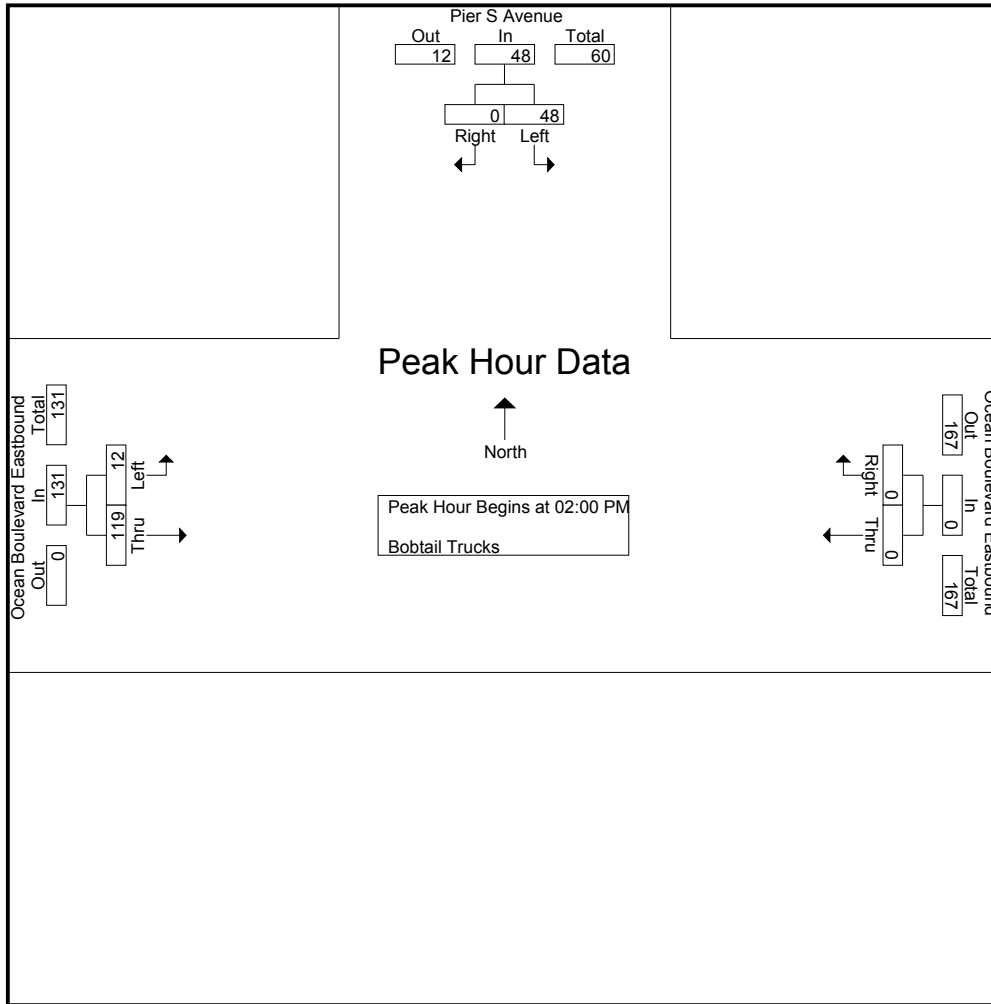
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	3	0	3	0	0	0	3	14	17	20
01:15 PM	18	0	18	0	0	0	1	27	28	46
01:30 PM	6	0	6	0	0	0	4	41	45	51
01:45 PM	8	0	8	0	0	0	6	32	38	46
Total	35	0	35	0	0	0	14	114	128	163
02:00 PM	7	0	7	0	0	0	6	27	33	40
02:15 PM	12	0	12	0	0	0	2	27	29	41
02:30 PM	10	0	10	0	0	0	3	34	37	47
02:45 PM	19	0	19	0	0	0	1	31	32	51
Total	48	0	48	0	0	0	12	119	131	179
Grand Total	83	0	83	0	0	0	26	233	259	342
Apprch %	100	0		0	0		10	90		
Total %	24.3	0	24.3	0	0	0	7.6	68.1	75.7	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	7	0	7	0	0	0	6	27	33	40
02:15 PM	12	0	12	0	0	0	2	27	29	41
02:30 PM	10	0	10	0	0	0	3	34	37	47
02:45 PM	19	0	19	0	0	0	1	31	32	51
Total Volume	48	0	48	0	0	0	12	119	131	179
% App. Total	100	0		0	0		9.2	90.8		
PHF	.632	.000	.632	.000	.000	.000	.500	.875	.885	.877

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	7	0	7	0	0	0	6	27	33
+15 mins.	12	0	12	0	0	0	2	27	29
+30 mins.	10	0	10	0	0	0	3	34	37
+45 mins.	19	0	19	0	0	0	1	31	32
Total Volume	48	0	48	0	0	0	12	119	131
% App. Total	100	0		0	0		9.2	90.8	
PHF	.632	.000	.632	.000	.000	.000	.500	.875	.885

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
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 Start Date : 3/1/2012
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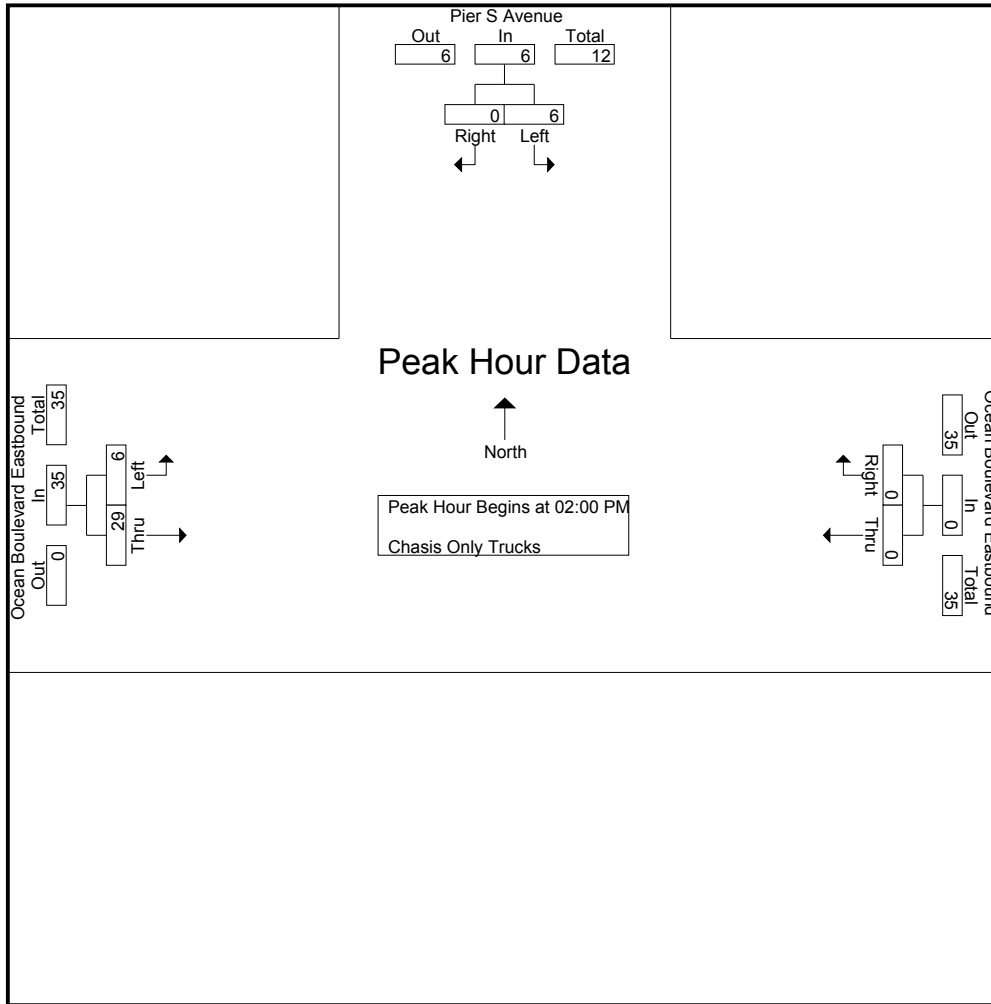
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	0	0	0	1	1	2	2
01:15 PM	1	0	1	0	0	0	3	2	5	6
01:30 PM	1	0	1	0	0	0	1	2	3	4
01:45 PM	1	0	1	0	0	0	3	7	10	11
Total	3	0	3	0	0	0	8	12	20	23
02:00 PM	0	0	0	0	0	0	3	11	14	14
02:15 PM	3	0	3	0	0	0	1	4	5	8
02:30 PM	1	0	1	0	0	0	1	8	9	10
02:45 PM	2	0	2	0	0	0	1	6	7	9
Total	6	0	6	0	0	0	6	29	35	41
Grand Total	9	0	9	0	0	0	14	41	55	64
Apprch %	100	0		0	0		25.5	74.5		
Total %	14.1	0	14.1	0	0	0	21.9	64.1	85.9	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	0	0	0	3	11	14	14
02:15 PM	3	0	3	0	0	0	1	4	5	8
02:30 PM	1	0	1	0	0	0	1	8	9	10
02:45 PM	2	0	2	0	0	0	1	6	7	9
Total Volume	6	0	6	0	0	0	6	29	35	41
% App. Total	100	0		0	0		17.1	82.9		
PHF	.500	.000	.500	.000	.000	.000	.500	.659	.625	.732

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	3	11	14
+15 mins.	3	0	3	0	0	0	1	4	5
+30 mins.	1	0	1	0	0	0	1	8	9
+45 mins.	2	0	2	0	0	0	1	6	7
Total Volume	6	0	6	0	0	0	6	29	35
% App. Total	100	0		0	0		17.1	82.9	
PHF	.500	.000	.500	.000	.000	.000	.500	.659	.625

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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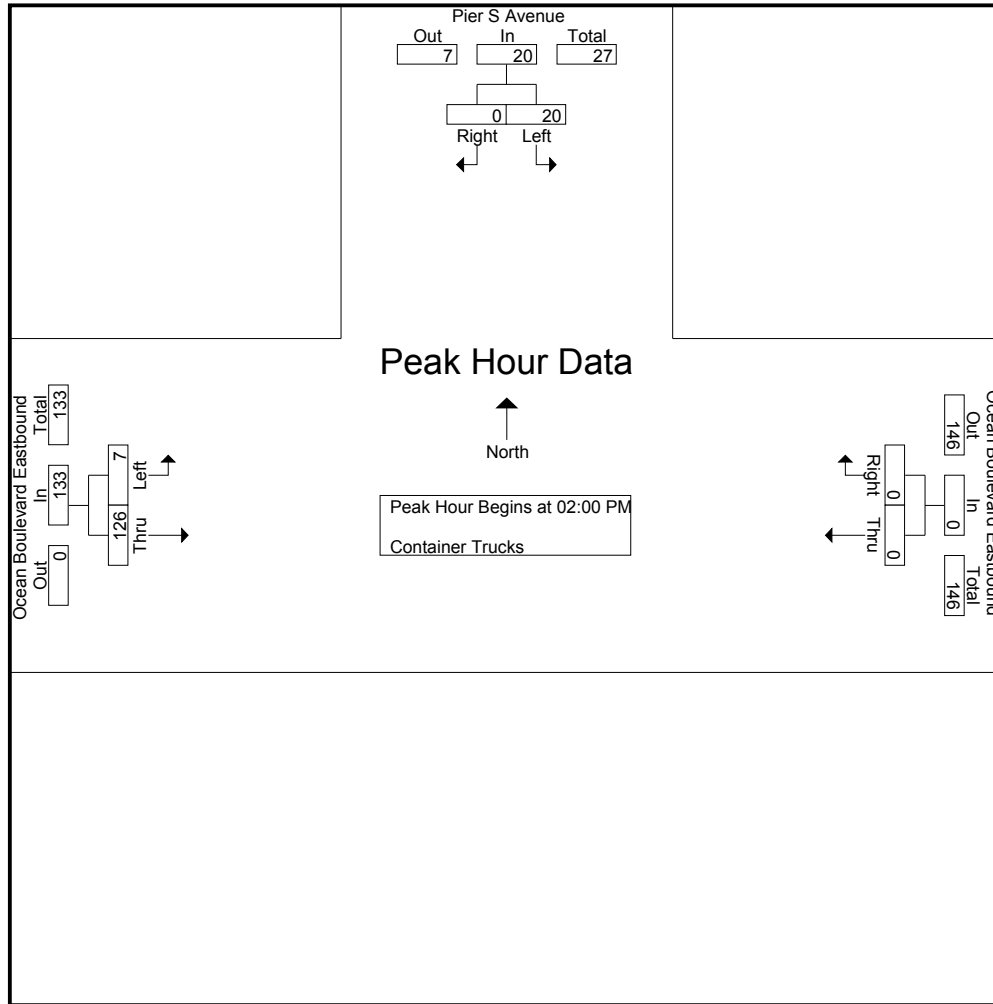
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	0	0	0	0	19	19	19
01:15 PM	4	0	4	0	0	0	1	11	12	16
01:30 PM	5	0	5	0	0	0	1	21	22	27
01:45 PM	5	0	5	0	0	0	2	35	37	42
Total	14	0	14	0	0	0	4	86	90	104
02:00 PM	2	0	2	0	0	0	2	38	40	42
02:15 PM	3	0	3	0	0	0	3	27	30	33
02:30 PM	6	0	6	0	0	0	1	32	33	39
02:45 PM	9	0	9	0	0	0	1	29	30	39
Total	20	0	20	0	0	0	7	126	133	153
Grand Total	34	0	34	0	0	0	11	212	223	257
Apprch %	100	0		0	0		4.9	95.1		
Total %	13.2	0	13.2	0	0	0	4.3	82.5	86.8	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	2	0	2	0	0	0	2	38	40	42
02:15 PM	3	0	3	0	0	0	3	27	30	33
02:30 PM	6	0	6	0	0	0	1	32	33	39
02:45 PM	9	0	9	0	0	0	1	29	30	39
Total Volume	20	0	20	0	0	0	7	126	133	153
% App. Total	100	0		0	0		5.3	94.7		
PHF	.556	.000	.556	.000	.000	.000	.583	.829	.831	.911

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	2	0	2	0	0	0	2	38	40
+15 mins.	3	0	3	0	0	0	3	27	30
+30 mins.	6	0	6	0	0	0	1	32	33
+45 mins.	9	0	9	0	0	0	1	29	30
Total Volume	20	0	20	0	0	0	7	126	133
% App. Total	100	0		0	0		5.3	94.7	
PHF	.556	.000	.556	.000	.000	.000	.583	.829	.831

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
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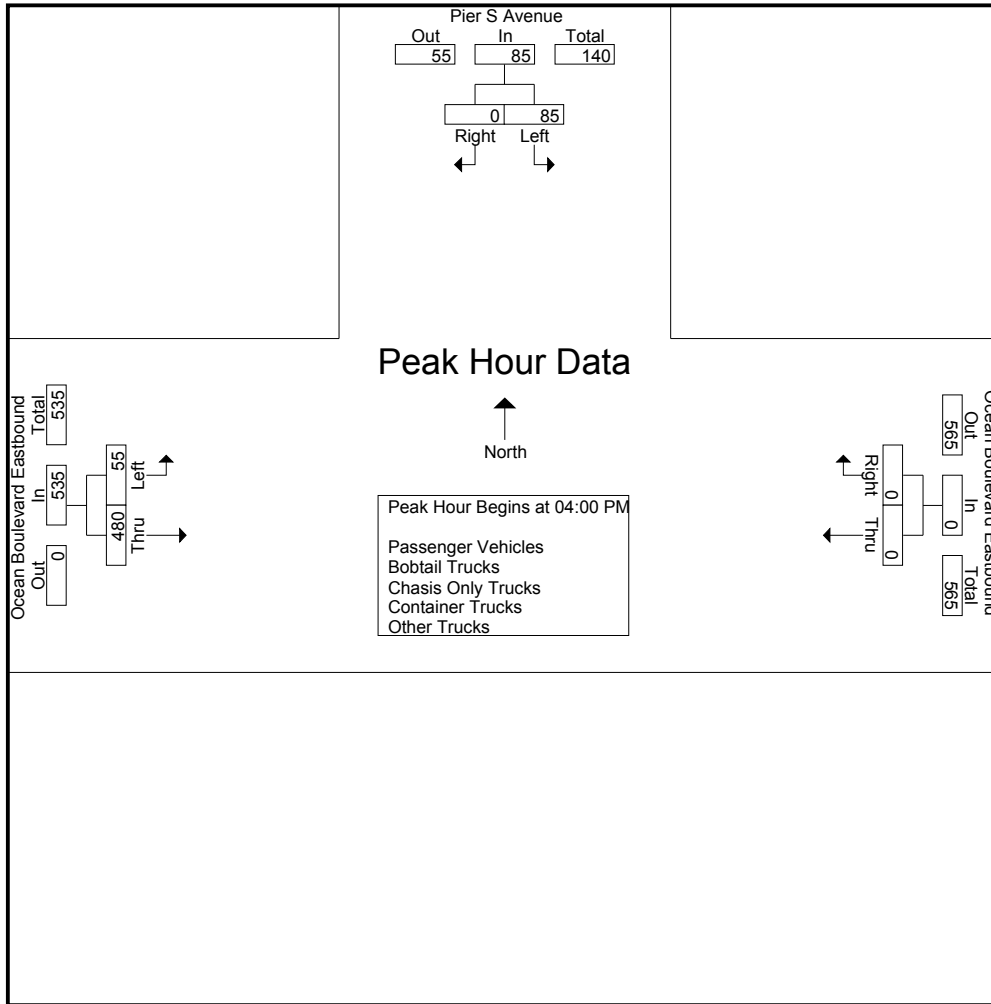
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	16	0	16	0	0	0	10	147	157	173
04:15 PM	18	0	18	0	0	0	10	140	150	168
04:30 PM	24	0	24	0	0	0	15	101	116	140
04:45 PM	27	0	27	0	0	0	20	92	112	139
Total	85	0	85	0	0	0	55	480	535	620
05:00 PM	19	0	19	0	0	0	20	72	92	111
05:15 PM	13	0	13	0	0	0	22	66	88	101
05:30 PM	6	0	6	0	0	0	28	48	76	82
05:45 PM	0	0	0	0	0	0	7	44	51	51
Total	38	0	38	0	0	0	77	230	307	345
Grand Total	123	0	123	0	0	0	132	710	842	965
Apprch %	100	0		0	0		15.7	84.3		
Total %	12.7	0	12.7	0	0	0	13.7	73.6	87.3	
Passenger Vehicles	85	0	85	0	0	0	108	373	481	566
% Passenger Vehicles	69.1	0	69.1	0	0	0	81.8	52.5	57.1	58.7
Bobtail Trucks	15	0	15	0	0	0	13	136	149	164
% Bobtail Trucks	12.2	0	12.2	0	0	0	9.8	19.2	17.7	17
Chasis Only Trucks	1	0	1	0	0	0	2	21	23	24
% Chasis Only Trucks	0.8	0	0.8	0	0	0	1.5	3	2.7	2.5
Container Trucks	13	0	13	0	0	0	3	167	170	183
% Container Trucks	10.6	0	10.6	0	0	0	2.3	23.5	20.2	19
Other Trucks	9	0	9	0	0	0	6	13	19	28
% Other Trucks	7.3	0	7.3	0	0	0	4.5	1.8	2.3	2.9

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	16	0	16	0	0	0	10	147	157	173
04:15 PM	18	0	18	0	0	0	10	140	150	168
04:30 PM	24	0	24	0	0	0	15	101	116	140
04:45 PM	27	0	27	0	0	0	20	92	112	139
Total Volume	85	0	85	0	0	0	55	480	535	620
% App. Total	100	0		0	0		10.3	89.7		
PHF	.787	.000	.787	.000	.000	.000	.688	.816	.852	.896

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	16	0	16	0	0	0	10	147	157
+15 mins.	18	0	18	0	0	0	10	140	150
+30 mins.	24	0	24	0	0	0	15	101	116
+45 mins.	27	0	27	0	0	0	20	92	112
Total Volume	85	0	85	0	0	0	55	480	535
% App. Total	100	0		0	0		10.3	89.7	
PHF	.787	.000	.787	.000	.000	.000	.688	.816	.852

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

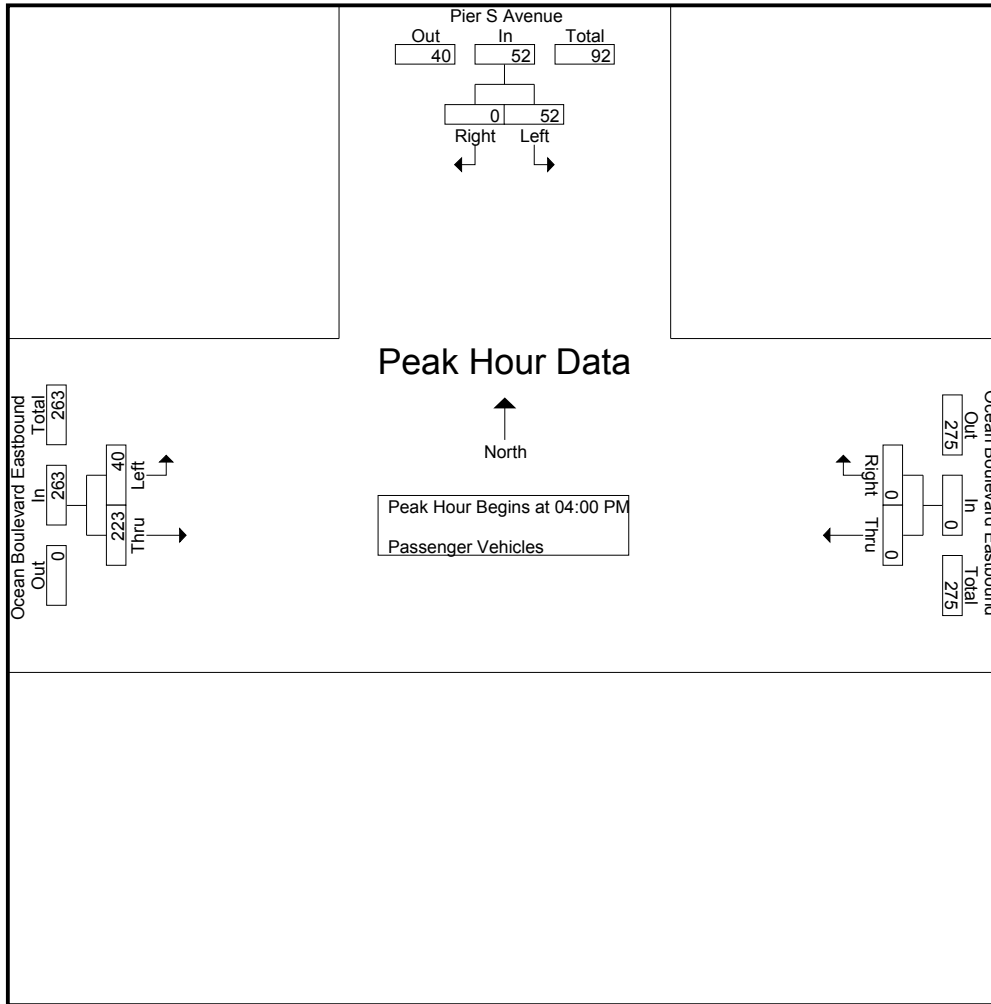
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	5	0	5	0	0	0	2	45	47	52
04:15 PM	9	0	9	0	0	0	6	51	57	66
04:30 PM	14	0	14	0	0	0	13	60	73	87
04:45 PM	24	0	24	0	0	0	19	67	86	110
Total	52	0	52	0	0	0	40	223	263	315
05:00 PM	17	0	17	0	0	0	16	59	75	92
05:15 PM	11	0	11	0	0	0	20	41	61	72
05:30 PM	5	0	5	0	0	0	26	24	50	55
05:45 PM	0	0	0	0	0	0	6	26	32	32
Total	33	0	33	0	0	0	68	150	218	251
Grand Total	85	0	85	0	0	0	108	373	481	566
Apprch %	100	0		0	0		22.5	77.5		
Total %	15	0	15	0	0	0	19.1	65.9	85	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	5	0	5	0	0	0	2	45	47	52
04:15 PM	9	0	9	0	0	0	6	51	57	66
04:30 PM	14	0	14	0	0	0	13	60	73	87
04:45 PM	24	0	24	0	0	0	19	67	86	110
Total Volume	52	0	52	0	0	0	40	223	263	315
% App. Total	100	0		0	0		15.2	84.8		
PHF	.542	.000	.542	.000	.000	.000	.526	.832	.765	.716

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	5	0	5	0	0	0	2	45	47
+15 mins.	9	0	9	0	0	0	6	51	57
+30 mins.	14	0	14	0	0	0	13	60	73
+45 mins.	24	0	24	0	0	0	19	67	86
Total Volume	52	0	52	0	0	0	40	223	263
% App. Total	100	0		0	0		15.2	84.8	
PHF	.542	.000	.542	.000	.000	.000	.526	.832	.765

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

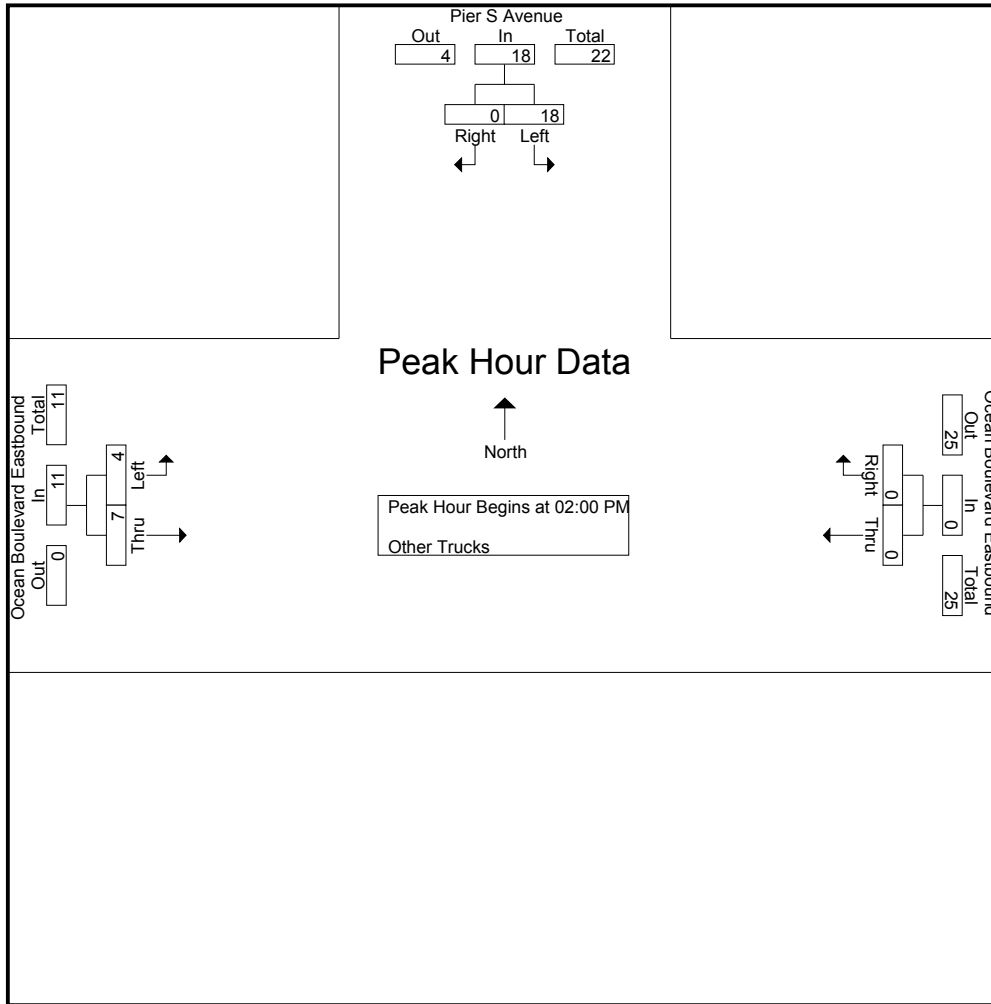
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	10	0	10	0	0	0	1	1	2	12
01:15 PM	8	0	8	0	0	0	2	1	3	11
01:30 PM	8	0	8	0	0	0	1	6	7	15
01:45 PM	3	0	3	0	0	0	1	0	1	4
Total	29	0	29	0	0	0	5	8	13	42
02:00 PM	3	0	3	0	0	0	2	2	4	7
02:15 PM	3	0	3	0	0	0	1	2	3	6
02:30 PM	6	0	6	0	0	0	1	3	4	10
02:45 PM	6	0	6	0	0	0	0	0	0	6
Total	18	0	18	0	0	0	4	7	11	29
Grand Total	47	0	47	0	0	0	9	15	24	71
Apprch %	100	0		0	0		37.5	62.5		
Total %	66.2	0	66.2	0	0	0	12.7	21.1	33.8	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	3	0	3	0	0	0	2	2	4	7
02:15 PM	3	0	3	0	0	0	1	2	3	6
02:30 PM	6	0	6	0	0	0	1	3	4	10
02:45 PM	6	0	6	0	0	0	0	0	0	6
Total Volume	18	0	18	0	0	0	4	7	11	29
% App. Total	100	0		0	0		36.4	63.6		
PHF	.750	.000	.750	.000	.000	.000	.500	.583	.688	.725

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	3	0	3	0	0	0	2	2	4
+15 mins.	3	0	3	0	0	0	1	2	3
+30 mins.	6	0	6	0	0	0	1	3	4
+45 mins.	6	0	6	0	0	0	0	0	0
Total Volume	18	0	18	0	0	0	4	7	11
% App. Total	100	0		0	0		36.4	63.6	
PHF	.750	.000	.750	.000	.000	.000	.500	.583	.688

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

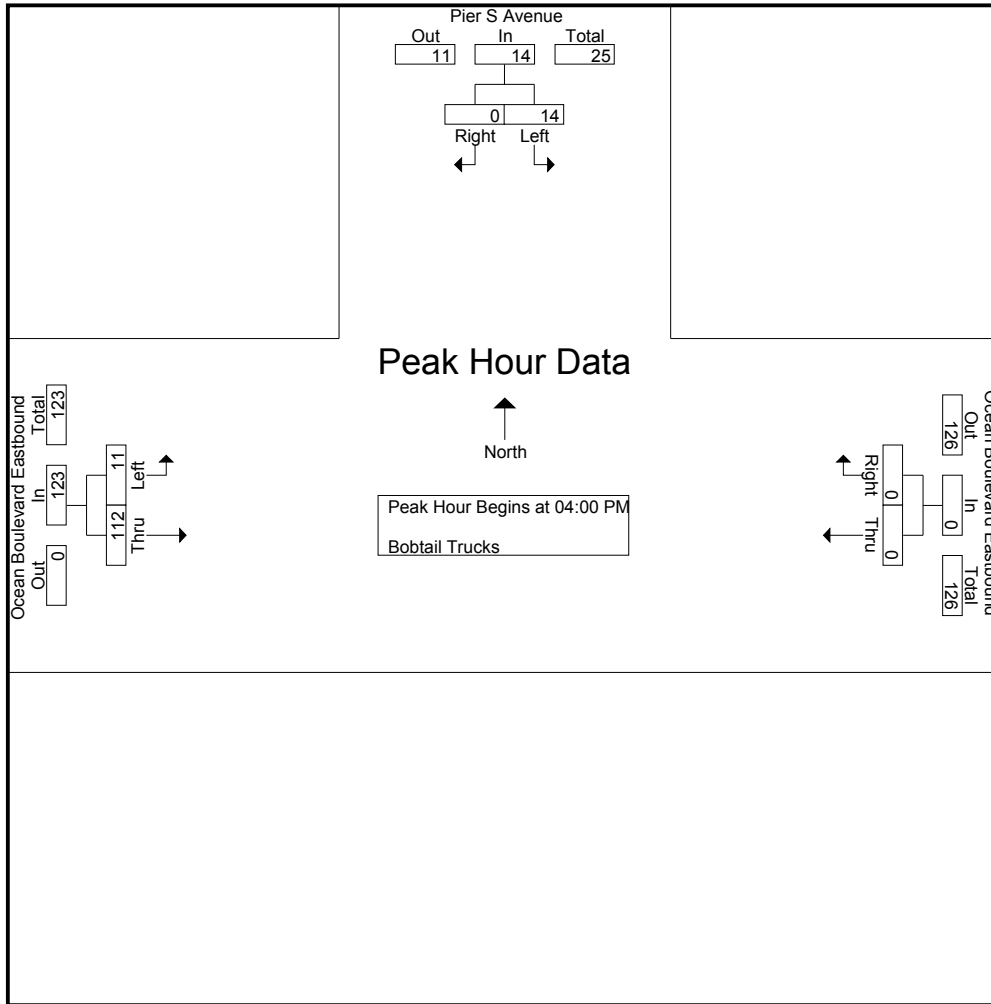
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	5	0	5	0	0	0	5	42	47	52
04:15 PM	6	0	6	0	0	0	3	38	41	47
04:30 PM	3	0	3	0	0	0	2	15	17	20
04:45 PM	0	0	0	0	0	0	1	17	18	18
Total	14	0	14	0	0	0	11	112	123	137
05:00 PM	0	0	0	0	0	0	1	2	3	3
05:15 PM	0	0	0	0	0	0	0	7	7	7
05:30 PM	1	0	1	0	0	0	1	11	12	13
05:45 PM	0	0	0	0	0	0	0	4	4	4
Total	1	0	1	0	0	0	2	24	26	27
Grand Total	15	0	15	0	0	0	13	136	149	164
Apprch %	100	0		0	0		8.7	91.3		
Total %	9.1	0	9.1	0	0	0	7.9	82.9	90.9	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	5	0	5	0	0	0	5	42	47	52
04:15 PM	6	0	6	0	0	0	3	38	41	47
04:30 PM	3	0	3	0	0	0	2	15	17	20
04:45 PM	0	0	0	0	0	0	1	17	18	18
Total Volume	14	0	14	0	0	0	11	112	123	137
% App. Total	100	0		0	0		8.9	91.1		
PHF	.583	.000	.583	.000	.000	.000	.550	.667	.654	.659

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	5	0	5	0	0	0	5	42	47
+15 mins.	6	0	6	0	0	0	3	38	41
+30 mins.	3	0	3	0	0	0	2	15	17
+45 mins.	0	0	0	0	0	0	1	17	18
Total Volume	14	0	14	0	0	0	11	112	123
% App. Total	100	0		0	0		8.9	91.1	
PHF	.583	.000	.583	.000	.000	.000	.550	.667	.654

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

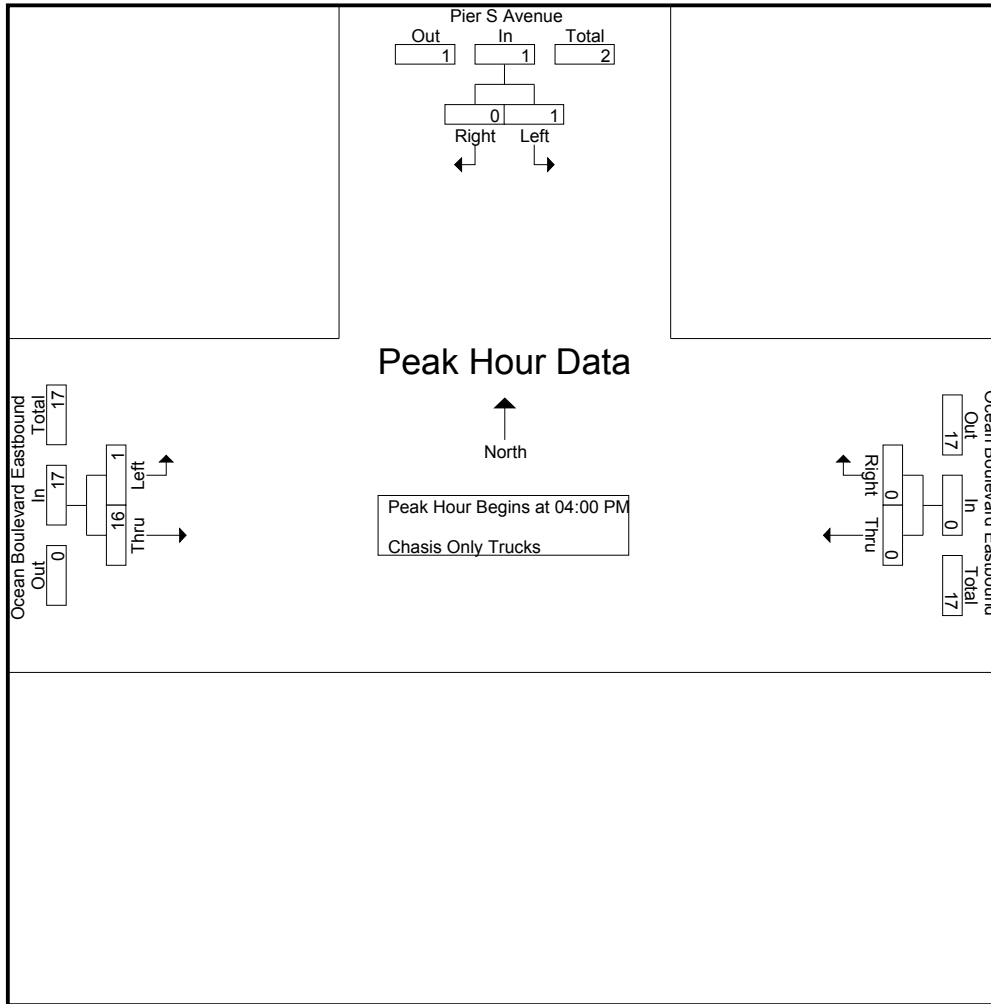
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	1	4	5	5
04:15 PM	0	0	0	0	0	0	0	6	6	6
04:30 PM	1	0	1	0	0	0	0	6	6	7
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	1	16	17	18
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	1	3	4	4
Total	0	0	0	0	0	0	1	5	6	6
Grand Total	1	0	1	0	0	0	2	21	23	24
Apprch %	100	0		0	0		8.7	91.3		
Total %	4.2	0	4.2	0	0	0	8.3	87.5	95.8	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	1	4	5	5
04:15 PM	0	0	0	0	0	0	0	6	6	6
04:30 PM	1	0	1	0	0	0	0	6	6	7
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	1	16	17	18
% App. Total	100	0		0	0		5.9	94.1		
PHF	.250	.000	.250	.000	.000	.000	.250	.667	.708	.643

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	1	4	5
+15 mins.	0	0	0	0	0	0	0	6	6
+30 mins.	1	0	1	0	0	0	0	6	6
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	1	16	17
% App. Total	100	0		0	0		5.9	94.1	
PHF	.250	.000	.250	.000	.000	.000	.250	.667	.708

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

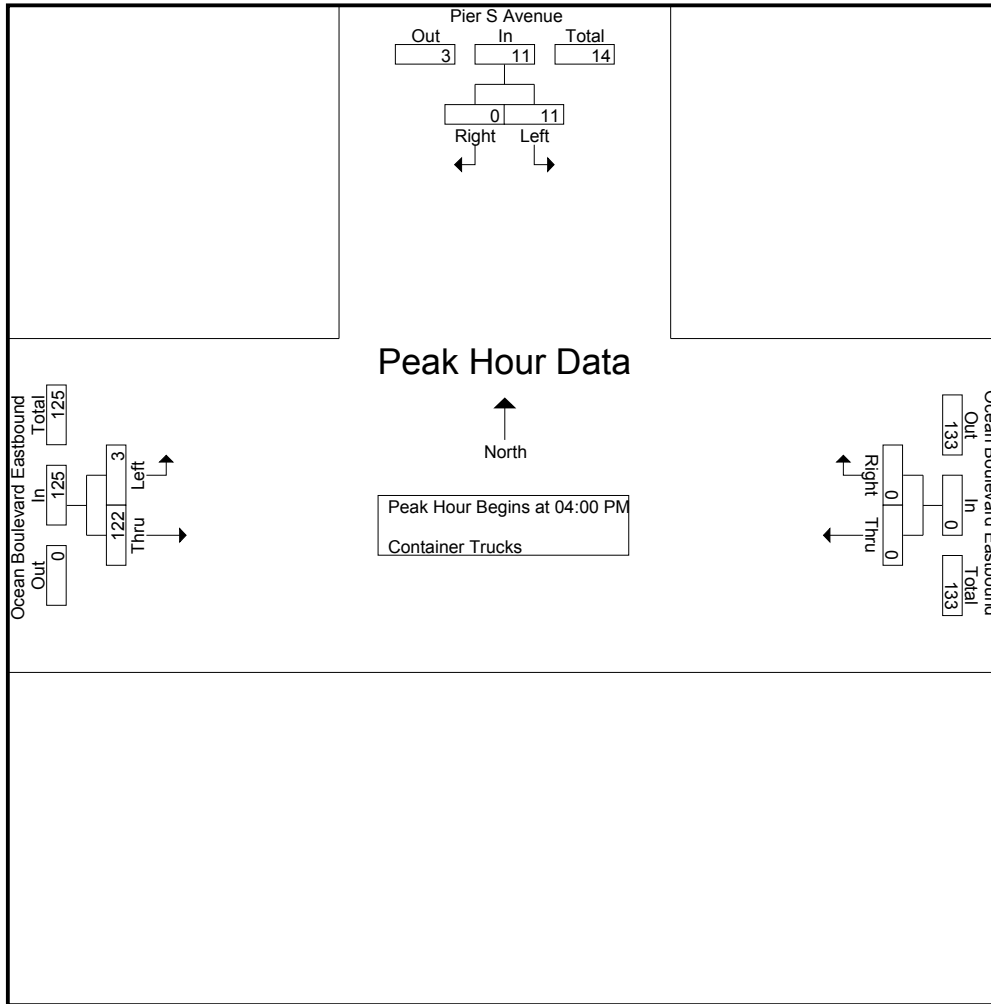
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	0	3	0	0	0	2	54	56	59
04:15 PM	3	0	3	0	0	0	1	41	42	45
04:30 PM	3	0	3	0	0	0	0	19	19	22
04:45 PM	2	0	2	0	0	0	0	8	8	10
Total	11	0	11	0	0	0	3	122	125	136
05:00 PM	2	0	2	0	0	0	0	7	7	9
05:15 PM	0	0	0	0	0	0	0	16	16	16
05:30 PM	0	0	0	0	0	0	0	11	11	11
05:45 PM	0	0	0	0	0	0	0	11	11	11
Total	2	0	2	0	0	0	0	45	45	47
Grand Total	13	0	13	0	0	0	3	167	170	183
Apprch %	100	0		0	0		1.8	98.2		
Total %	7.1	0	7.1	0	0	0	1.6	91.3	92.9	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	0	3	0	0	0	2	54	56	59
04:15 PM	3	0	3	0	0	0	1	41	42	45
04:30 PM	3	0	3	0	0	0	0	19	19	22
04:45 PM	2	0	2	0	0	0	0	8	8	10
Total Volume	11	0	11	0	0	0	3	122	125	136
% App. Total	100	0		0	0		2.4	97.6		
PHF	.917	.000	.917	.000	.000	.000	.375	.565	.558	.576

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	0	3	0	0	0	2	54	56
+15 mins.	3	0	3	0	0	0	1	41	42
+30 mins.	3	0	3	0	0	0	0	19	19
+45 mins.	2	0	2	0	0	0	0	8	8
Total Volume	11	0	11	0	0	0	3	122	125
% App. Total	100	0		0	0		2.4	97.6	
PHF	.917	.000	.917	.000	.000	.000	.375	.565	.558

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

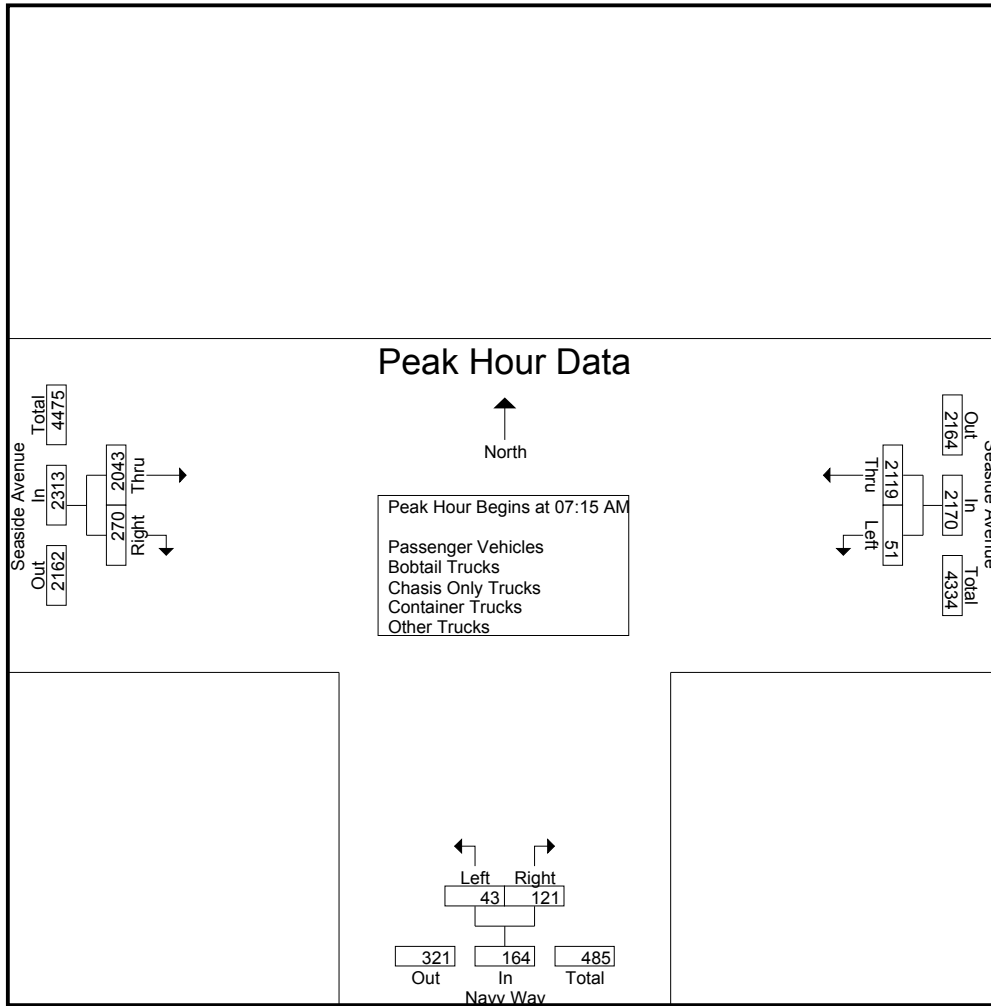
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	6	254	260	4	3	7	261	27	288	555
07:15 AM	18	573	591	11	29	40	481	67	548	1179
07:30 AM	12	576	588	6	30	36	546	99	645	1269
07:45 AM	11	525	536	9	26	35	528	81	609	1180
Total	47	1928	1975	30	88	118	1816	274	2090	4183
08:00 AM	10	445	455	17	36	53	488	23	511	1019
08:15 AM	17	465	482	41	33	74	489	33	522	1078
08:30 AM	8	359	367	14	55	69	411	23	434	870
08:45 AM	13	330	343	17	61	78	428	15	443	864
Total	48	1599	1647	89	185	274	1816	94	1910	3831
Grand Total	95	3527	3622	119	273	392	3632	368	4000	8014
Apprch %	2.6	97.4		30.4	69.6		90.8	9.2		
Total %	1.2	44	45.2	1.5	3.4	4.9	45.3	4.6	49.9	
Passenger Vehicles	90	3328	3418	86	88	174	3443	281	3724	7316
% Passenger Vehicles	94.7	94.4	94.4	72.3	32.2	44.4	94.8	76.4	93.1	91.3
Bobtail Trucks	0	0	0	21	67	88	76	50	126	214
% Bobtail Trucks	0	0	0	17.6	24.5	22.4	2.1	13.6	3.2	2.7
Chasis Only Trucks	0	5	5	0	12	12	4	0	4	21
% Chasis Only Trucks	0	0.1	0.1	0	4.4	3.1	0.1	0	0.1	0.3
Container Trucks	1	154	155	12	101	113	79	37	116	384
% Container Trucks	1.1	4.4	4.3	10.1	37	28.8	2.2	10.1	2.9	4.8
Other Trucks	4	40	44	0	5	5	30	0	30	79
% Other Trucks	4.2	1.1	1.2	0	1.8	1.3	0.8	0	0.8	1

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	18	573	591	11	29	40	481	67	548	1179
07:30 AM	12	576	588	6	30	36	546	99	645	1269
07:45 AM	11	525	536	9	26	35	528	81	609	1180
08:00 AM	10	445	455	17	36	53	488	23	511	1019
Total Volume	51	2119	2170	43	121	164	2043	270	2313	4647
% App. Total	2.4	97.6		26.2	73.8		88.3	11.7		
PHF	.708	.920	.918	.632	.840	.774	.935	.682	.897	.915

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:15 AM		
+0 mins.	18	573	591	17	36	53	481	67	548
+15 mins.	12	576	588	41	33	74	546	99	645
+30 mins.	11	525	536	14	55	69	528	81	609
+45 mins.	10	445	455	17	61	78	488	23	511
Total Volume	51	2119	2170	89	185	274	2043	270	2313
% App. Total	2.4	97.6		32.5	67.5		88.3	11.7	
PHF	.708	.920	.918	.543	.758	.878	.935	.682	.897

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	6	243	249	4	3	7	258	27	285	541
07:15 AM	18	558	576	8	15	23	470	63	533	1132
07:30 AM	11	560	571	3	9	12	525	91	616	1199
07:45 AM	10	510	520	6	8	14	504	70	574	1108
Total	45	1871	1916	21	35	56	1757	251	2008	3980
08:00 AM	10	427	437	12	17	29	469	5	474	940
08:15 AM	15	431	446	37	12	49	471	9	480	975
08:30 AM	7	328	335	9	14	23	376	10	386	744
08:45 AM	13	271	284	7	10	17	370	6	376	677
Total	45	1457	1502	65	53	118	1686	30	1716	3336
Grand Total	90	3328	3418	86	88	174	3443	281	3724	7316
Apprch %	2.6	97.4		49.4	50.6		92.5	7.5		
Total %	1.2	45.5	46.7	1.2	1.2	2.4	47.1	3.8	50.9	

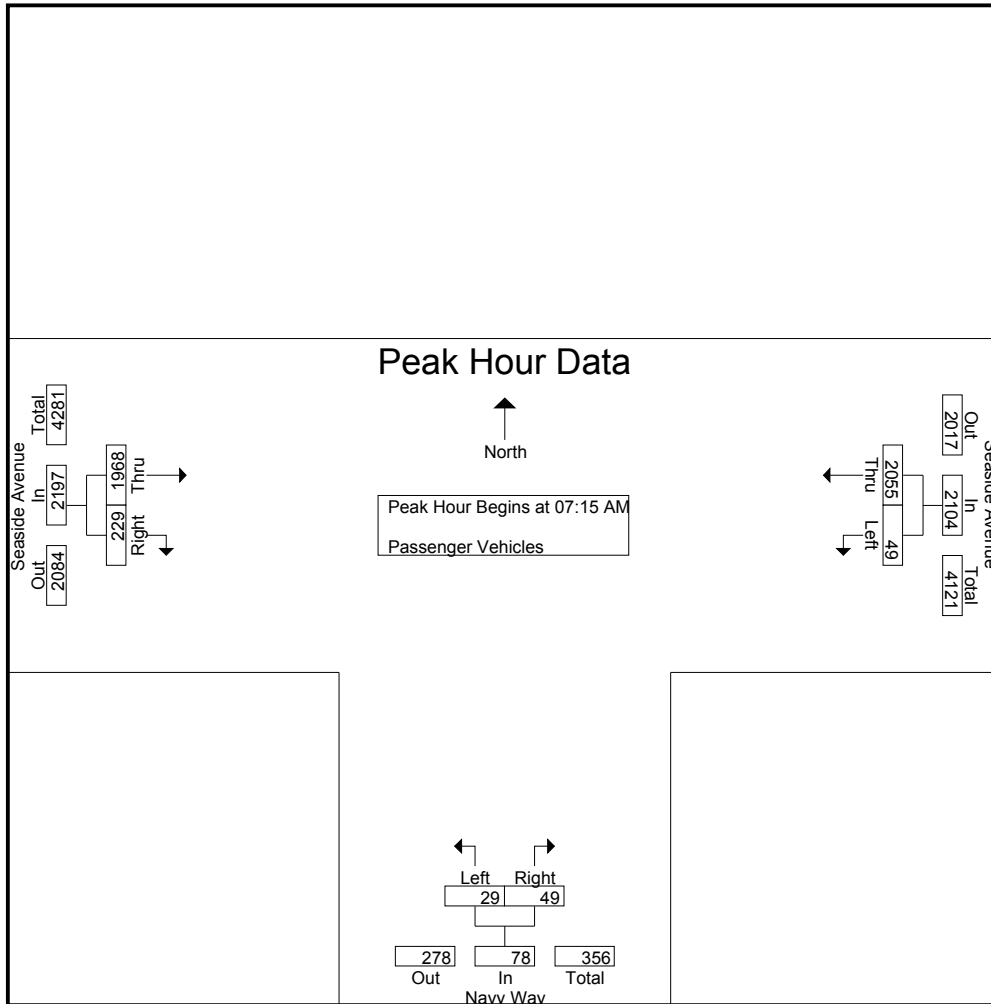
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	18	558	576	8	15	23	470	63	533	1132
07:30 AM	11	560	571	3	9	12	525	91	616	1199
07:45 AM	10	510	520	6	8	14	504	70	574	1108
08:00 AM	10	427	437	12	17	29	469	5	474	940
Total Volume	49	2055	2104	29	49	78	1968	229	2197	4379
% App. Total	2.3	97.7		37.2	62.8		89.6	10.4		
PHF	.681	.917	.913	.604	.721	.672	.937	.629	.892	.913

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	18	558	576	8	15	23	470	63	533
+15 mins.	11	560	571	3	9	12	525	91	616
+30 mins.	10	510	520	6	8	14	504	70	574
+45 mins.	10	427	437	12	17	29	469	5	474
Total Volume	49	2055	2104	29	49	78	1968	229	2197
% App. Total	2.3	97.7		37.2	62.8		89.6	10.4	
PHF	.681	.917	.913	.604	.721	.672	.937	.629	.892

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

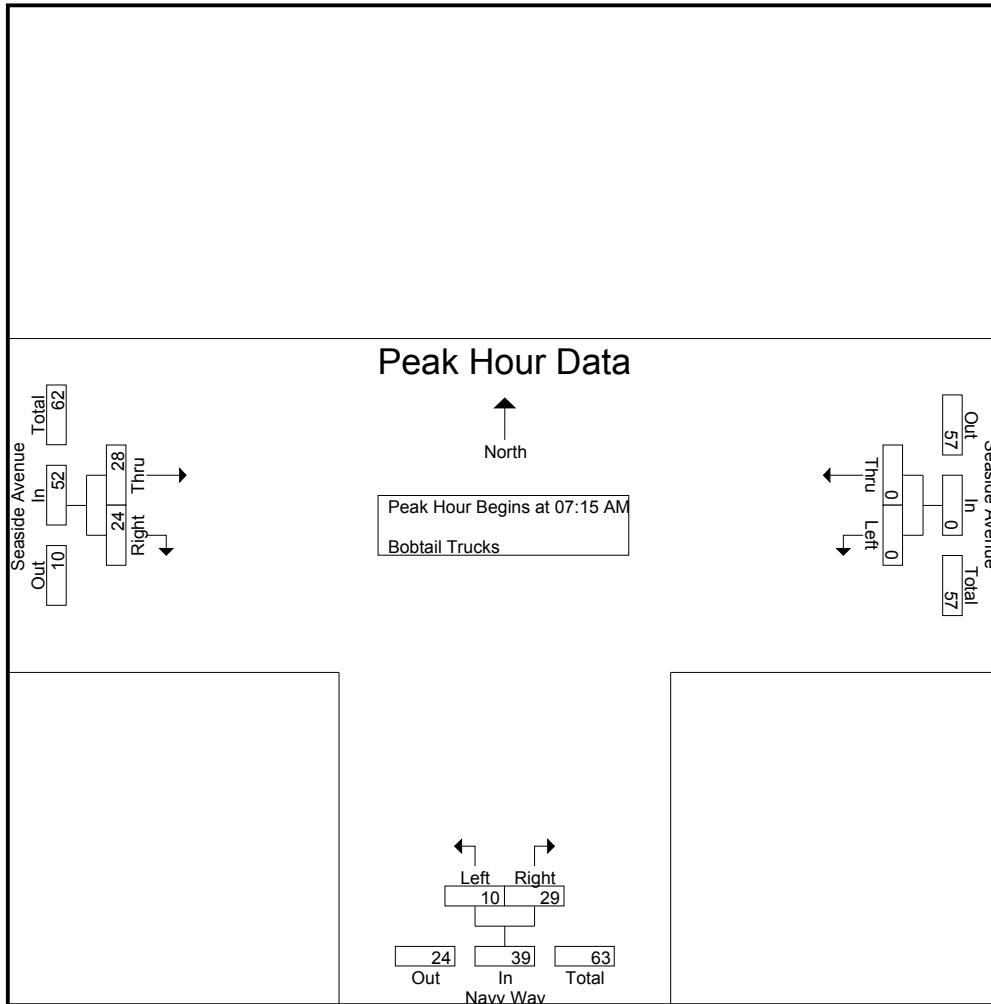
Groups Printed- Bobtail Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	2	2
07:15 AM	0	0	0	0	2	2	5	0	5	7
07:30 AM	0	0	0	3	12	15	8	5	13	28
07:45 AM	0	0	0	3	7	10	11	6	17	27
Total	0	0	0	6	21	27	26	11	37	64
08:00 AM	0	0	0	4	8	12	4	13	17	29
08:15 AM	0	0	0	4	6	10	2	14	16	26
08:30 AM	0	0	0	3	15	18	16	7	23	41
08:45 AM	0	0	0	4	17	21	28	5	33	54
Total	0	0	0	15	46	61	50	39	89	150
Grand Total	0	0	0	21	67	88	76	50	126	214
Apprch %	0	0		23.9	76.1		60.3	39.7		
Total %	0	0		9.8	31.3	41.1	35.5	23.4	58.9	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	2	2	5	0	5	7
07:30 AM	0	0	0	3	12	15	8	5	13	28
07:45 AM	0	0	0	3	7	10	11	6	17	27
08:00 AM	0	0	0	4	8	12	4	13	17	29
Total Volume	0	0	0	10	29	39	28	24	52	91
% App. Total	0	0		25.6	74.4		53.8	46.2		
PHF	.000	.000	.000	.625	.604	.650	.636	.462	.765	.784

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	2	2	5	0	5
+15 mins.	0	0	0	3	12	15	8	5	13
+30 mins.	0	0	0	3	7	10	11	6	17
+45 mins.	0	0	0	4	8	12	4	13	17
Total Volume	0	0	0	10	29	39	28	24	52
% App. Total	0	0	0	25.6	74.4		53.8	46.2	
PHF	.000	.000	.000	.625	.604	.650	.636	.462	.765

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

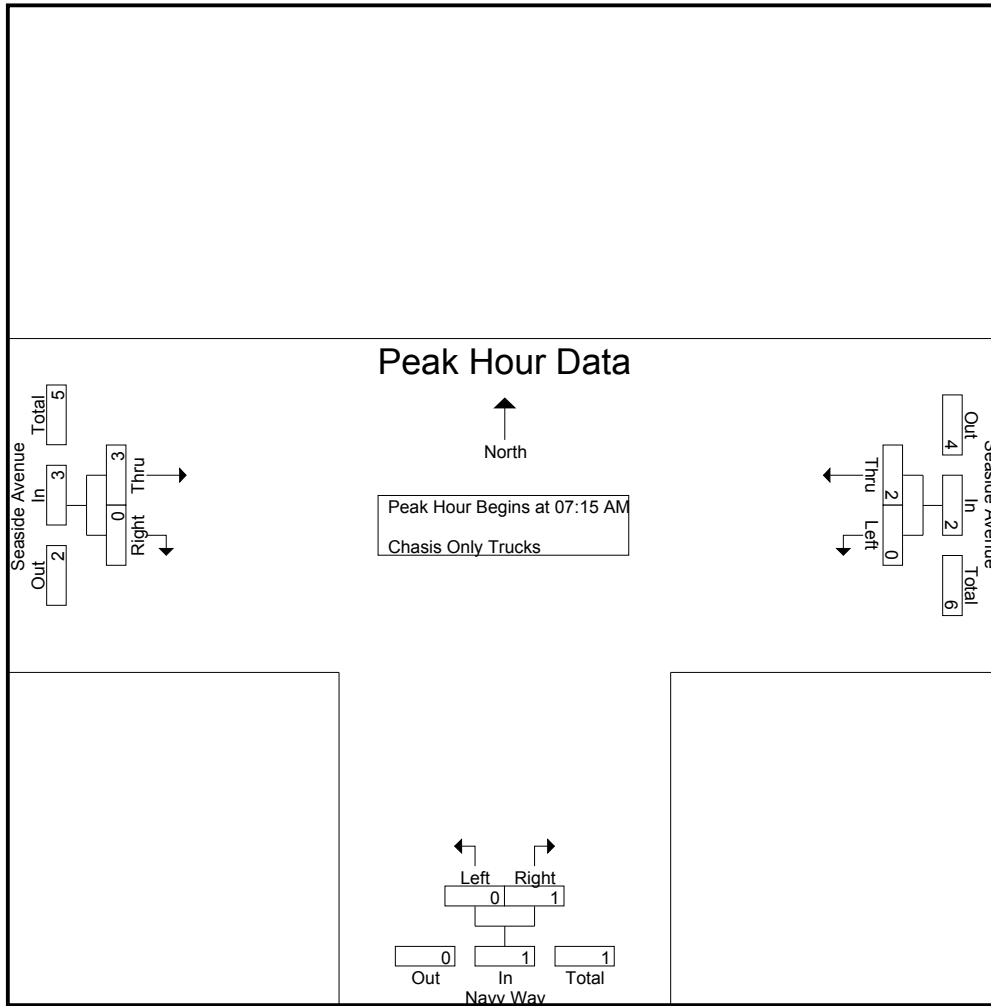
Groups Printed- Chasis Only Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
08:00 AM	0	1	1	0	1	1	0	0	0	2
08:15 AM	0	1	1	0	1	1	0	0	0	2
08:30 AM	0	2	2	0	5	5	0	0	0	7
08:45 AM	0	0	0	0	5	5	1	0	1	6
Total	0	4	4	0	12	12	1	0	1	17
Grand Total	0	5	5	0	12	12	4	0	4	21
Apprch %	0	100		0	100		100	0		
Total %	0	23.8	23.8	0	57.1	57.1	19	0	19	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	1	1	0	0	0	2
Total Volume	0	2	2	0	1	1	3	0	3	6
% App. Total	0	100		0	100		100	0		
PHF	.000	.500	.500	.000	.250	.250	.375	.000	.375	.750

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	1	1	0	0	0
Total Volume	0	2	2	0	1	1	3	0	3
% App. Total	0	100		0	100		100	0	
PHF	.000	.500	.500	.000	.250	.250	.375	.000	.375

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

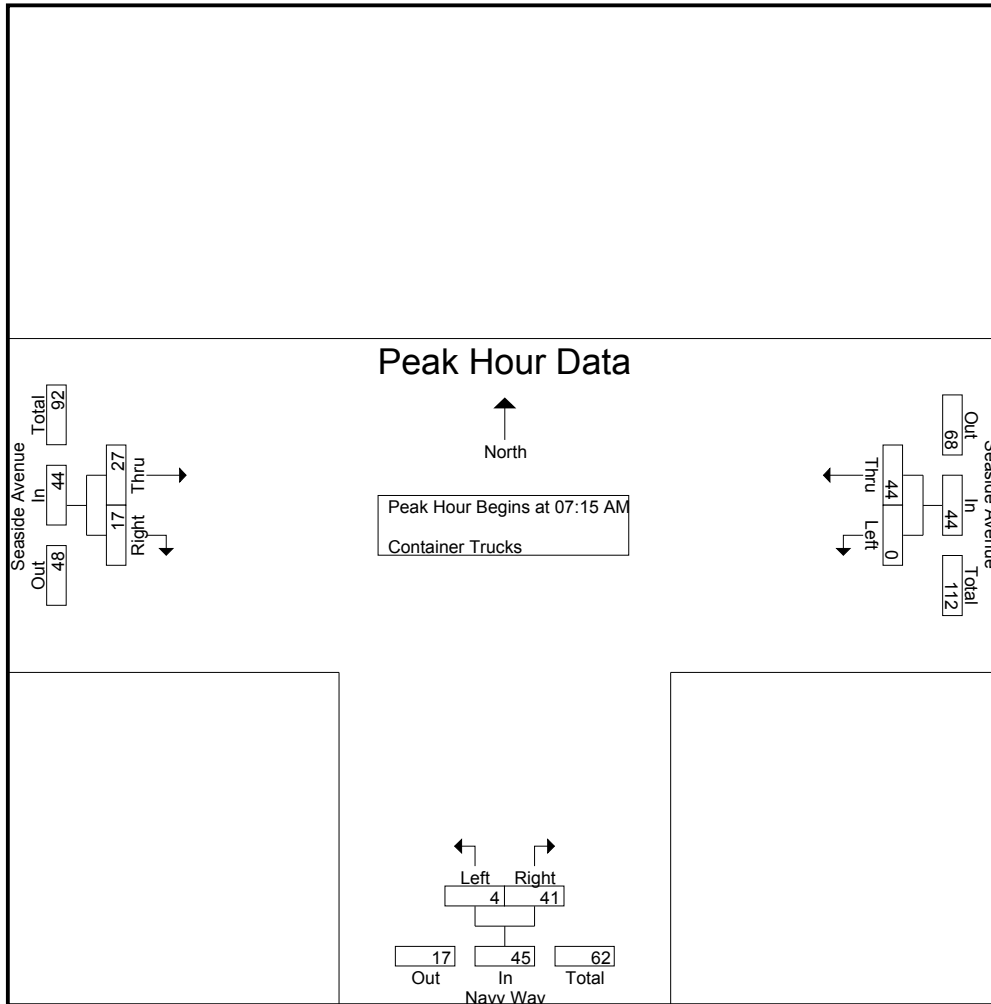
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	9	9	0	0	0	1	0	1	10
07:15 AM	0	9	9	3	12	15	3	4	7	31
07:30 AM	0	11	11	0	9	9	7	3	10	30
07:45 AM	0	11	11	0	10	10	7	5	12	33
Total	0	40	40	3	31	34	18	12	30	104
08:00 AM	0	13	13	1	10	11	10	5	15	39
08:15 AM	1	27	28	0	12	12	13	10	23	63
08:30 AM	0	25	25	2	20	22	14	6	20	67
08:45 AM	0	49	49	6	28	34	24	4	28	111
Total	1	114	115	9	70	79	61	25	86	280
Grand Total	1	154	155	12	101	113	79	37	116	384
Apprch %	0.6	99.4		10.6	89.4		68.1	31.9		
Total %	0.3	40.1	40.4	3.1	26.3	29.4	20.6	9.6	30.2	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	9	9	3	12	15	3	4	7	31
07:30 AM	0	11	11	0	9	9	7	3	10	30
07:45 AM	0	11	11	0	10	10	7	5	12	33
08:00 AM	0	13	13	1	10	11	10	5	15	39
Total Volume	0	44	44	4	41	45	27	17	44	133
% App. Total	0	100		8.9	91.1		61.4	38.6		
PHF	.000	.846	.846	.333	.854	.750	.675	.850	.733	.853

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	9	9	3	12	15	3	4	7
+15 mins.	0	11	11	0	9	9	7	3	10
+30 mins.	0	11	11	0	10	10	7	5	12
+45 mins.	0	13	13	1	10	11	10	5	15
Total Volume	0	44	44	4	41	45	27	17	44
% App. Total	0	100		8.9	91.1		61.4	38.6	
PHF	.000	.846	.846	.333	.854	.750	.675	.850	.733

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

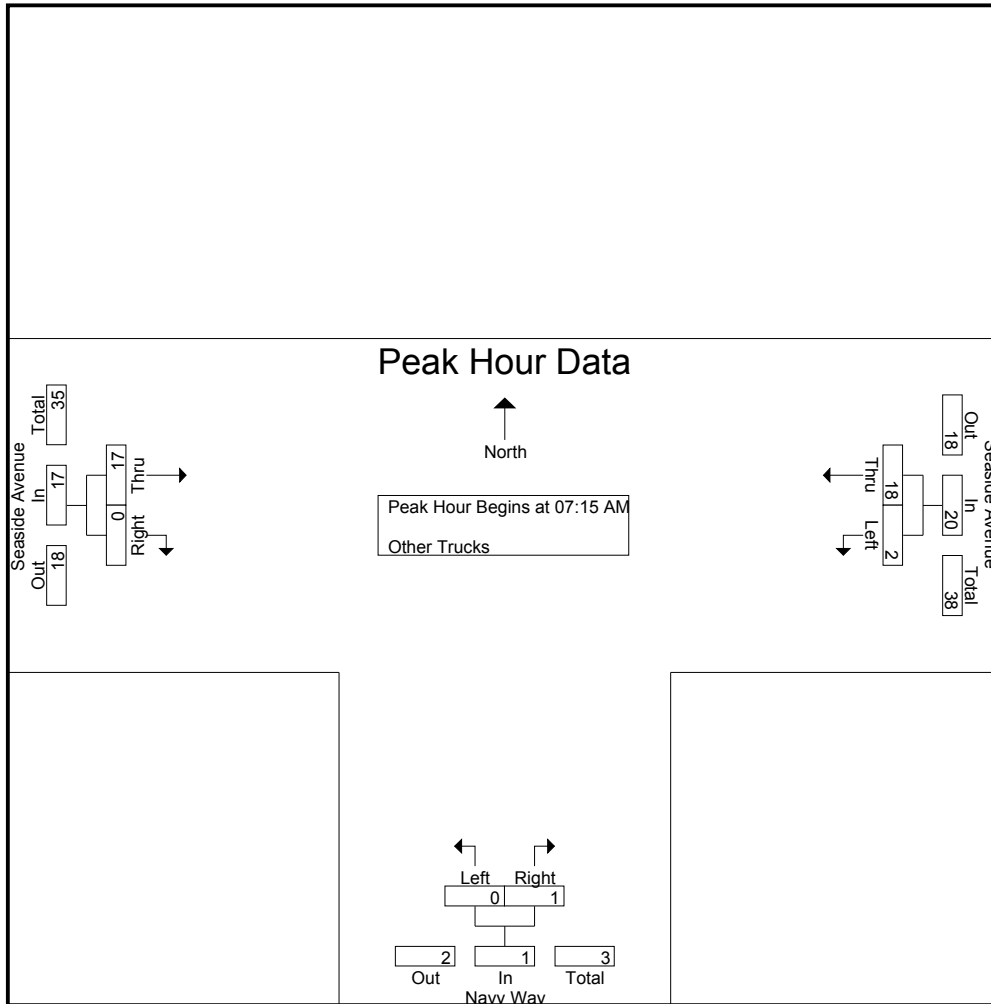
Groups Printed- Other Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	2	2	0	0	0	0	0	0	2
07:15 AM	0	5	5	0	0	0	2	0	2	7
07:30 AM	1	5	6	0	0	0	4	0	4	10
07:45 AM	1	4	5	0	1	1	6	0	6	12
Total	2	16	18	0	1	1	12	0	12	31
08:00 AM	0	4	4	0	0	0	5	0	5	9
08:15 AM	1	6	7	0	2	2	3	0	3	12
08:30 AM	1	4	5	0	1	1	5	0	5	11
08:45 AM	0	10	10	0	1	1	5	0	5	16
Total	2	24	26	0	4	4	18	0	18	48
Grand Total	4	40	44	0	5	5	30	0	30	79
Apprch %	9.1	90.9		0	100		100	0		
Total %	5.1	50.6	55.7	0	6.3	6.3	38	0	38	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	5	5	0	0	0	2	0	2	7
07:30 AM	1	5	6	0	0	0	4	0	4	10
07:45 AM	1	4	5	0	1	1	6	0	6	12
08:00 AM	0	4	4	0	0	0	5	0	5	9
Total Volume	2	18	20	0	1	1	17	0	17	38
% App. Total	10	90		0	100		100	0		
PHF	.500	.900	.833	.000	.250	.250	.708	.000	.708	.792

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	5	5	0	0	0	2	0	2
+15 mins.	1	5	6	0	0	0	4	0	4
+30 mins.	1	4	5	0	1	1	6	0	6
+45 mins.	0	4	4	0	0	0	5	0	5
Total Volume	2	18	20	0	1	1	17	0	17
% App. Total	10	90		0	100		100	0	
PHF	.500	.900	.833	.000	.250	.250	.708	.000	.708

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

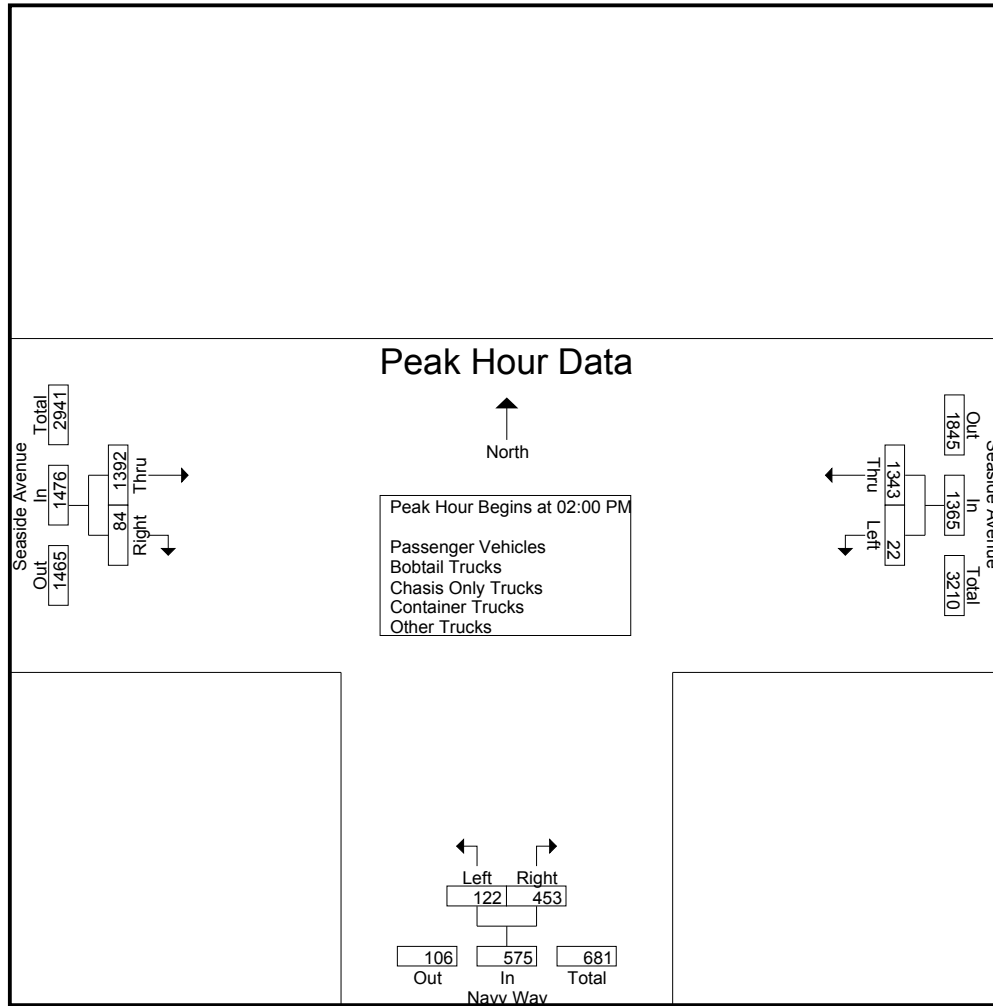
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	4	281	285	19	52	71	300	38	338	694
01:15 PM	5	279	284	16	95	111	282	30	312	707
01:30 PM	12	252	264	22	112	134	314	26	340	738
01:45 PM	9	278	287	23	117	140	341	33	374	801
Total	30	1090	1120	80	376	456	1237	127	1364	2940
02:00 PM	6	325	331	27	135	162	340	26	366	859
02:15 PM	4	301	305	24	107	131	337	25	362	798
02:30 PM	5	374	379	47	123	170	342	21	363	912
02:45 PM	7	343	350	24	88	112	373	12	385	847
Total	22	1343	1365	122	453	575	1392	84	1476	3416
Grand Total	52	2433	2485	202	829	1031	2629	211	2840	6356
Apprch %	2.1	97.9		19.6	80.4		92.6	7.4		
Total %	0.8	38.3	39.1	3.2	13	16.2	41.4	3.3	44.7	
Passenger Vehicles	47	1936	1983	88	195	283	2230	104	2334	4600
% Passenger Vehicles	90.4	79.6	79.8	43.6	23.5	27.4	84.8	49.3	82.2	72.4
Bobtail Trucks	2	181	183	43	265	308	180	41	221	712
% Bobtail Trucks	3.8	7.4	7.4	21.3	32	29.9	6.8	19.4	7.8	11.2
Chasis Only Trucks	0	16	16	5	61	66	37	6	43	125
% Chasis Only Trucks	0	0.7	0.6	2.5	7.4	6.4	1.4	2.8	1.5	2
Container Trucks	3	259	262	65	299	364	143	60	203	829
% Container Trucks	5.8	10.6	10.5	32.2	36.1	35.3	5.4	28.4	7.1	13
Other Trucks	0	41	41	1	9	10	39	0	39	90
% Other Trucks	0	1.7	1.6	0.5	1.1	1	1.5	0	1.4	1.4

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	6	325	331	27	135	162	340	26	366	859
02:15 PM	4	301	305	24	107	131	337	25	362	798
02:30 PM	5	374	379	47	123	170	342	21	363	912
02:45 PM	7	343	350	24	88	112	373	12	385	847
Total Volume	22	1343	1365	122	453	575	1392	84	1476	3416
% App. Total	1.6	98.4		21.2	78.8		94.3	5.7		
PHF	.786	.898	.900	.649	.839	.846	.933	.808	.958	.936

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			01:45 PM			02:00 PM		
+0 mins.	6	325	331	23	117	140	340	26	366
+15 mins.	4	301	305	27	135	162	337	25	362
+30 mins.	5	374	379	24	107	131	342	21	363
+45 mins.	7	343	350	47	123	170	373	12	385
Total Volume	22	1343	1365	121	482	603	1392	84	1476
% App. Total	1.6	98.4		20.1	79.9		94.3	5.7	
PHF	.786	.898	.900	.644	.893	.887	.933	.808	.958

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNAEMD
 Site Code : 0000066
 Start Date : 3/1/2012
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Groups Printed- Passenger Vehicles

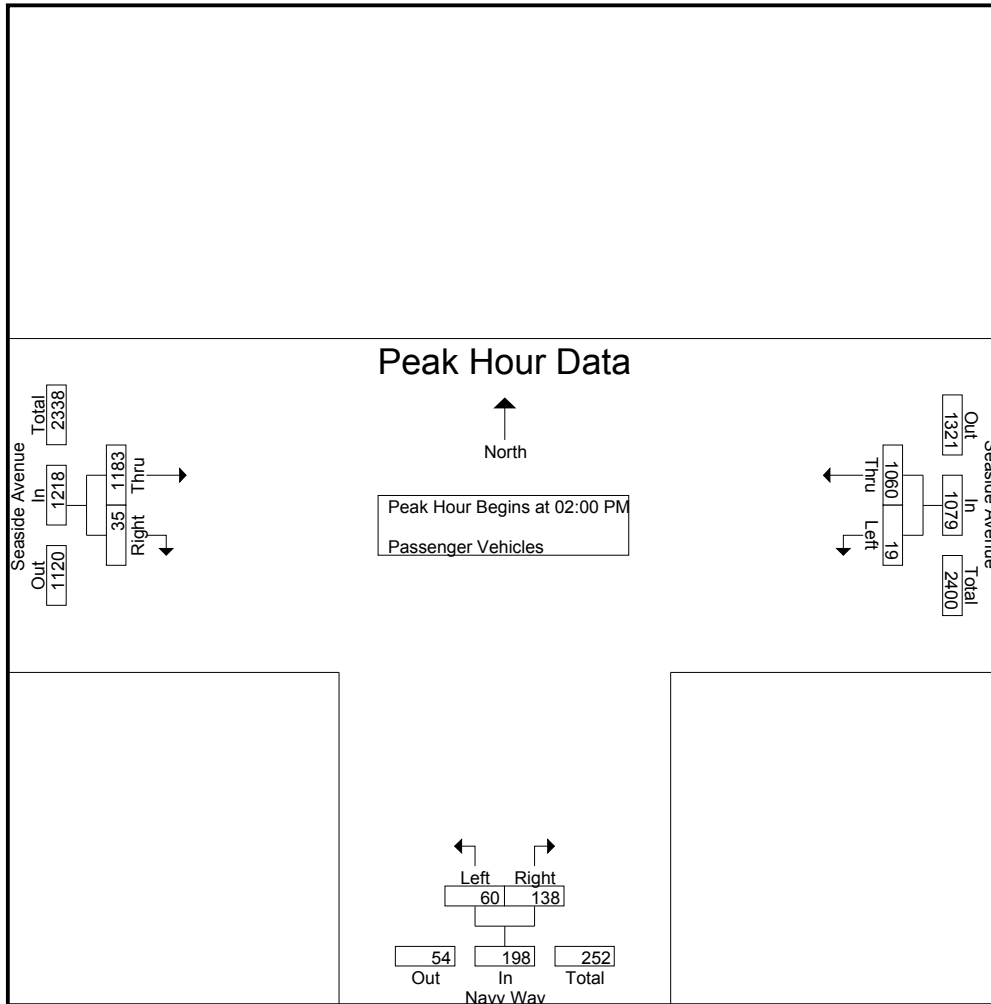
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	4	237	241	7	9	16	266	25	291	548
01:15 PM	5	228	233	5	15	20	253	13	266	519
01:30 PM	11	202	213	7	15	22	255	18	273	508
01:45 PM	8	209	217	9	18	27	273	13	286	530
Total	28	876	904	28	57	85	1047	69	1116	2105
02:00 PM	5	258	263	12	39	51	291	12	303	617
02:15 PM	4	239	243	7	21	28	272	11	283	554
02:30 PM	4	285	289	29	37	66	286	6	292	647
02:45 PM	6	278	284	12	41	53	334	6	340	677
Total	19	1060	1079	60	138	198	1183	35	1218	2495
Grand Total	47	1936	1983	88	195	283	2230	104	2334	4600
Apprch %	2.4	97.6		31.1	68.9		95.5	4.5		
Total %	1	42.1	43.1	1.9	4.2	6.2	48.5	2.3	50.7	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	5	258	263	12	39	51	291	12	303	617
02:15 PM	4	239	243	7	21	28	272	11	283	554
02:30 PM	4	285	289	29	37	66	286	6	292	647
02:45 PM	6	278	284	12	41	53	334	6	340	677
Total Volume	19	1060	1079	60	138	198	1183	35	1218	2495
% App. Total	1.8	98.2		30.3	69.7		97.1	2.9		
PHF	.792	.930	.933	.517	.841	.750	.885	.729	.896	.921

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	5	258	263	12	39	51	291	12	303
+15 mins.	4	239	243	7	21	28	272	11	283
+30 mins.	4	285	289	29	37	66	286	6	292
+45 mins.	6	278	284	12	41	53	334	6	340
Total Volume	19	1060	1079	60	138	198	1183	35	1218
% App. Total	1.8	98.2		30.3	69.7		97.1	2.9	
PHF	.792	.930	.933	.517	.841	.750	.885	.729	.896

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNAEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

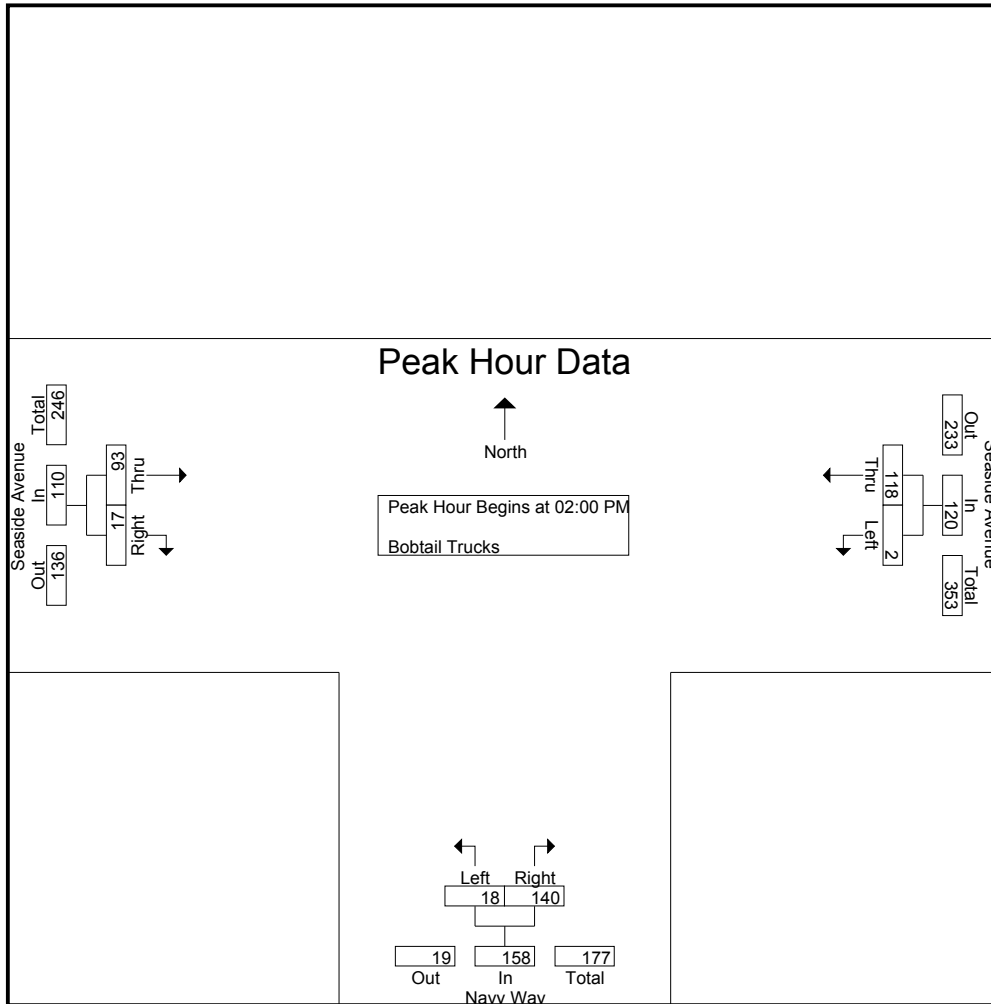
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	11	11	3	22	25	17	2	19	55
01:15 PM	0	19	19	9	40	49	9	7	16	84
01:30 PM	0	14	14	6	38	44	28	4	32	90
01:45 PM	0	19	19	7	25	32	33	11	44	95
Total	0	63	63	25	125	150	87	24	111	324
02:00 PM	1	24	25	5	38	43	22	8	30	98
02:15 PM	0	22	22	4	41	45	36	4	40	107
02:30 PM	0	40	40	5	35	40	22	4	26	106
02:45 PM	1	32	33	4	26	30	13	1	14	77
Total	2	118	120	18	140	158	93	17	110	388
Grand Total	2	181	183	43	265	308	180	41	221	712
Apprch %	1.1	98.9		14	86		81.4	18.6		
Total %	0.3	25.4	25.7	6	37.2	43.3	25.3	5.8	31	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	1	24	25	5	38	43	22	8	30	98
02:15 PM	0	22	22	4	41	45	36	4	40	107
02:30 PM	0	40	40	5	35	40	22	4	26	106
02:45 PM	1	32	33	4	26	30	13	1	14	77
Total Volume	2	118	120	18	140	158	93	17	110	388
% App. Total	1.7	98.3		11.4	88.6		84.5	15.5		
PHF	.500	.738	.750	.900	.854	.878	.646	.531	.688	.907

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	24	25	5	38	43	22	8	30
+15 mins.	0	22	22	4	41	45	36	4	40
+30 mins.	0	40	40	5	35	40	22	4	26
+45 mins.	1	32	33	4	26	30	13	1	14
Total Volume	2	118	120	18	140	158	93	17	110
% App. Total	1.7	98.3		11.4	88.6		84.5	15.5	
PHF	.500	.738	.750	.900	.854	.878	.646	.531	.688

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

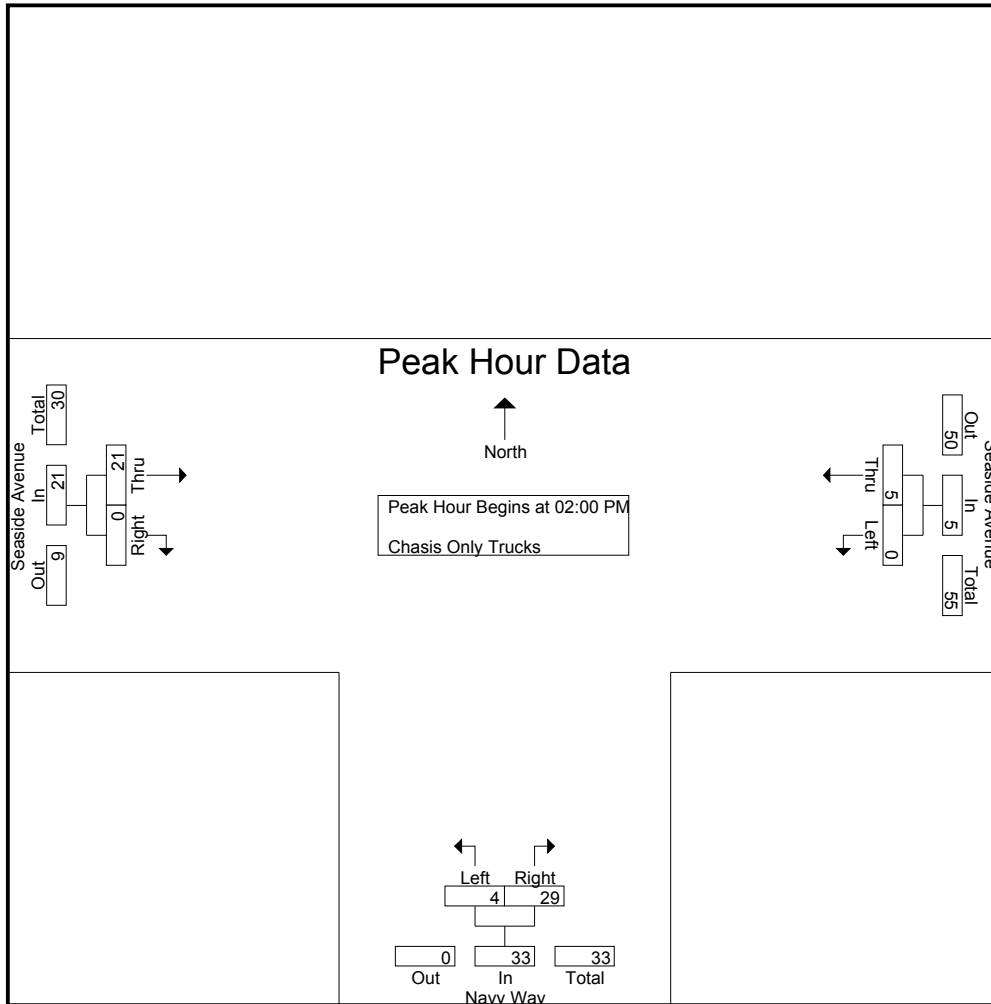
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	3	3	1	3	4	2	2	4	11
01:15 PM	0	2	2	0	6	6	4	3	7	15
01:30 PM	0	2	2	0	10	10	5	0	5	17
01:45 PM	0	4	4	0	13	13	5	1	6	23
Total	0	11	11	1	32	33	16	6	22	66
02:00 PM	0	1	1	1	12	13	2	0	2	16
02:15 PM	0	3	3	2	6	8	6	0	6	17
02:30 PM	0	1	1	1	10	11	6	0	6	18
02:45 PM	0	0	0	0	1	1	7	0	7	8
Total	0	5	5	4	29	33	21	0	21	59
Grand Total	0	16	16	5	61	66	37	6	43	125
Apprch %	0	100		7.6	92.4		86	14		
Total %	0	12.8	12.8	4	48.8	52.8	29.6	4.8	34.4	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	1	1	1	12	13	2	0	2	16
02:15 PM	0	3	3	2	6	8	6	0	6	17
02:30 PM	0	1	1	1	10	11	6	0	6	18
02:45 PM	0	0	0	0	1	1	7	0	7	8
Total Volume	0	5	5	4	29	33	21	0	21	59
% App. Total	0	100		12.1	87.9		100	0		
PHF	.000	.417	.417	.500	.604	.635	.750	.000	.750	.819

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	1	1	1	12	13	2	0	2
+15 mins.	0	3	3	2	6	8	6	0	6
+30 mins.	0	1	1	1	10	11	6	0	6
+45 mins.	0	0	0	0	1	1	7	0	7
Total Volume	0	5	5	4	29	33	21	0	21
% App. Total	0	100		12.1	87.9		100	0	
PHF	.000	.417	.417	.500	.604	.635	.750	.000	.750

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNAEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

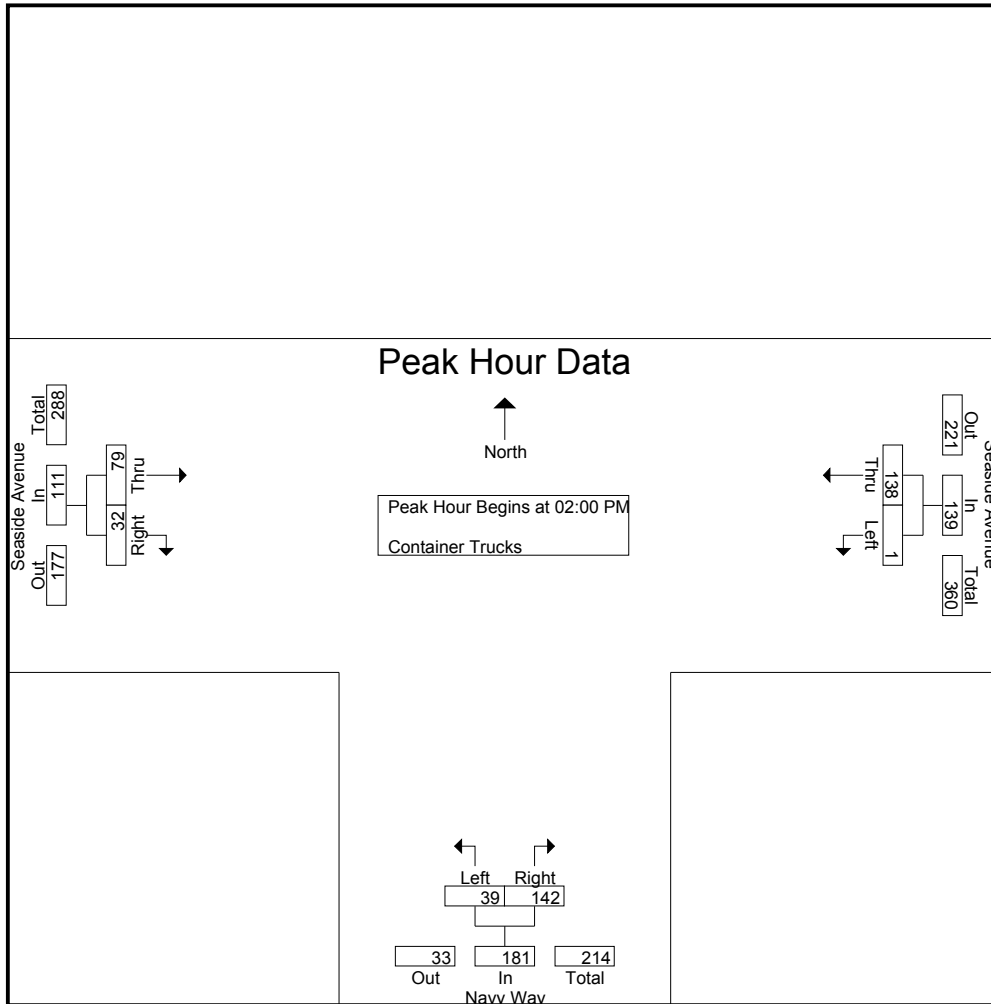
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	26	26	8	18	26	9	9	18	70
01:15 PM	0	25	25	2	32	34	9	7	16	75
01:30 PM	1	31	32	9	47	56	22	4	26	114
01:45 PM	1	39	40	7	60	67	24	8	32	139
Total	2	121	123	26	157	183	64	28	92	398
02:00 PM	0	34	34	9	45	54	19	6	25	113
02:15 PM	0	34	34	10	37	47	20	10	30	111
02:30 PM	1	40	41	12	40	52	26	11	37	130
02:45 PM	0	30	30	8	20	28	14	5	19	77
Total	1	138	139	39	142	181	79	32	111	431
Grand Total	3	259	262	65	299	364	143	60	203	829
Apprch %	1.1	98.9		17.9	82.1		70.4	29.6		
Total %	0.4	31.2	31.6	7.8	36.1	43.9	17.2	7.2	24.5	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	34	34	9	45	54	19	6	25	113
02:15 PM	0	34	34	10	37	47	20	10	30	111
02:30 PM	1	40	41	12	40	52	26	11	37	130
02:45 PM	0	30	30	8	20	28	14	5	19	77
Total Volume	1	138	139	39	142	181	79	32	111	431
% App. Total	0.7	99.3		21.5	78.5		71.2	28.8		
PHF	.250	.863	.848	.813	.789	.838	.760	.727	.750	.829

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	34	34	9	45	54	19	6	25
+15 mins.	0	34	34	10	37	47	20	10	30
+30 mins.	1	40	41	12	40	52	26	11	37
+45 mins.	0	30	30	8	20	28	14	5	19
Total Volume	1	138	139	39	142	181	79	32	111
% App. Total	0.7	99.3		21.5	78.5		71.2	28.8	
PHF	.250	.863	.848	.813	.789	.838	.760	.727	.750

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other Trucks

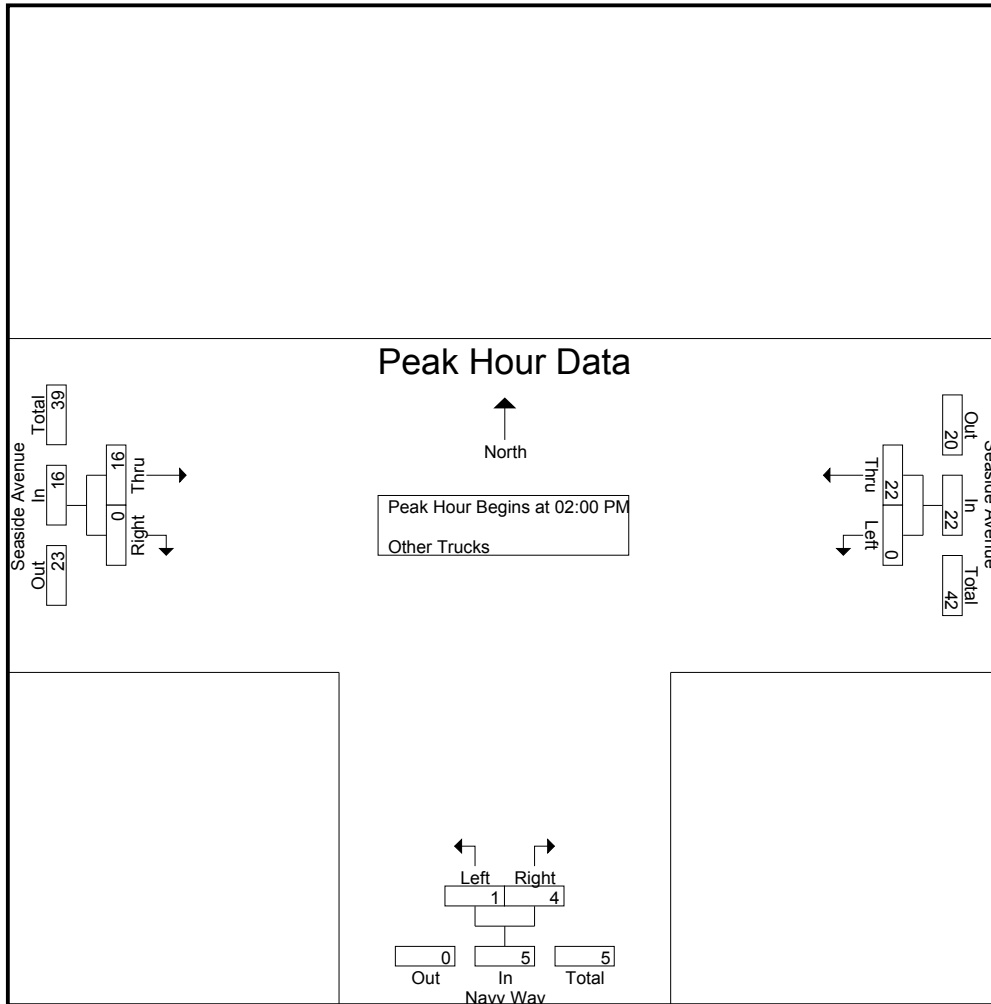
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	4	4	0	0	0	6	0	6	10
01:15 PM	0	5	5	0	2	2	7	0	7	14
01:30 PM	0	3	3	0	2	2	4	0	4	9
01:45 PM	0	7	7	0	1	1	6	0	6	14
Total	0	19	19	0	5	5	23	0	23	47
02:00 PM	0	8	8	0	1	1	6	0	6	15
02:15 PM	0	3	3	1	2	3	3	0	3	9
02:30 PM	0	8	8	0	1	1	2	0	2	11
02:45 PM	0	3	3	0	0	0	5	0	5	8
Total	0	22	22	1	4	5	16	0	16	43
Grand Total	0	41	41	1	9	10	39	0	39	90
Apprch %	0	100		10	90		100	0		
Total %	0	45.6	45.6	1.1	10	11.1	43.3	0	43.3	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	8	8	0	1	1	6	0	6	15
02:15 PM	0	3	3	1	2	3	3	0	3	9
02:30 PM	0	8	8	0	1	1	2	0	2	11
02:45 PM	0	3	3	0	0	0	5	0	5	8
Total Volume	0	22	22	1	4	5	16	0	16	43
% App. Total	0	100		20	80		100	0		
PHF	.000	.688	.688	.250	.500	.417	.667	.000	.667	.717

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	8	8	0	1	1	6	0	6
+15 mins.	0	3	3	1	2	3	3	0	3
+30 mins.	0	8	8	0	1	1	2	0	2
+45 mins.	0	3	3	0	0	0	5	0	5
Total Volume	0	22	22	1	4	5	16	0	16
% App. Total	0	100		20	80		100	0	
PHF	.000	.688	.688	.250	.500	.417	.667	.000	.667

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 1

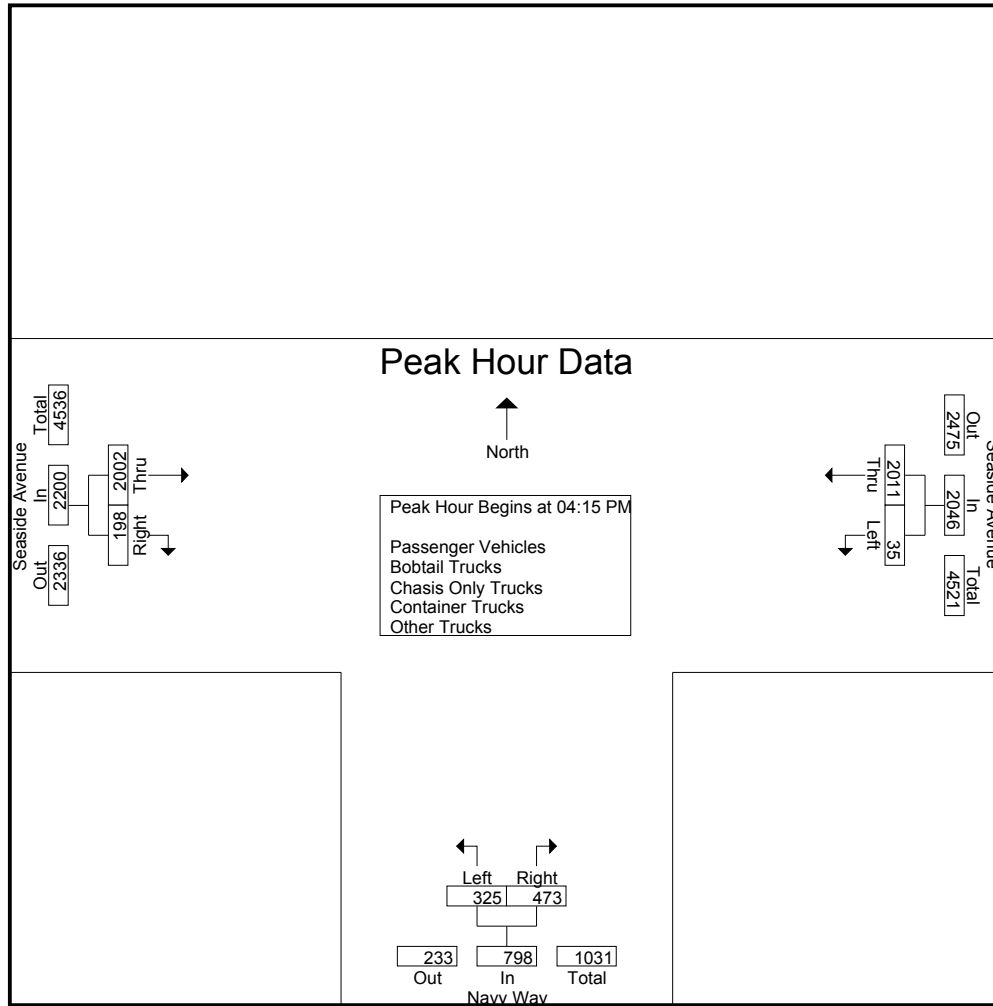
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	7	368	375	58	110	168	448	37	485	1028
04:15 PM	9	415	424	79	146	225	499	44	543	1192
04:30 PM	9	511	520	71	122	193	499	59	558	1271
04:45 PM	8	583	591	126	119	245	555	67	622	1458
Total	33	1877	1910	334	497	831	2001	207	2208	4949
05:00 PM	9	502	511	49	86	135	449	28	477	1123
05:15 PM	11	489	500	31	80	111	472	47	519	1130
05:30 PM	5	532	537	29	58	87	549	52	601	1225
05:45 PM	6	448	454	41	80	121	497	37	534	1109
Total	31	1971	2002	150	304	454	1967	164	2131	4587
Grand Total	64	3848	3912	484	801	1285	3968	371	4339	9536
Apprch %	1.6	98.4		37.7	62.3		91.4	8.6		
Total %	0.7	40.4	41	5.1	8.4	13.5	41.6	3.9	45.5	
Passenger Vehicles	63	3422	3485	374	484	858	3764	271	4035	8378
% Passenger Vehicles	98.4	88.9	89.1	77.3	60.4	66.8	94.9	73	93	87.9
Bobtail Trucks	0	235	235	52	107	159	61	29	90	484
% Bobtail Trucks	0	6.1	6	10.7	13.4	12.4	1.5	7.8	2.1	5.1
Chasis Only Trucks	0	14	14	1	34	35	26	3	29	78
% Chasis Only Trucks	0	0.4	0.4	0.2	4.2	2.7	0.7	0.8	0.7	0.8
Container Trucks	1	158	159	56	167	223	91	67	158	540
% Container Trucks	1.6	4.1	4.1	11.6	20.8	17.4	2.3	18.1	3.6	5.7
Other Trucks	0	19	19	1	9	10	26	1	27	56
% Other Trucks	0	0.5	0.5	0.2	1.1	0.8	0.7	0.3	0.6	0.6

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	9	415	424	79	146	225	499	44	543	1192
04:30 PM	9	511	520	71	122	193	499	59	558	1271
04:45 PM	8	583	591	126	119	245	555	67	622	1458
05:00 PM	9	502	511	49	86	135	449	28	477	1123
Total Volume	35	2011	2046	325	473	798	2002	198	2200	5044
% App. Total	1.7	98.3		40.7	59.3		91	9		
PHF	.972	.862	.865	.645	.810	.814	.902	.739	.884	.865

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	9	415	424	79	146	225	499	44	543
+15 mins.	9	511	520	71	122	193	499	59	558
+30 mins.	8	583	591	126	119	245	555	67	622
+45 mins.	9	502	511	49	86	135	449	28	477
Total Volume	35	2011	2046	325	473	798	2002	198	2200
% App. Total	1.7	98.3		40.7	59.3		91	9	
PHF	.972	.862	.865	.645	.810	.814	.902	.739	.884

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

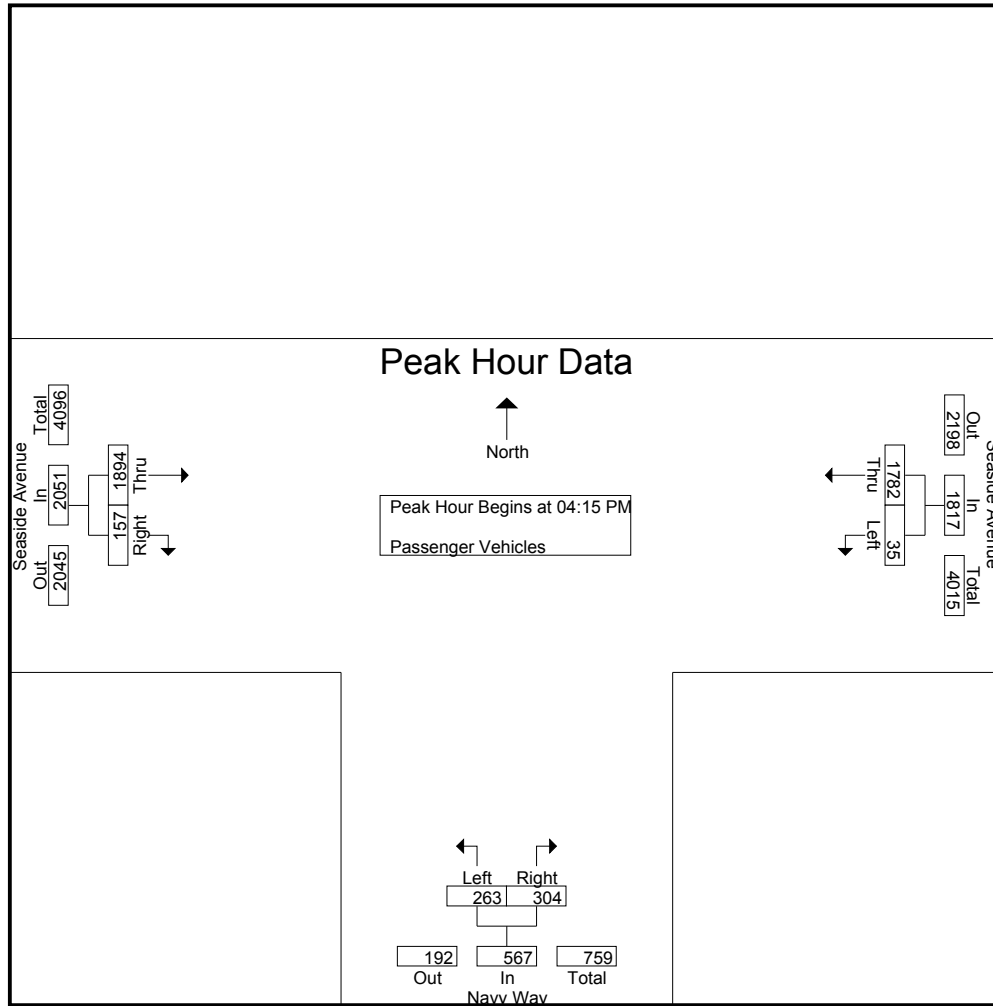
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	7	318	325	31	39	70	387	22	409	804
04:15 PM	9	359	368	53	69	122	441	32	473	963
04:30 PM	9	444	453	49	64	113	472	47	519	1085
04:45 PM	8	525	533	112	88	200	539	57	596	1329
Total	33	1646	1679	245	260	505	1839	158	1997	4181
05:00 PM	9	454	463	49	83	132	442	21	463	1058
05:15 PM	11	442	453	25	47	72	462	35	497	1022
05:30 PM	4	481	485	22	43	65	536	34	570	1120
05:45 PM	6	399	405	33	51	84	485	23	508	997
Total	30	1776	1806	129	224	353	1925	113	2038	4197
Grand Total	63	3422	3485	374	484	858	3764	271	4035	8378
Apprch %	1.8	98.2		43.6	56.4		93.3	6.7		
Total %	0.8	40.8	41.6	4.5	5.8	10.2	44.9	3.2	48.2	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	9	359	368	53	69	122	441	32	473	963
04:30 PM	9	444	453	49	64	113	472	47	519	1085
04:45 PM	8	525	533	112	88	200	539	57	596	1329
05:00 PM	9	454	463	49	83	132	442	21	463	1058
Total Volume	35	1782	1817	263	304	567	1894	157	2051	4435
% App. Total	1.9	98.1		46.4	53.6		92.3	7.7		
PHF	.972	.849	.852	.587	.864	.709	.878	.689	.860	.834

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	9	359	368	53	69	122	441	32	473
+15 mins.	9	444	453	49	64	113	472	47	519
+30 mins.	8	525	533	112	88	200	539	57	596
+45 mins.	9	454	463	49	83	132	442	21	463
Total Volume	35	1782	1817	263	304	567	1894	157	2051
% App. Total	1.9	98.1		46.4	53.6		92.3	7.7	
PHF	.972	.849	.852	.587	.864	.709	.878	.689	.860

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

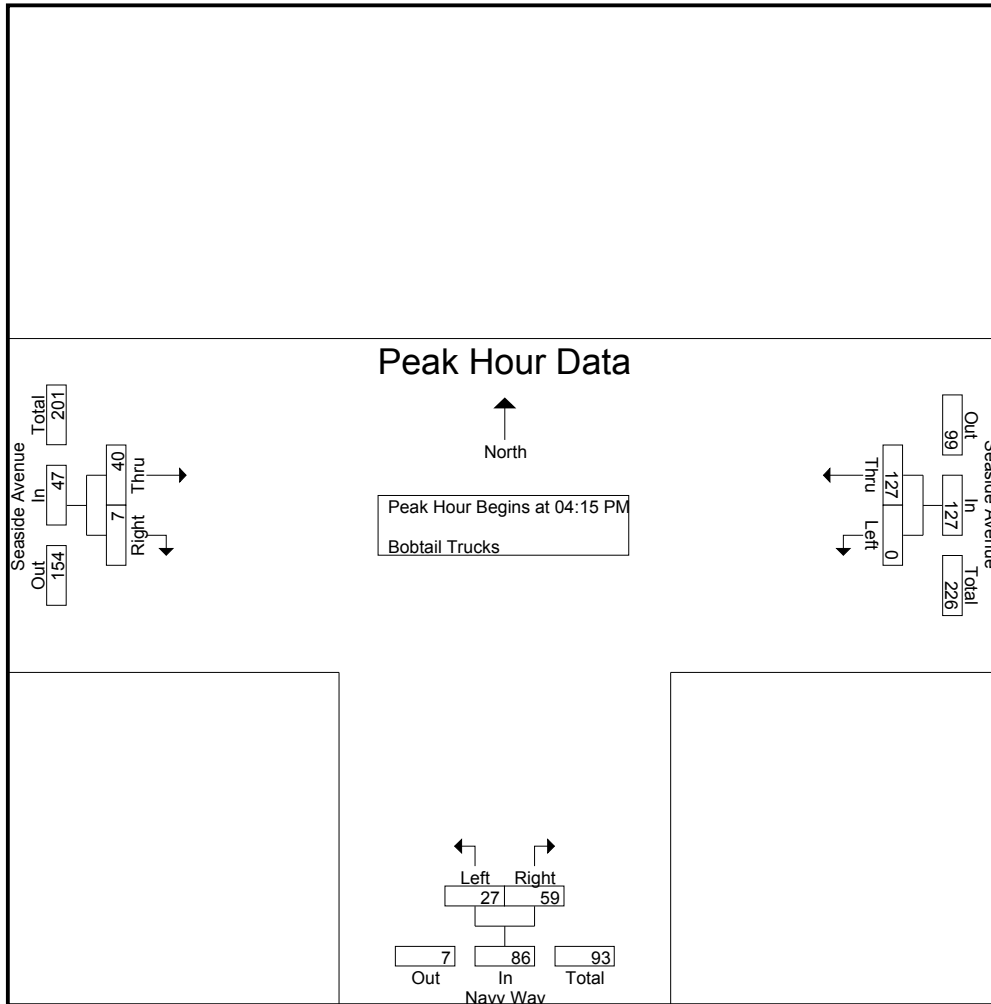
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	25	25	15	25	40	21	6	27	92
04:15 PM	0	29	29	14	28	42	28	4	32	103
04:30 PM	0	41	41	7	18	25	9	2	11	77
04:45 PM	0	35	35	6	12	18	3	1	4	57
Total	0	130	130	42	83	125	61	13	74	329
05:00 PM	0	22	22	0	1	1	0	0	0	23
05:15 PM	0	22	22	1	2	3	0	6	6	31
05:30 PM	0	33	33	6	7	13	0	4	4	50
05:45 PM	0	28	28	3	14	17	0	6	6	51
Total	0	105	105	10	24	34	0	16	16	155
Grand Total	0	235	235	52	107	159	61	29	90	484
Apprch %	0	100		32.7	67.3		67.8	32.2		
Total %	0	48.6	48.6	10.7	22.1	32.9	12.6	6	18.6	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	0	29	29	14	28	42	28	4	32	103
04:30 PM	0	41	41	7	18	25	9	2	11	77
04:45 PM	0	35	35	6	12	18	3	1	4	57
05:00 PM	0	22	22	0	1	1	0	0	0	23
Total Volume	0	127	127	27	59	86	40	7	47	260
% App. Total	0	100		31.4	68.6		85.1	14.9		
PHF	.000	.774	.774	.482	.527	.512	.357	.438	.367	.631

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	29	29	14	28	42	28	4	32
+15 mins.	0	41	41	7	18	25	9	2	11
+30 mins.	0	35	35	6	12	18	3	1	4
+45 mins.	0	22	22	0	1	1	0	0	0
Total Volume	0	127	127	27	59	86	40	7	47
% App. Total	0	100		31.4	68.6		85.1	14.9	
PHF	.000	.774	.774	.482	.527	.512	.357	.438	.367

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

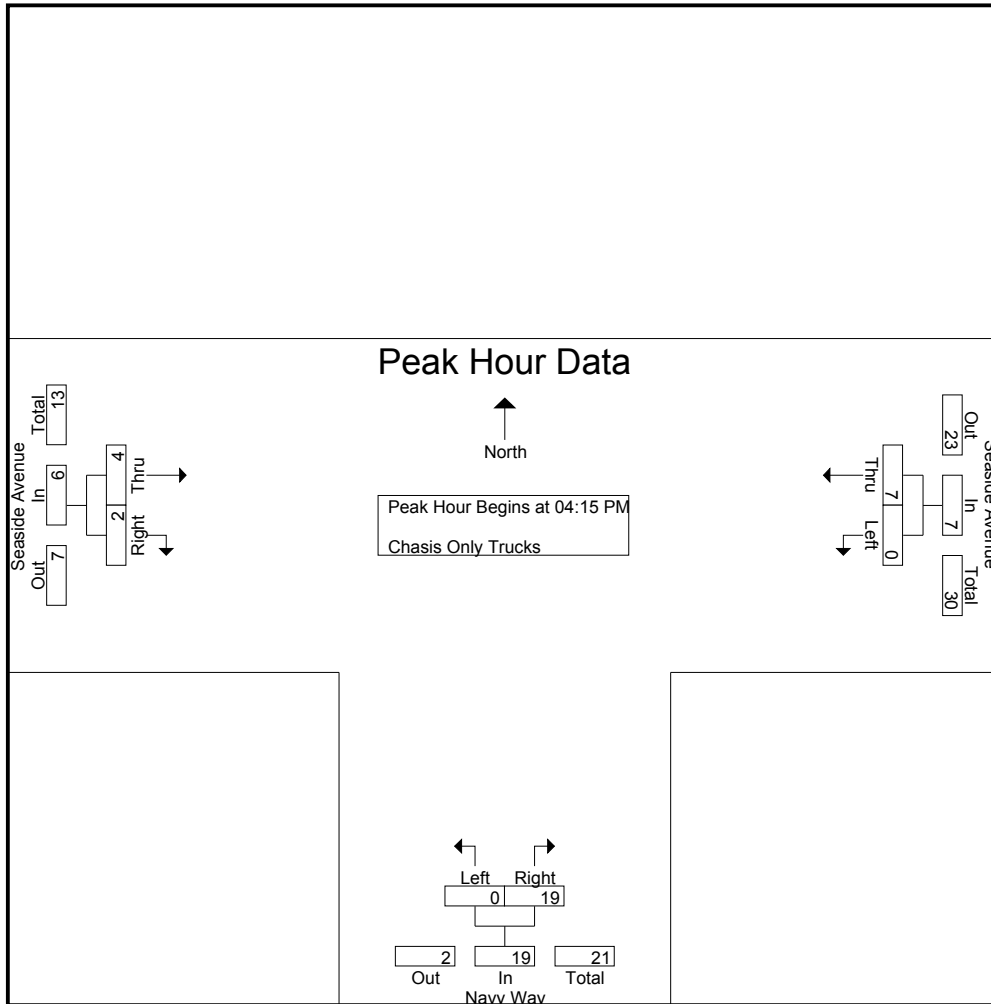
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	3	3	0	4	4	7	0	7	14
04:15 PM	0	4	4	0	9	9	1	1	2	15
04:30 PM	0	0	0	0	7	7	0	1	1	8
04:45 PM	0	2	2	0	3	3	2	0	2	7
Total	0	9	9	0	23	23	10	2	12	44
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	2	2	0	5	5	4	0	4	11
05:30 PM	0	1	1	0	2	2	5	0	5	8
05:45 PM	0	1	1	1	4	5	6	1	7	13
Total	0	5	5	1	11	12	16	1	17	34
Grand Total	0	14	14	1	34	35	26	3	29	78
Apprch %	0	100		2.9	97.1		89.7	10.3		
Total %	0	17.9	17.9	1.3	43.6	44.9	33.3	3.8	37.2	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	0	4	4	0	9	9	1	1	2	15
04:30 PM	0	0	0	0	7	7	0	1	1	8
04:45 PM	0	2	2	0	3	3	2	0	2	7
05:00 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	7	7	0	19	19	4	2	6	32
% App. Total	0	100		0	100		66.7	33.3		
PHF	.000	.438	.438	.000	.528	.528	.500	.500	.750	.533

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	4	4	0	9	9	1	1	2
+15 mins.	0	0	0	0	7	7	0	1	1
+30 mins.	0	2	2	0	3	3	2	0	2
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	7	7	0	19	19	4	2	6
% App. Total	0	100		0	100		66.7	33.3	
PHF	.000	.438	.438	.000	.528	.528	.500	.500	.750

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

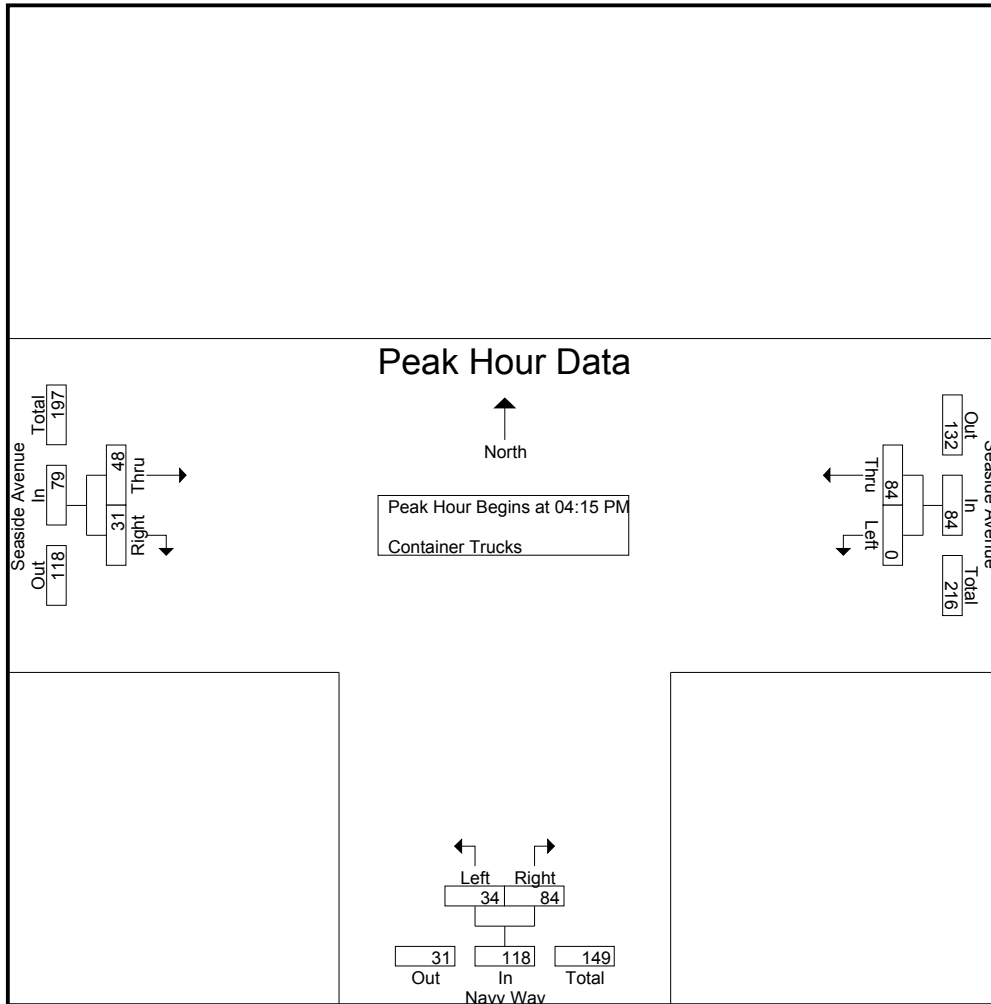
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	19	19	12	41	53	25	9	34	106
04:15 PM	0	18	18	11	37	48	24	7	31	97
04:30 PM	0	23	23	15	30	45	14	9	23	91
04:45 PM	0	19	19	8	15	23	5	9	14	56
Total	0	79	79	46	123	169	68	34	102	350
05:00 PM	0	24	24	0	2	2	5	6	11	37
05:15 PM	0	19	19	5	26	31	6	6	12	62
05:30 PM	1	16	17	1	6	7	7	14	21	45
05:45 PM	0	20	20	4	10	14	5	7	12	46
Total	1	79	80	10	44	54	23	33	56	190
Grand Total	1	158	159	56	167	223	91	67	158	540
Apprch %	0.6	99.4		25.1	74.9		57.6	42.4		
Total %	0.2	29.3	29.4	10.4	30.9	41.3	16.9	12.4	29.3	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	0	18	18	11	37	48	24	7	31	97
04:30 PM	0	23	23	15	30	45	14	9	23	91
04:45 PM	0	19	19	8	15	23	5	9	14	56
05:00 PM	0	24	24	0	2	2	5	6	11	37
Total Volume	0	84	84	34	84	118	48	31	79	281
% App. Total	0	100		28.8	71.2		60.8	39.2		
PHF	.000	.875	.875	.567	.568	.615	.500	.861	.637	.724

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	18	18	11	37	48	24	7	31
+15 mins.	0	23	23	15	30	45	14	9	23
+30 mins.	0	19	19	8	15	23	5	9	14
+45 mins.	0	24	24	0	2	2	5	6	11
Total Volume	0	84	84	34	84	118	48	31	79
% App. Total	0	100		28.8	71.2		60.8	39.2	
PHF	.000	.875	.875	.567	.568	.615	.500	.861	.637

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other Trucks

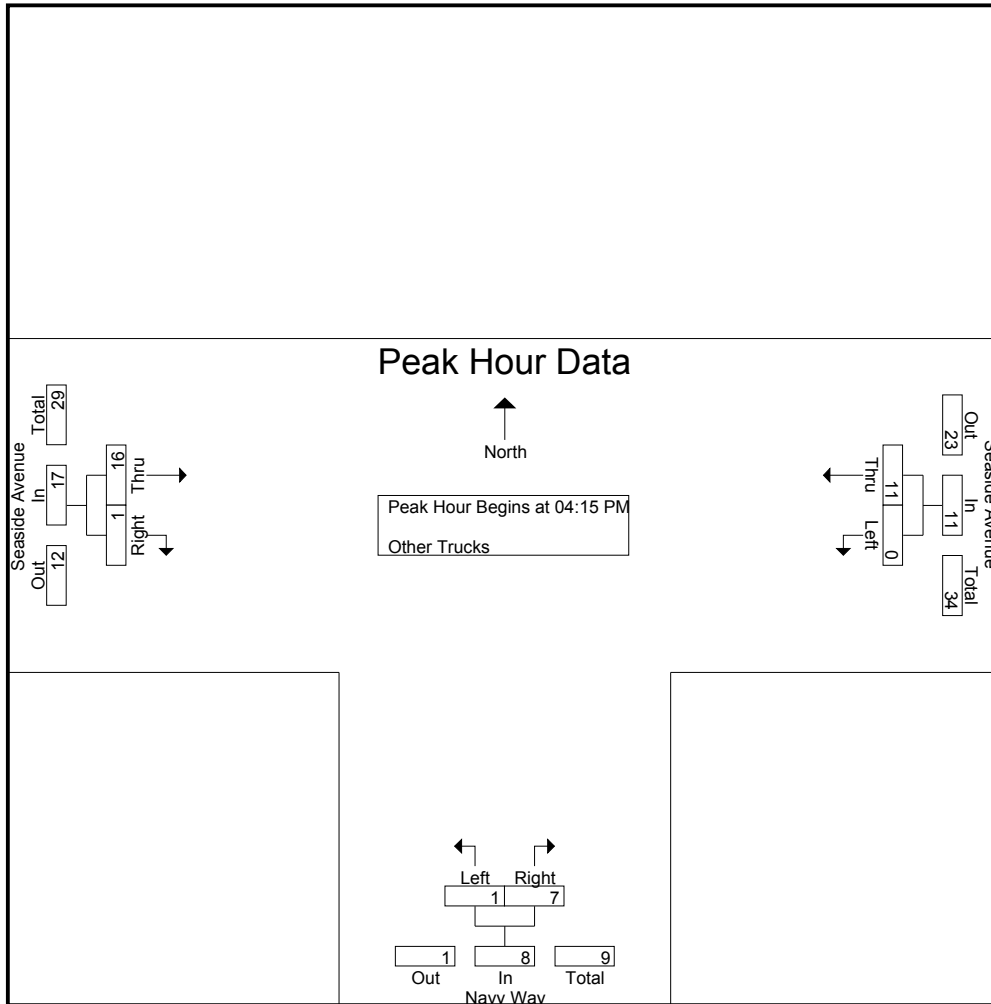
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	3	3	0	1	1	8	0	8	12
04:15 PM	0	5	5	1	3	4	5	0	5	14
04:30 PM	0	3	3	0	3	3	4	0	4	10
04:45 PM	0	2	2	0	1	1	6	0	6	9
Total	0	13	13	1	8	9	23	0	23	45
05:00 PM	0	1	1	0	0	0	1	1	2	3
05:15 PM	0	4	4	0	0	0	0	0	0	4
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	1	1	1	0	1	2
Total	0	6	6	0	1	1	3	1	4	11
Grand Total	0	19	19	1	9	10	26	1	27	56
Apprch %	0	100		10	90		96.3	3.7		
Total %	0	33.9	33.9	1.8	16.1	17.9	46.4	1.8	48.2	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	0	5	5	1	3	4	5	0	5	14
04:30 PM	0	3	3	0	3	3	4	0	4	10
04:45 PM	0	2	2	0	1	1	6	0	6	9
05:00 PM	0	1	1	0	0	0	1	1	2	3
Total Volume	0	11	11	1	7	8	16	1	17	36
% App. Total	0	100		12.5	87.5		94.1	5.9		
PHF	.000	.550	.550	.250	.583	.500	.667	.250	.708	.643

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	5	5	1	3	4	5	0	5
+15 mins.	0	3	3	0	3	3	4	0	4
+30 mins.	0	2	2	0	1	1	6	0	6
+45 mins.	0	1	1	0	0	0	1	1	2
Total Volume	0	11	11	1	7	8	16	1	17
% App. Total	0	100		12.5	87.5		94.1	5.9	
PHF	.000	.550	.550	.250	.583	.500	.667	.250	.708

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	95	96	58	1	59	18	10	28	183
07:15 AM	0	78	78	71	1	72	17	10	27	177
07:30 AM	0	62	62	84	0	84	13	7	20	166
07:45 AM	0	68	68	50	0	50	22	23	45	163
Total	1	303	304	263	2	265	70	50	120	689
08:00 AM	1	59	60	36	2	38	25	15	40	138
08:15 AM	0	39	39	37	1	38	16	21	37	114
08:30 AM	2	37	39	26	0	26	9	33	42	107
08:45 AM	1	45	46	21	1	22	24	39	63	131
Total	4	180	184	120	4	124	74	108	182	490
Grand Total	5	483	488	383	6	389	144	158	302	1179
Apprch %	1	99		98.5	1.5		47.7	52.3		
Total %	0.4	41	41.4	32.5	0.5	33	12.2	13.4	25.6	
Passenger Vehicles	3	335	338	335	6	341	116	67	183	862
% Passenger Vehicles	60	69.4	69.3	87.5	100	87.7	80.6	42.4	60.6	73.1
Bobtail Trucks	1	71	72	24	0	24	13	20	33	129
% Bobtail Trucks	20	14.7	14.8	6.3	0	6.2	9	12.7	10.9	10.9
Chasis Only Trucks	0	10	10	1	0	1	1	4	5	16
% Chasis Only Trucks	0	2.1	2	0.3	0	0.3	0.7	2.5	1.7	1.4
Container Trucks	0	61	61	21	0	21	11	63	74	156
% Container Trucks	0	12.6	12.5	5.5	0	5.4	7.6	39.9	24.5	13.2
Other Trucks	1	6	7	2	0	2	3	4	7	16
% Other Trucks	20	1.2	1.4	0.5	0	0.5	2.1	2.5	2.3	1.4

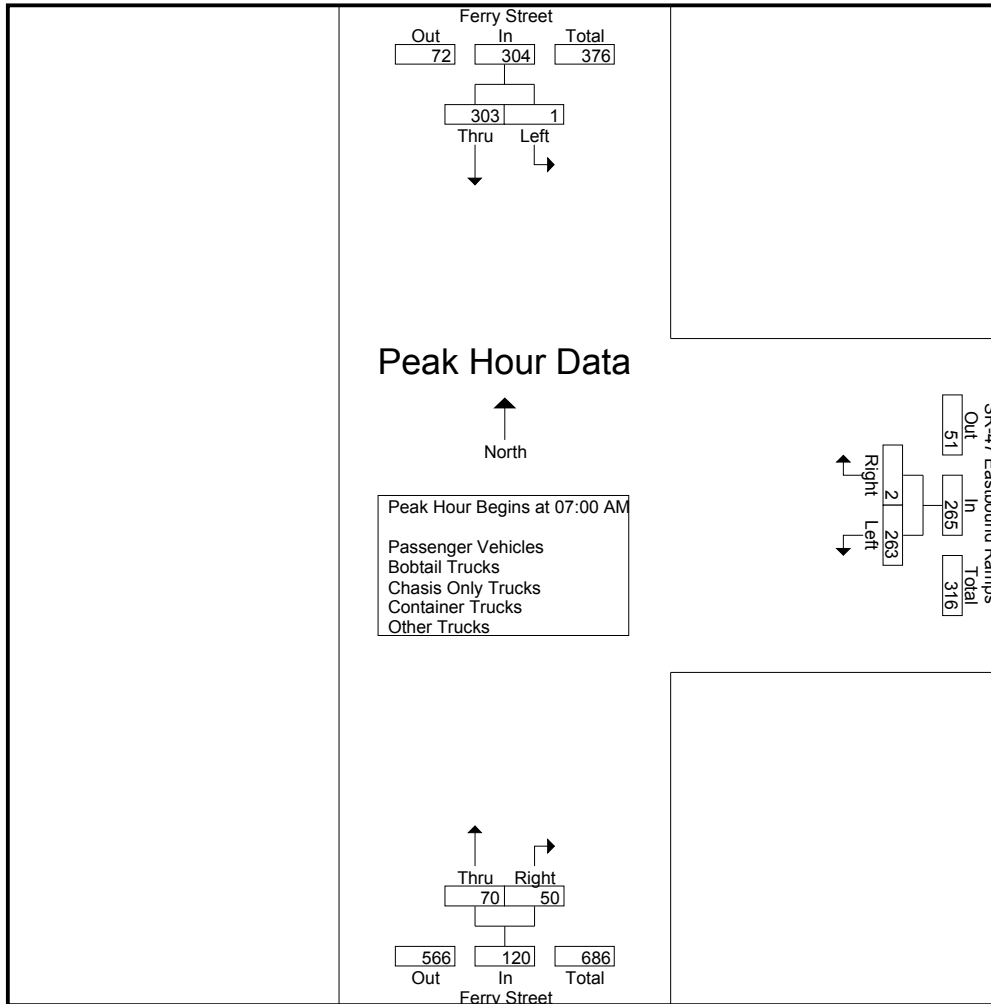
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	95	96	58	1	59	18	10	28	183
07:15 AM	0	78	78	71	1	72	17	10	27	177
07:30 AM	0	62	62	84	0	84	13	7	20	166
07:45 AM	0	68	68	50	0	50	22	23	45	163
Total Volume	1	303	304	263	2	265	70	50	120	689
% App. Total	0.3	99.7		99.2	0.8		58.3	41.7		
PHF	.250	.797	.792	.783	.500	.789	.795	.543	.667	.941

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	1	95	96	58	1	59	25	15	40
+15 mins.	0	78	78	71	1	72	16	21	37
+30 mins.	0	62	62	84	0	84	9	33	42
+45 mins.	0	68	68	50	0	50	24	39	63
Total Volume	1	303	304	263	2	265	74	108	182
% App. Total	0.3	99.7		99.2	0.8		40.7	59.3	
PHF	.250	.797	.792	.783	.500	.789	.740	.692	.722

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

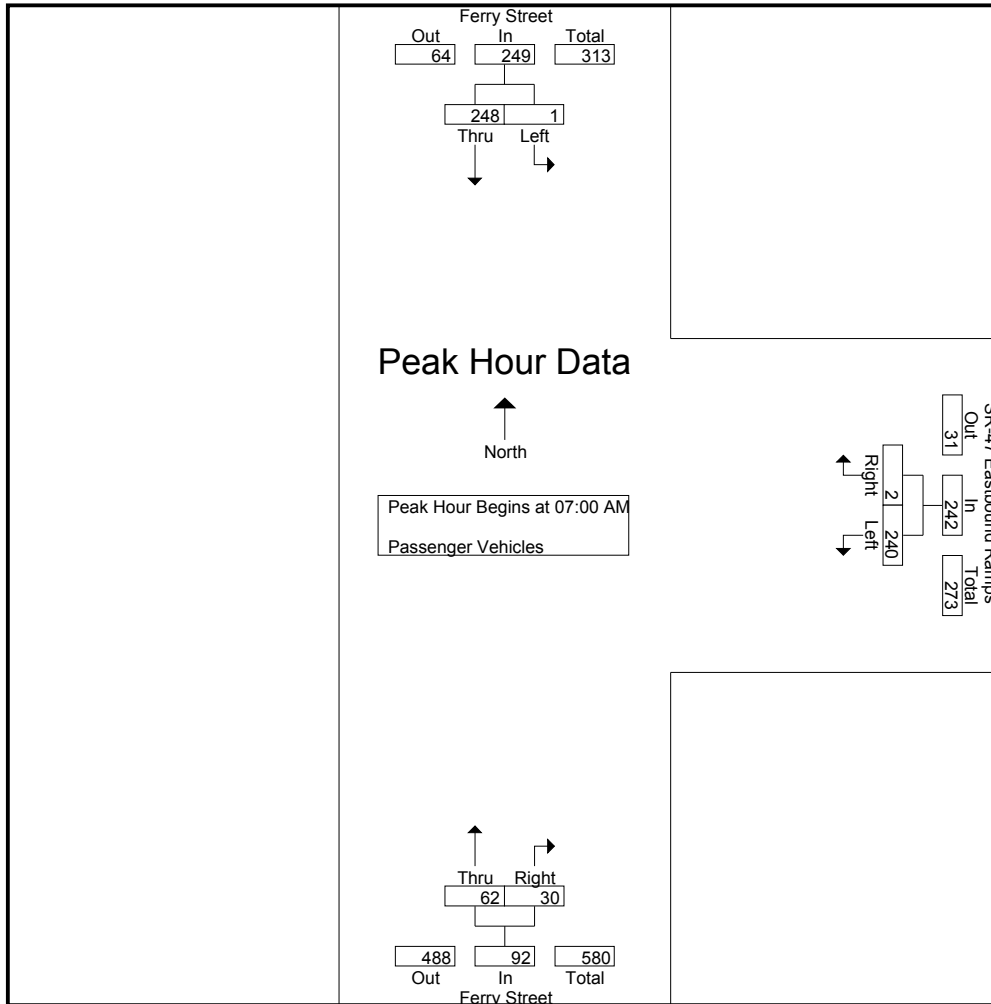
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	83	84	57	1	58	18	7	25	167
07:15 AM	0	67	67	66	1	67	17	8	25	159
07:30 AM	0	54	54	78	0	78	13	6	19	151
07:45 AM	0	44	44	39	0	39	14	9	23	106
Total	1	248	249	240	2	242	62	30	92	583
08:00 AM	0	37	37	27	2	29	22	10	32	98
08:15 AM	0	15	15	31	1	32	13	11	24	71
08:30 AM	2	15	17	21	0	21	7	6	13	51
08:45 AM	0	20	20	16	1	17	12	10	22	59
Total	2	87	89	95	4	99	54	37	91	279
Grand Total	3	335	338	335	6	341	116	67	183	862
Apprch %	0.9	99.1		98.2	1.8		63.4	36.6		
Total %	0.3	38.9	39.2	38.9	0.7	39.6	13.5	7.8	21.2	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	83	84	57	1	58	18	7	25	167
07:15 AM	0	67	67	66	1	67	17	8	25	159
07:30 AM	0	54	54	78	0	78	13	6	19	151
07:45 AM	0	44	44	39	0	39	14	9	23	106
Total Volume	1	248	249	240	2	242	62	30	92	583
% App. Total	0.4	99.6		99.2	0.8		67.4	32.6		
PHF	.250	.747	.741	.769	.500	.776	.861	.833	.920	.873

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	83	84	57	1	58	18	7	25
+15 mins.	0	67	67	66	1	67	17	8	25
+30 mins.	0	54	54	78	0	78	13	6	19
+45 mins.	0	44	44	39	0	39	14	9	23
Total Volume	1	248	249	240	2	242	62	30	92
% App. Total	0.4	99.6		99.2	0.8		67.4	32.6	
PHF	.250	.747	.741	.769	.500	.776	.861	.833	.920

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

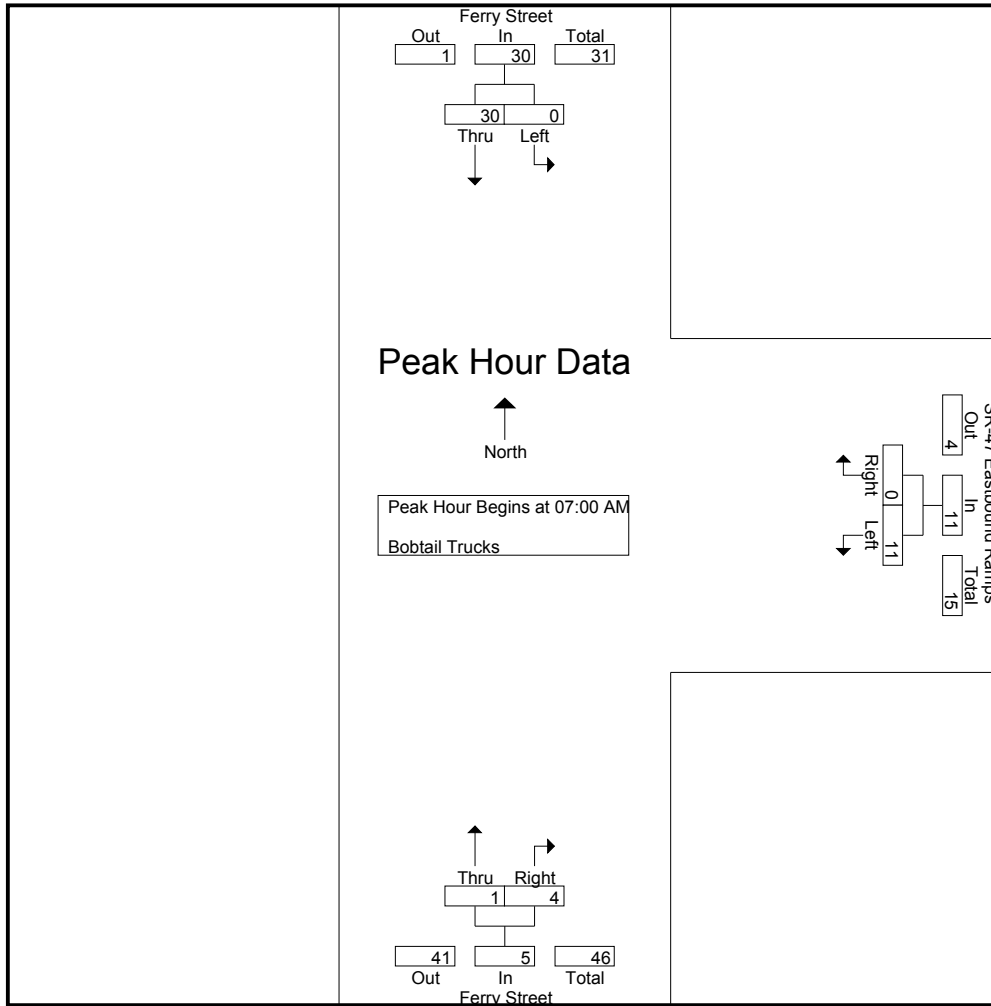
Groups Printed- Bobtail Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	7	7	0	0	0	0	2	2	9
07:15 AM	0	8	8	4	0	4	0	1	1	13
07:30 AM	0	2	2	1	0	1	0	0	0	3
07:45 AM	0	13	13	6	0	6	1	1	2	21
Total	0	30	30	11	0	11	1	4	5	46
08:00 AM	1	12	13	5	0	5	1	0	1	19
08:15 AM	0	12	12	2	0	2	2	4	6	20
08:30 AM	0	7	7	3	0	3	2	5	7	17
08:45 AM	0	10	10	3	0	3	7	7	14	27
Total	1	41	42	13	0	13	12	16	28	83
Grand Total	1	71	72	24	0	24	13	20	33	129
Apprch %	1.4	98.6		100	0		39.4	60.6		
Total %	0.8	55	55.8	18.6	0	18.6	10.1	15.5	25.6	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	7	7	0	0	0	0	2	2	9
07:15 AM	0	8	8	4	0	4	0	1	1	13
07:30 AM	0	2	2	1	0	1	0	0	0	3
07:45 AM	0	13	13	6	0	6	1	1	2	21
Total Volume	0	30	30	11	0	11	1	4	5	46
% App. Total	0	100		100	0		20	80		
PHF	.000	.577	.577	.458	.000	.458	.250	.500	.625	.548

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	7	7	0	0	0	0	2	2
+15 mins.	0	8	8	4	0	4	0	1	1
+30 mins.	0	2	2	1	0	1	0	0	0
+45 mins.	0	13	13	6	0	6	1	1	2
Total Volume	0	30	30	11	0	11	1	4	5
% App. Total	0	100		100	0		20	80	
PHF	.000	.577	.577	.458	.000	.458	.250	.500	.625

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

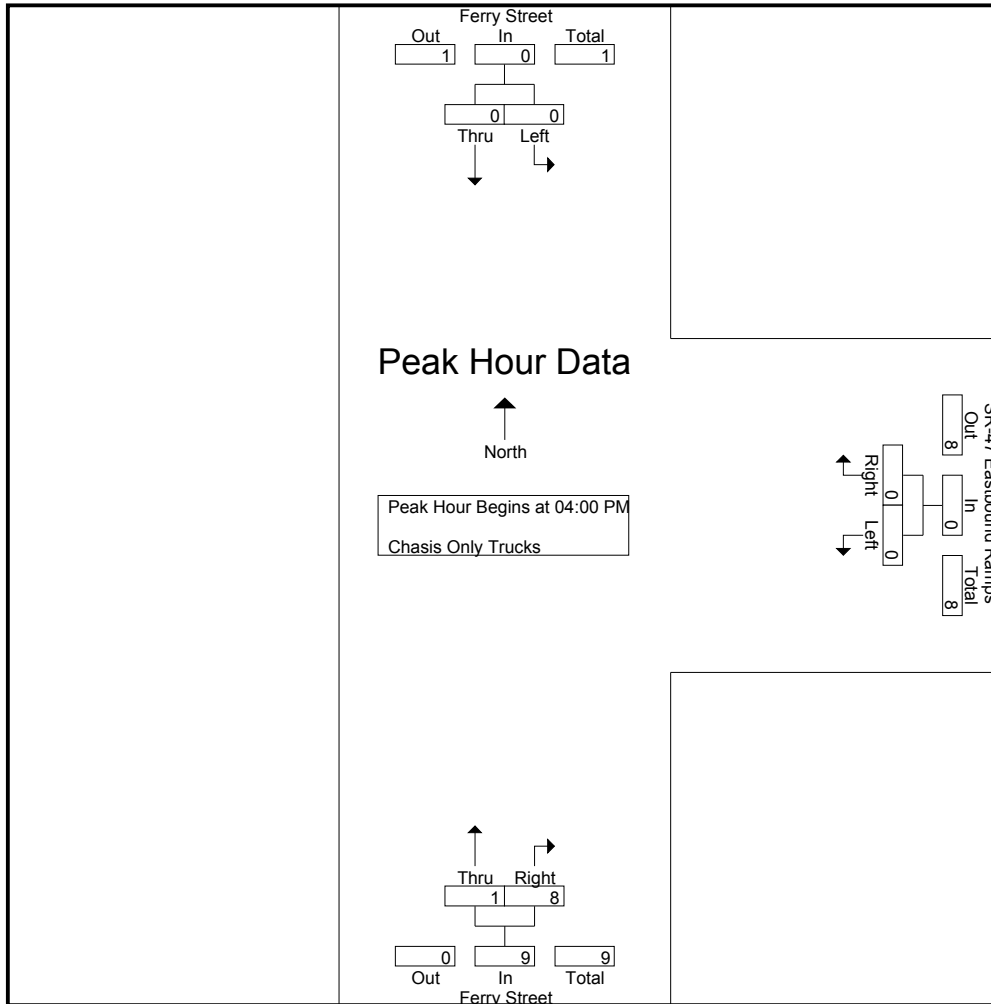
Groups Printed- Chasis Only Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	3	0	0	0	0	0	0	3
Total	0	4	4	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	2	2	1	0	1	0	4	4	7
08:45 AM	0	3	3	0	0	0	1	0	1	4
Total	0	6	6	1	0	1	1	4	5	12
Grand Total	0	10	10	1	0	1	1	4	5	16
Apprch %	0	100		100	0		20	80		
Total %	0	62.5	62.5	6.2	0	6.2	6.2	25	31.2	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	3	0	0	0	0	0	0	3
Total Volume	0	4	4	0	0	0	0	0	0	4
% App. Total	0	100		0	0		0	0		
PHF	.000	.333	.333	.000	.000	.000	.000	.000	.000	.333

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	1	4	5
+15 mins.	0	0	0	0	0	0	0	4	4
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	8	9
% App. Total	0	0	0	0	0	0	11.1	88.9	
PHF	.000	.000	.000	.000	.000	.000	.250	.500	.450

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

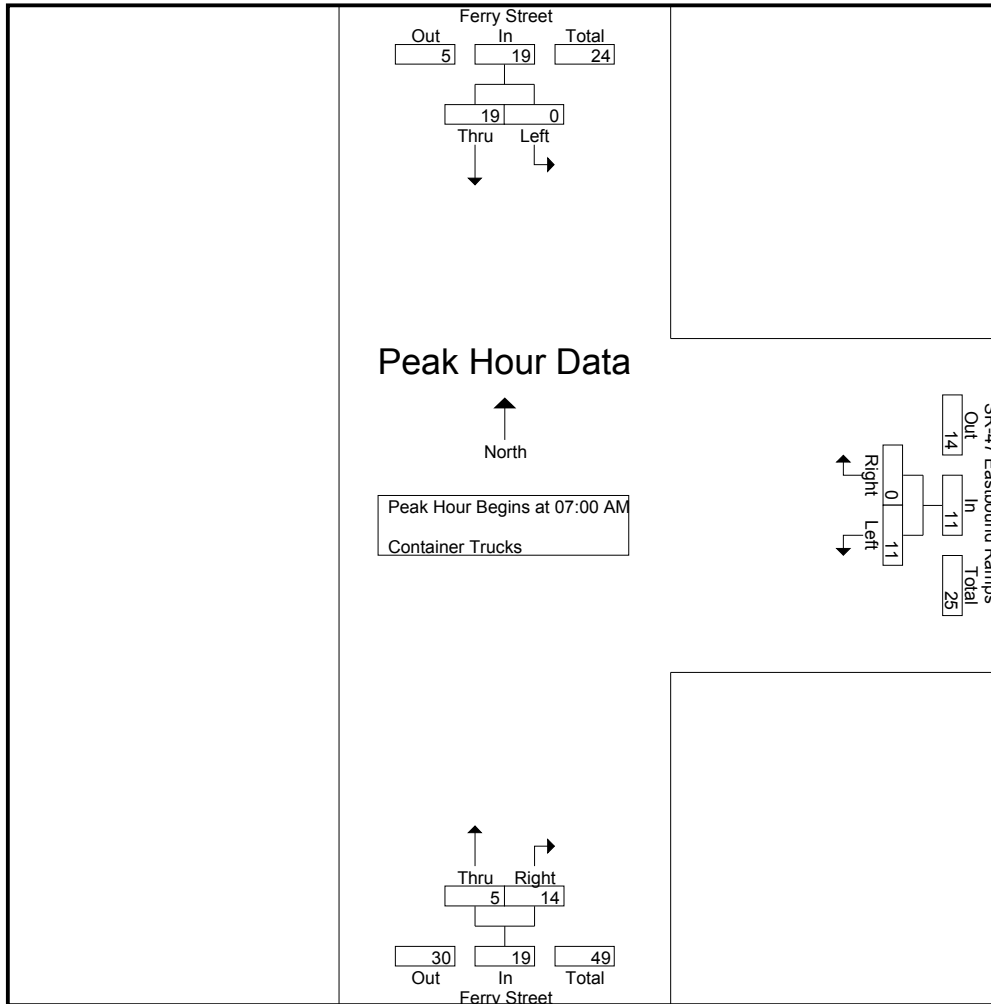
Groups Printed- Container Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	4	4	0	0	0	0	1	1	5
07:15 AM	0	2	2	1	0	1	0	0	0	3
07:30 AM	0	5	5	5	0	5	0	1	1	11
07:45 AM	0	8	8	5	0	5	5	12	17	30
Total	0	19	19	11	0	11	5	14	19	49
08:00 AM	0	9	9	4	0	4	2	5	7	20
08:15 AM	0	9	9	3	0	3	1	6	7	19
08:30 AM	0	12	12	1	0	1	0	17	17	30
08:45 AM	0	12	12	2	0	2	3	21	24	38
Total	0	42	42	10	0	10	6	49	55	107
Grand Total	0	61	61	21	0	21	11	63	74	156
Apprch %	0	100		100	0		14.9	85.1		
Total %	0	39.1	39.1	13.5	0	13.5	7.1	40.4	47.4	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	4	4	0	0	0	0	1	1	5
07:15 AM	0	2	2	1	0	1	0	0	0	3
07:30 AM	0	5	5	5	0	5	0	1	1	11
07:45 AM	0	8	8	5	0	5	5	12	17	30
Total Volume	0	19	19	11	0	11	5	14	19	49
% App. Total	0	100		100	0		26.3	73.7		
PHF	.000	.594	.594	.550	.000	.550	.250	.292	.279	.408

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	4	4	0	0	0	0	1	1
+15 mins.	0	2	2	1	0	1	0	0	0
+30 mins.	0	5	5	5	0	5	0	1	1
+45 mins.	0	8	8	5	0	5	5	12	17
Total Volume	0	19	19	11	0	11	5	14	19
% App. Total	0	100		100	0		26.3	73.7	
PHF	.000	.594	.594	.550	.000	.550	.250	.292	.279

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

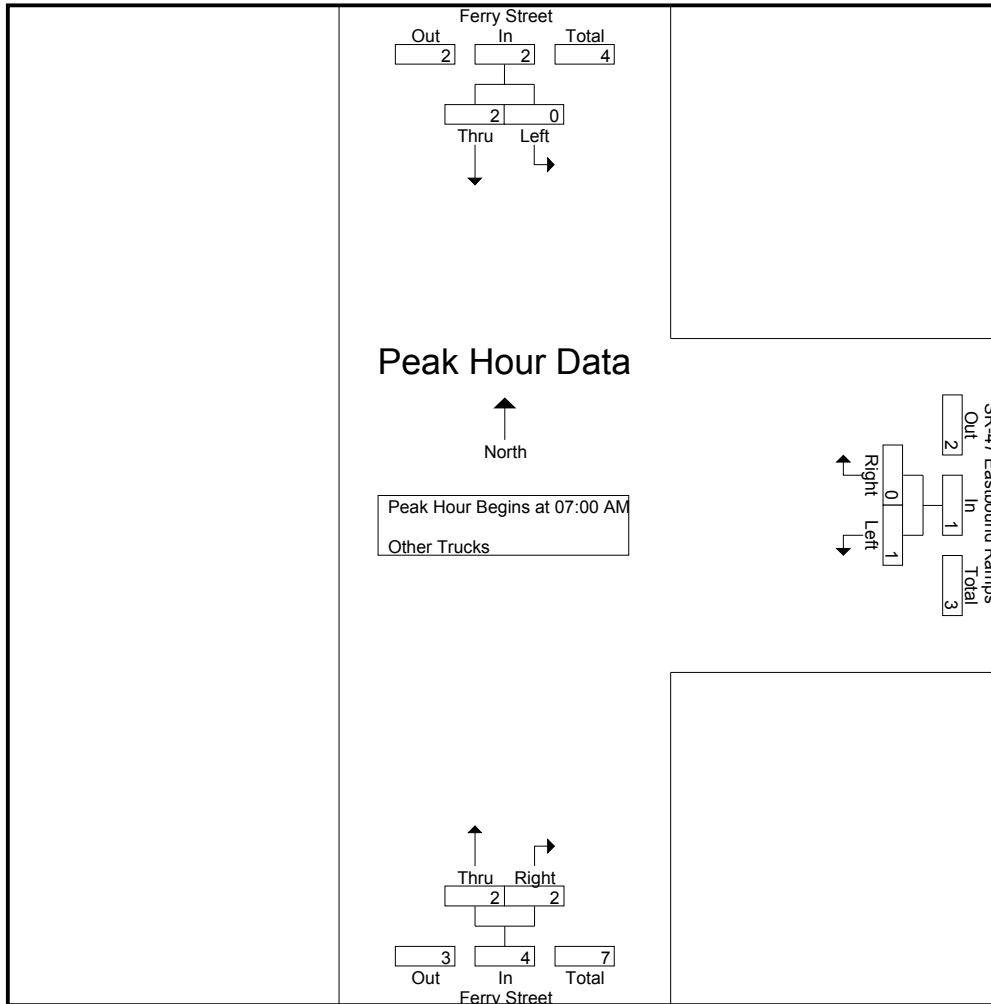
Groups Printed- Other Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	2	1	3	3
Total	0	2	2	1	0	1	2	2	4	7
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	2	2	1	0	1	0	0	0	3
08:30 AM	0	1	1	0	0	0	0	1	1	2
08:45 AM	1	0	1	0	0	0	1	1	2	3
Total	1	4	5	1	0	1	1	2	3	9
Grand Total	1	6	7	2	0	2	3	4	7	16
Apprch %	14.3	85.7		100	0		42.9	57.1		
Total %	6.2	37.5	43.8	12.5	0	12.5	18.8	25	43.8	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	2	1	3	3
Total Volume	0	2	2	1	0	1	2	2	4	7
% App. Total	0	100		100	0		50	50		
PHF	.000	.500	.500	.250	.000	.250	.250	.500	.333	.583

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	0	1	1	0	0	0	0	1	1
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	2	1	3
Total Volume	0	2	2	1	0	1	2	2	4
% App. Total	0	100		100	0		50	50	
PHF	.000	.500	.500	.250	.000	.250	.250	.500	.333

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other trucks

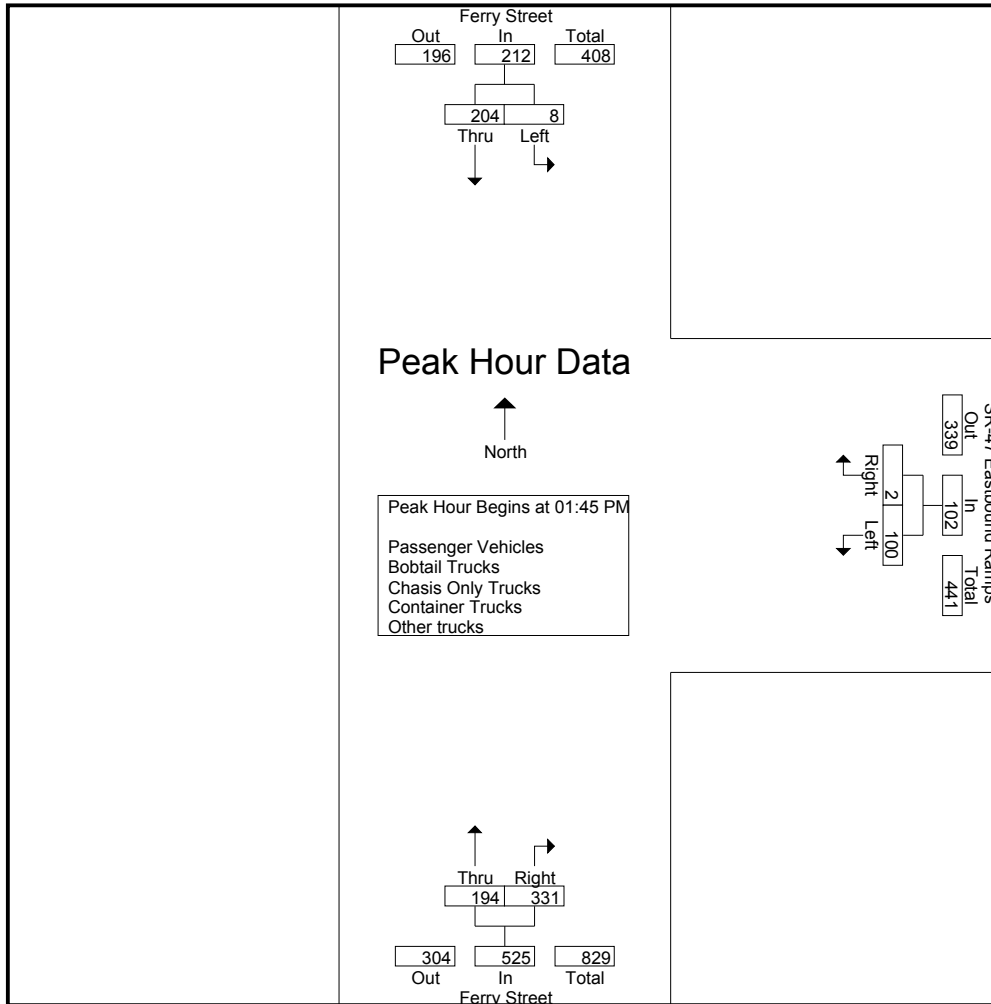
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	1	40	41	17	3	20	22	35	57	118
01:15 PM	1	45	46	39	0	39	24	35	59	144
01:30 PM	1	43	44	31	2	33	28	63	91	168
01:45 PM	1	50	51	34	0	34	33	83	116	201
Total	4	178	182	121	5	126	107	216	323	631
02:00 PM	1	46	47	22	0	22	58	88	146	215
02:15 PM	3	51	54	20	2	22	42	72	114	190
02:30 PM	3	57	60	24	0	24	61	88	149	233
02:45 PM	0	34	34	22	1	23	45	62	107	164
Total	7	188	195	88	3	91	206	310	516	802
Grand Total	11	366	377	209	8	217	313	526	839	1433
Apprch %	2.9	97.1		96.3	3.7		37.3	62.7		
Total %	0.8	25.5	26.3	14.6	0.6	15.1	21.8	36.7	58.5	
Passenger Vehicles	8	104	112	142	8	150	233	282	515	777
% Passenger Vehicles	72.7	28.4	29.7	67.9	100	69.1	74.4	53.6	61.4	54.2
Bobtail Trucks	0	87	87	29	0	29	50	112	162	278
% Bobtail Trucks	0	23.8	23.1	13.9	0	13.4	16	21.3	19.3	19.4
Chasis Only Trucks	0	25	25	2	0	2	1	15	16	43
% Chasis Only Trucks	0	6.8	6.6	1	0	0.9	0.3	2.9	1.9	3
Container Trucks	1	144	145	34	0	34	27	111	138	317
% Container Trucks	9.1	39.3	38.5	16.3	0	15.7	8.6	21.1	16.4	22.1
Other trucks	2	6	8	2	0	2	2	6	8	18
% Other trucks	18.2	1.6	2.1	1	0	0.9	0.6	1.1	1	1.3

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	1	50	51	34	0	34	33	83	116	201
02:00 PM	1	46	47	22	0	22	58	88	146	215
02:15 PM	3	51	54	20	2	22	42	72	114	190
02:30 PM	3	57	60	24	0	24	61	88	149	233
Total Volume	8	204	212	100	2	102	194	331	525	839
% App. Total	3.8	96.2		98	2		37	63		
PHF	.667	.895	.883	.735	.250	.750	.795	.940	.881	.900

Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:15 PM			01:45 PM		
+0 mins.	1	50	51	39	0	39	33	83	116
+15 mins.	1	46	47	31	2	33	58	88	146
+30 mins.	3	51	54	34	0	34	42	72	114
+45 mins.	3	57	60	22	0	22	61	88	149
Total Volume	8	204	212	126	2	128	194	331	525
% App. Total	3.8	96.2		98.4	1.6		37	63	
PHF	.667	.895	.883	.808	.250	.821	.795	.940	.881

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

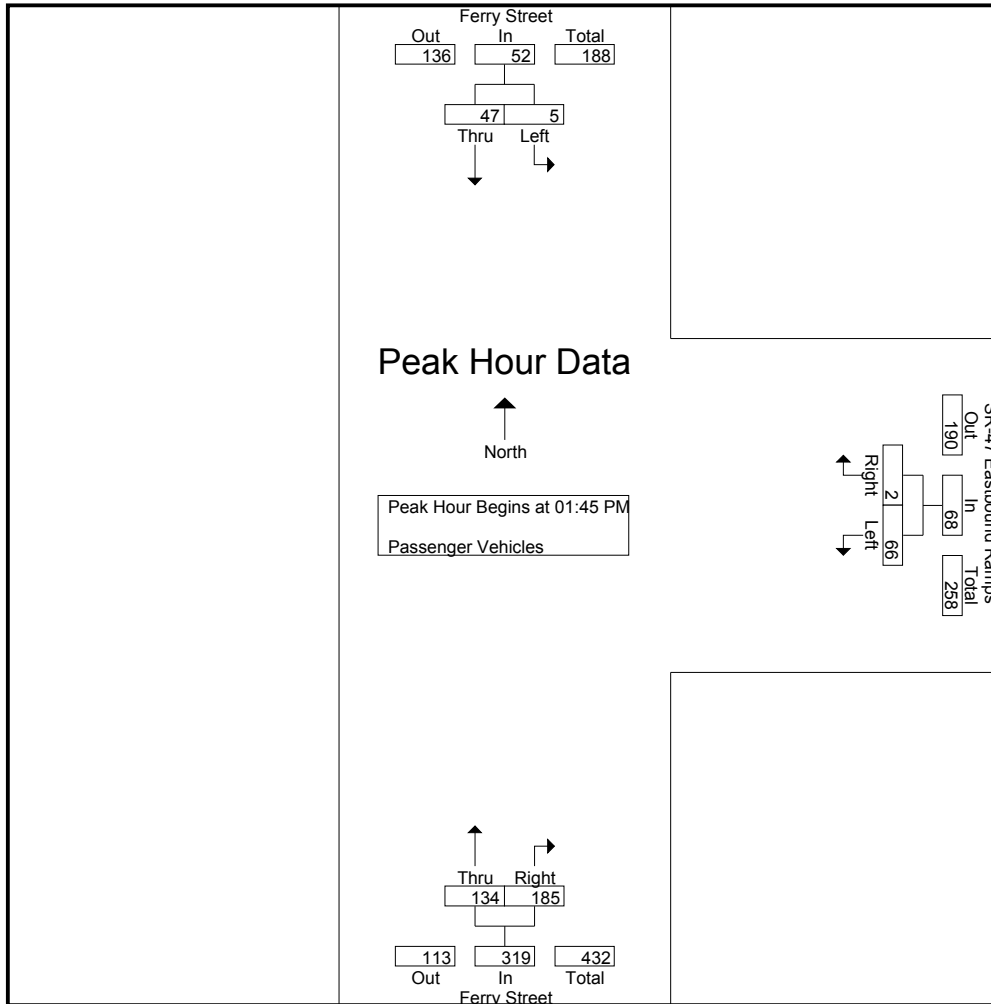
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	1	16	17	14	3	17	20	22	42	76
01:15 PM	1	14	15	24	0	24	21	24	45	84
01:30 PM	1	17	18	25	2	27	19	18	37	82
01:45 PM	0	11	11	26	0	26	16	37	53	90
Total	3	58	61	89	5	94	76	101	177	332
02:00 PM	0	10	10	12	0	12	46	53	99	121
02:15 PM	2	10	12	15	2	17	33	49	82	111
02:30 PM	3	16	19	13	0	13	39	46	85	117
02:45 PM	0	10	10	13	1	14	39	33	72	96
Total	5	46	51	53	3	56	157	181	338	445
Grand Total	8	104	112	142	8	150	233	282	515	777
Apprch %	7.1	92.9		94.7	5.3		45.2	54.8		
Total %	1	13.4	14.4	18.3	1	19.3	30	36.3	66.3	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	0	11	11	26	0	26	16	37	53	90
02:00 PM	0	10	10	12	0	12	46	53	99	121
02:15 PM	2	10	12	15	2	17	33	49	82	111
02:30 PM	3	16	19	13	0	13	39	46	85	117
Total Volume	5	47	52	66	2	68	134	185	319	439
% App. Total	9.6	90.4		97.1	2.9		42	58		
PHF	.417	.734	.684	.635	.250	.654	.728	.873	.806	.907

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	11	11	26	0	26	16	37	53
+15 mins.	0	10	10	12	0	12	46	53	99
+30 mins.	2	10	12	15	2	17	33	49	82
+45 mins.	3	16	19	13	0	13	39	46	85
Total Volume	5	47	52	66	2	68	134	185	319
% App. Total	9.6	90.4		97.1	2.9		42	58	
PHF	.417	.734	.684	.635	.250	.654	.728	.873	.806

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

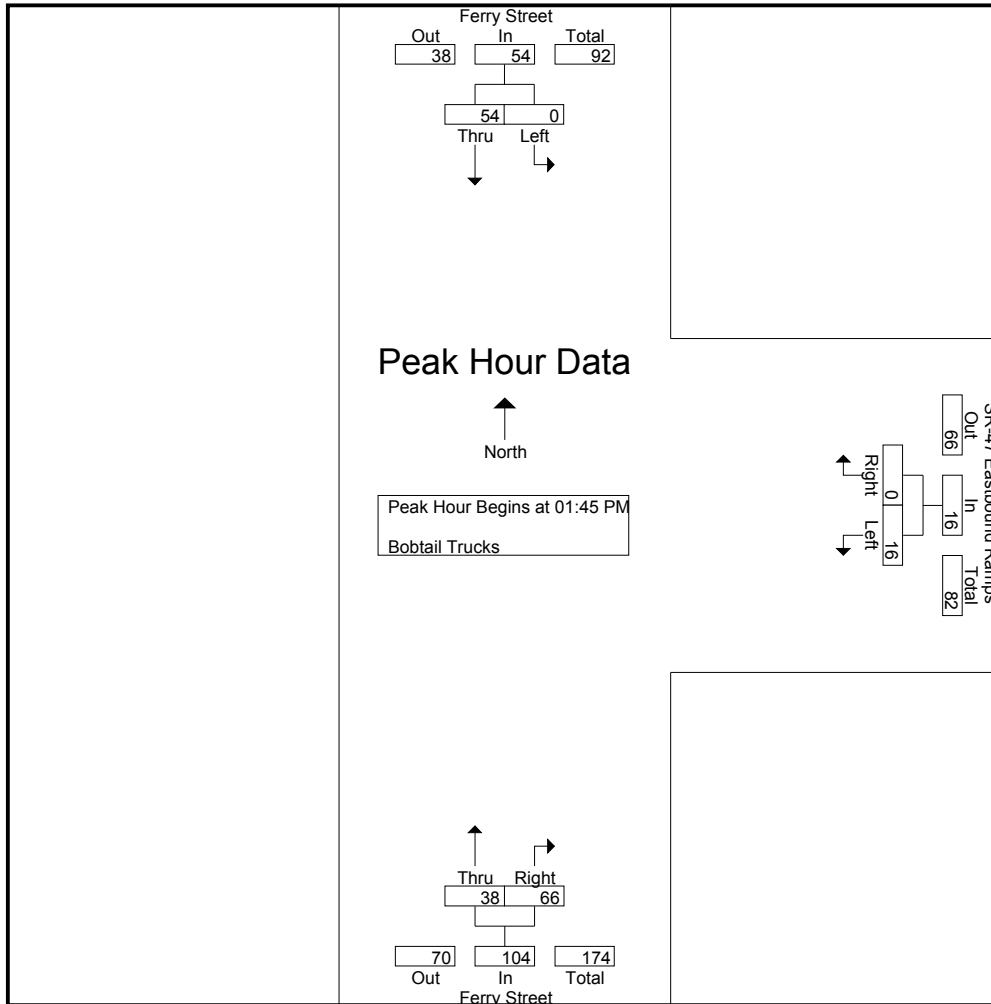
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	4	4	1	0	1	1	9	10	15
01:15 PM	0	10	10	9	0	9	1	4	5	24
01:30 PM	0	10	10	1	0	1	7	23	30	41
01:45 PM	0	17	17	2	0	2	11	28	39	58
Total	0	41	41	13	0	13	20	64	84	138
02:00 PM	0	11	11	6	0	6	7	13	20	37
02:15 PM	0	13	13	3	0	3	4	8	12	28
02:30 PM	0	13	13	5	0	5	16	17	33	51
02:45 PM	0	9	9	2	0	2	3	10	13	24
Total	0	46	46	16	0	16	30	48	78	140
Grand Total	0	87	87	29	0	29	50	112	162	278
Apprch %	0	100		100	0		30.9	69.1		
Total %	0	31.3	31.3	10.4	0	10.4	18	40.3	58.3	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	0	17	17	2	0	2	11	28	39	58
02:00 PM	0	11	11	6	0	6	7	13	20	37
02:15 PM	0	13	13	3	0	3	4	8	12	28
02:30 PM	0	13	13	5	0	5	16	17	33	51
Total Volume	0	54	54	16	0	16	38	66	104	174
% App. Total	0	100		100	0		36.5	63.5		
PHF	.000	.794	.794	.667	.000	.667	.594	.589	.667	.750

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	17	17	2	0	2	11	28	39
+15 mins.	0	11	11	6	0	6	7	13	20
+30 mins.	0	13	13	3	0	3	4	8	12
+45 mins.	0	13	13	5	0	5	16	17	33
Total Volume	0	54	54	16	0	16	38	66	104
% App. Total	0	100		100	0		36.5	63.5	
PHF	.000	.794	.794	.667	.000	.667	.594	.589	.667

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

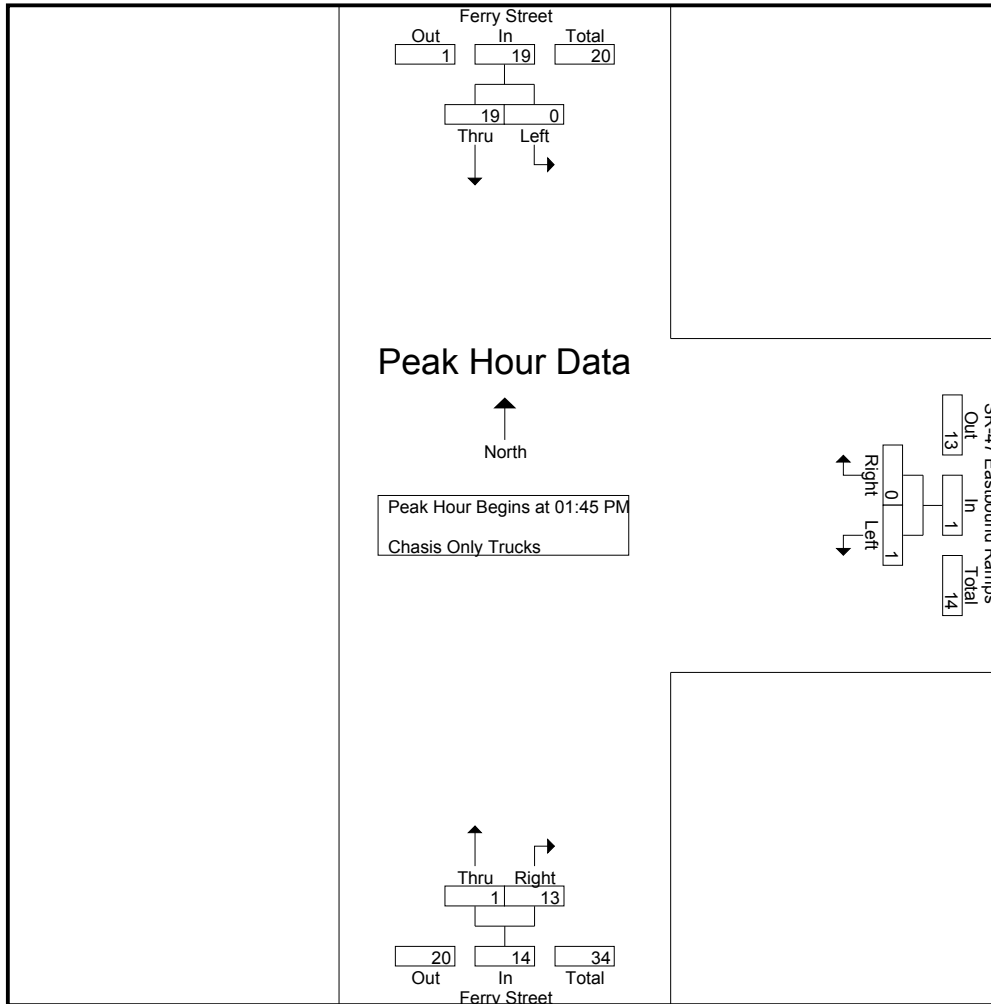
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	1	1	0	0	0	0	0	0	1
01:15 PM	0	0	0	1	0	1	0	1	1	2
01:30 PM	0	2	2	0	0	0	0	0	0	2
01:45 PM	0	4	4	1	0	1	1	2	3	8
Total	0	7	7	2	0	2	1	3	4	13
02:00 PM	0	3	3	0	0	0	0	4	4	7
02:15 PM	0	10	10	0	0	0	0	3	3	13
02:30 PM	0	2	2	0	0	0	0	4	4	6
02:45 PM	0	3	3	0	0	0	0	1	1	4
Total	0	18	18	0	0	0	0	12	12	30
Grand Total	0	25	25	2	0	2	1	15	16	43
Apprch %	0	100		100	0		6.2	93.8		
Total %	0	58.1	58.1	4.7	0	4.7	2.3	34.9	37.2	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	0	4	4	1	0	1	1	2	3	8
02:00 PM	0	3	3	0	0	0	0	4	4	7
02:15 PM	0	10	10	0	0	0	0	3	3	13
02:30 PM	0	2	2	0	0	0	0	4	4	6
Total Volume	0	19	19	1	0	1	1	13	14	34
% App. Total	0	100		100	0		7.1	92.9		
PHF	.000	.475	.475	.250	.000	.250	.250	.813	.875	.654

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	4	4	1	0	1	1	2	3
+15 mins.	0	3	3	0	0	0	0	4	4
+30 mins.	0	10	10	0	0	0	0	3	3
+45 mins.	0	2	2	0	0	0	0	4	4
Total Volume	0	19	19	1	0	1	1	13	14
% App. Total	0	100		100	0		7.1	92.9	
PHF	.000	.475	.475	.250	.000	.250	.250	.813	.875

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

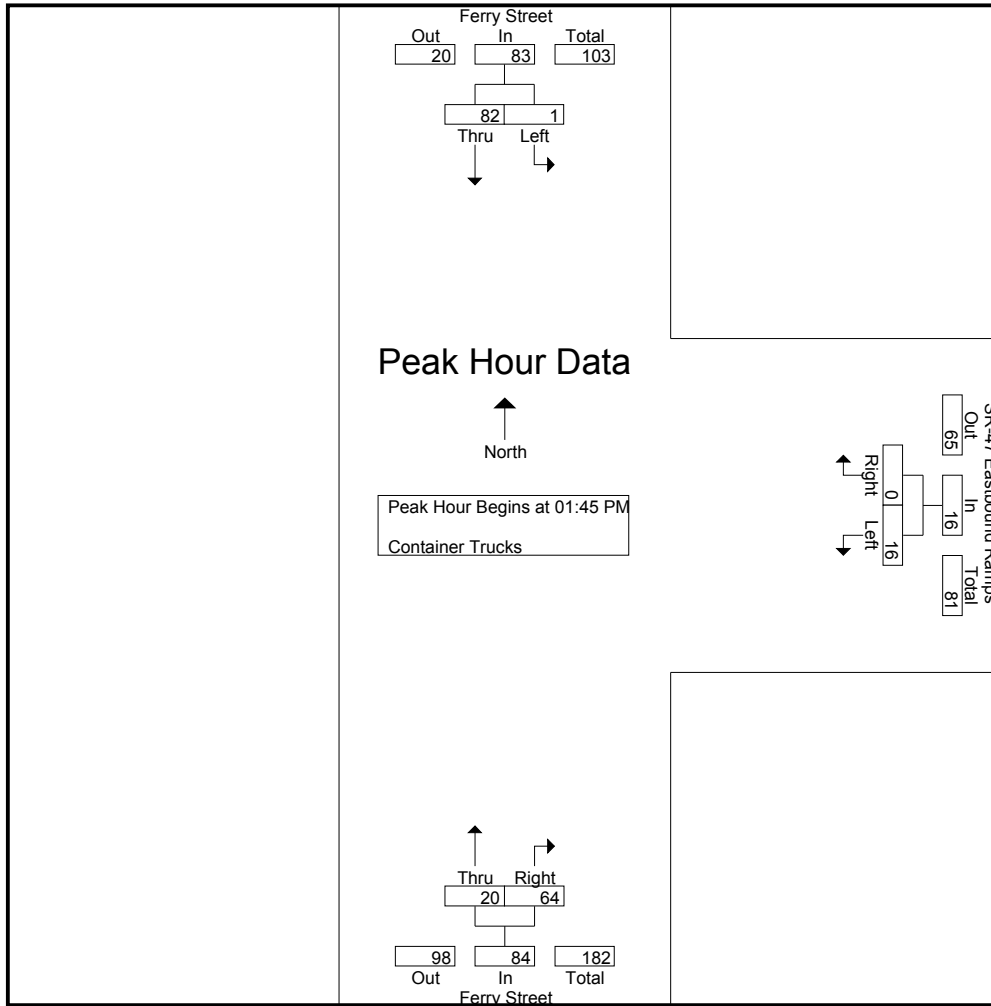
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	17	17	2	0	2	1	4	5	24
01:15 PM	0	19	19	5	0	5	1	4	5	29
01:30 PM	0	14	14	4	0	4	2	22	24	42
01:45 PM	0	18	18	5	0	5	5	15	20	43
Total	0	68	68	16	0	16	9	45	54	138
02:00 PM	1	22	23	3	0	3	5	17	22	48
02:15 PM	0	16	16	2	0	2	4	11	15	33
02:30 PM	0	26	26	6	0	6	6	21	27	59
02:45 PM	0	12	12	7	0	7	3	17	20	39
Total	1	76	77	18	0	18	18	66	84	179
Grand Total	1	144	145	34	0	34	27	111	138	317
Apprch %	0.7	99.3		100	0		19.6	80.4		
Total %	0.3	45.4	45.7	10.7	0	10.7	8.5	35	43.5	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	0	18	18	5	0	5	5	15	20	43
02:00 PM	1	22	23	3	0	3	5	17	22	48
02:15 PM	0	16	16	2	0	2	4	11	15	33
02:30 PM	0	26	26	6	0	6	6	21	27	59
Total Volume	1	82	83	16	0	16	20	64	84	183
% App. Total	1.2	98.8		100	0		23.8	76.2		
PHF	.250	.788	.798	.667	.000	.667	.833	.762	.778	.775

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	18	18	5	0	5	5	15	20
+15 mins.	1	22	23	3	0	3	5	17	22
+30 mins.	0	16	16	2	0	2	4	11	15
+45 mins.	0	26	26	6	0	6	6	21	27
Total Volume	1	82	83	16	0	16	20	64	84
% App. Total	1.2	98.8		100	0		23.8	76.2	
PHF	.250	.788	.798	.667	.000	.667	.833	.762	.778

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other trucks

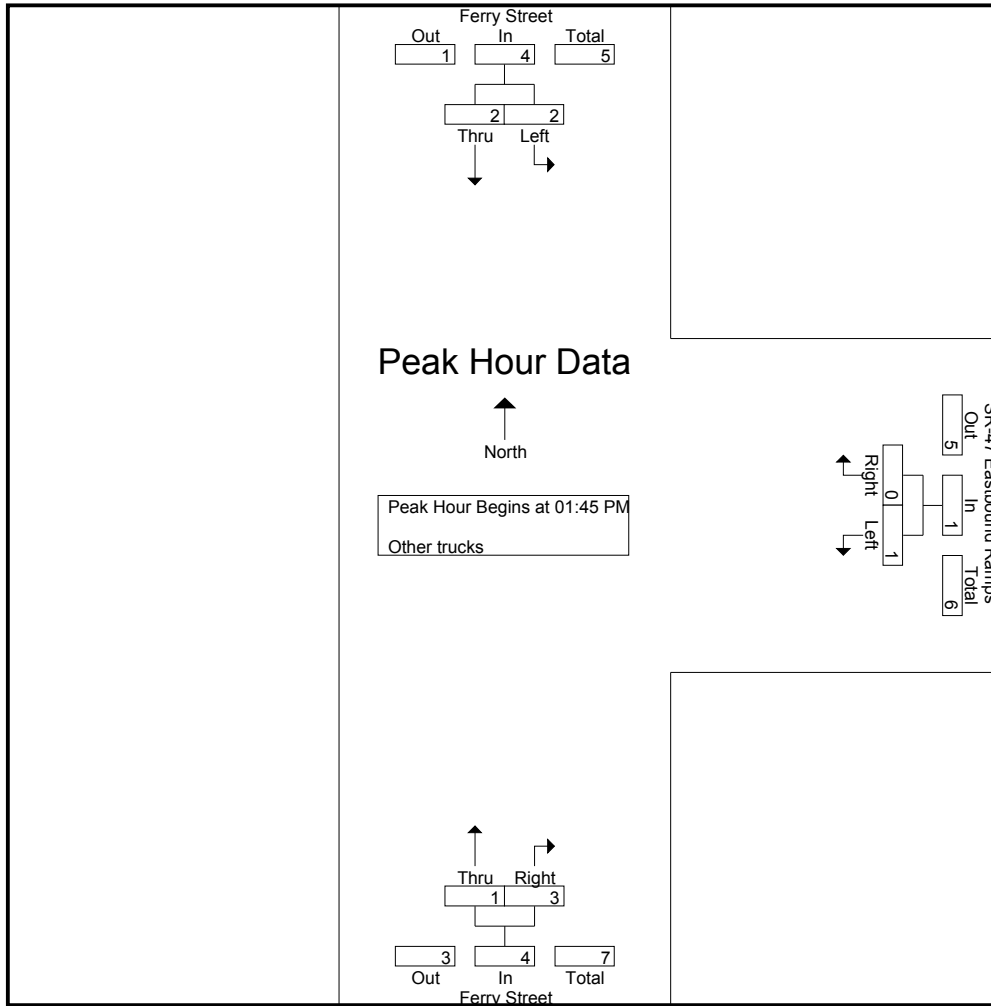
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	2	2	0	0	0	0	0	0	2
01:15 PM	0	2	2	0	0	0	1	2	3	5
01:30 PM	0	0	0	1	0	1	0	0	0	1
01:45 PM	1	0	1	0	0	0	0	1	1	2
Total	1	4	5	1	0	1	1	3	4	10
02:00 PM	0	0	0	1	0	1	0	1	1	2
02:15 PM	1	2	3	0	0	0	1	1	2	5
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	1	1	1
Total	1	2	3	1	0	1	1	3	4	8
Grand Total	2	6	8	2	0	2	2	6	8	18
Apprch %	25	75		100	0		25	75		
Total %	11.1	33.3	44.4	11.1	0	11.1	11.1	33.3	44.4	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	1	0	1	0	0	0	0	1	1	2
02:00 PM	0	0	0	1	0	1	0	1	1	2
02:15 PM	1	2	3	0	0	0	1	1	2	5
02:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	2	2	4	1	0	1	1	3	4	9
% App. Total	50	50		100	0		25	75		
PHF	.500	.250	.333	.250	.000	.250	.250	.750	.500	.450

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	1	0	1	0	0	0	0	1	1
+15 mins.	0	0	0	1	0	1	0	1	1
+30 mins.	1	2	3	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	2	2	4	1	0	1	1	3	4
% App. Total	50	50		100	0		25	75	
PHF	.500	.250	.333	.250	.000	.250	.250	.750	.500

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

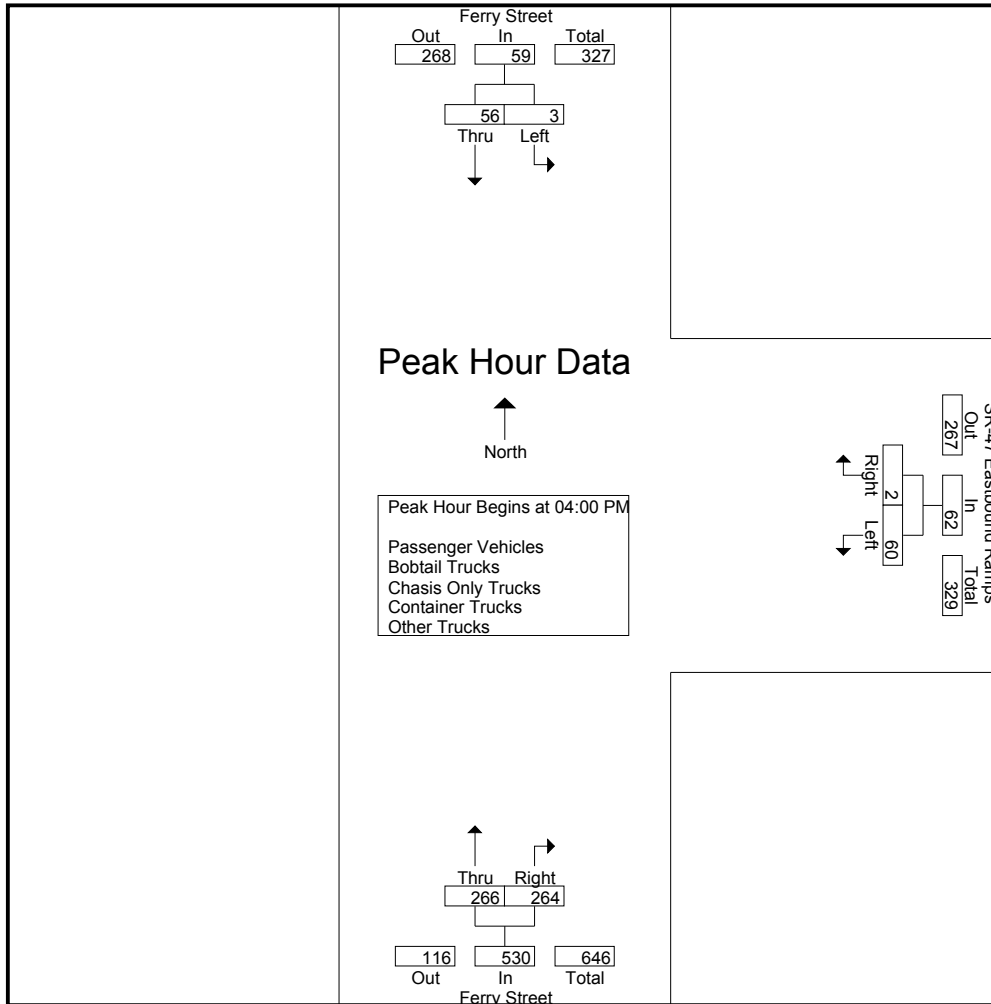
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	12	14	13	0	13	87	104	191	218
04:15 PM	0	10	10	9	0	9	78	62	140	159
04:30 PM	1	19	20	24	1	25	61	62	123	168
04:45 PM	0	15	15	14	1	15	40	36	76	106
Total	3	56	59	60	2	62	266	264	530	651
05:00 PM	0	11	11	13	1	14	37	52	89	114
05:15 PM	0	10	10	13	2	15	20	18	38	63
05:30 PM	1	12	13	7	0	7	15	22	37	57
05:45 PM	0	11	11	13	1	14	17	14	31	56
Total	1	44	45	46	4	50	89	106	195	290
Grand Total	4	100	104	106	6	112	355	370	725	941
Apprch %	3.8	96.2		94.6	5.4		49	51		
Total %	0.4	10.6	11.1	11.3	0.6	11.9	37.7	39.3	77	
Passenger Vehicles	4	49	53	100	6	106	337	296	633	792
% Passenger Vehicles	100	49	51	94.3	100	94.6	94.9	80	87.3	84.2
Bobtail Trucks	0	37	37	5	0	5	6	24	30	72
% Bobtail Trucks	0	37	35.6	4.7	0	4.5	1.7	6.5	4.1	7.7
Chasis Only Trucks	0	0	0	0	0	0	1	8	9	9
% Chasis Only Trucks	0	0	0	0	0	0	0.3	2.2	1.2	1
Container Trucks	0	13	13	1	0	1	9	40	49	63
% Container Trucks	0	13	12.5	0.9	0	0.9	2.5	10.8	6.8	6.7
Other Trucks	0	1	1	0	0	0	2	2	4	5
% Other Trucks	0	1	1	0	0	0	0.6	0.5	0.6	0.5

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	12	14	13	0	13	87	104	191	218
04:15 PM	0	10	10	9	0	9	78	62	140	159
04:30 PM	1	19	20	24	1	25	61	62	123	168
04:45 PM	0	15	15	14	1	15	40	36	76	106
Total Volume	3	56	59	60	2	62	266	264	530	651
% App. Total	5.1	94.9		96.8	3.2		50.2	49.8		
PHF	.375	.737	.738	.625	.500	.620	.764	.635	.694	.747

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	2	12	14	24	1	25	87	104	191
+15 mins.	0	10	10	14	1	15	78	62	140
+30 mins.	1	19	20	13	1	14	61	62	123
+45 mins.	0	15	15	13	2	15	40	36	76
Total Volume	3	56	59	64	5	69	266	264	530
% App. Total	5.1	94.9		92.8	7.2		50.2	49.8	
PHF	.375	.737	.738	.667	.625	.690	.764	.635	.694

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

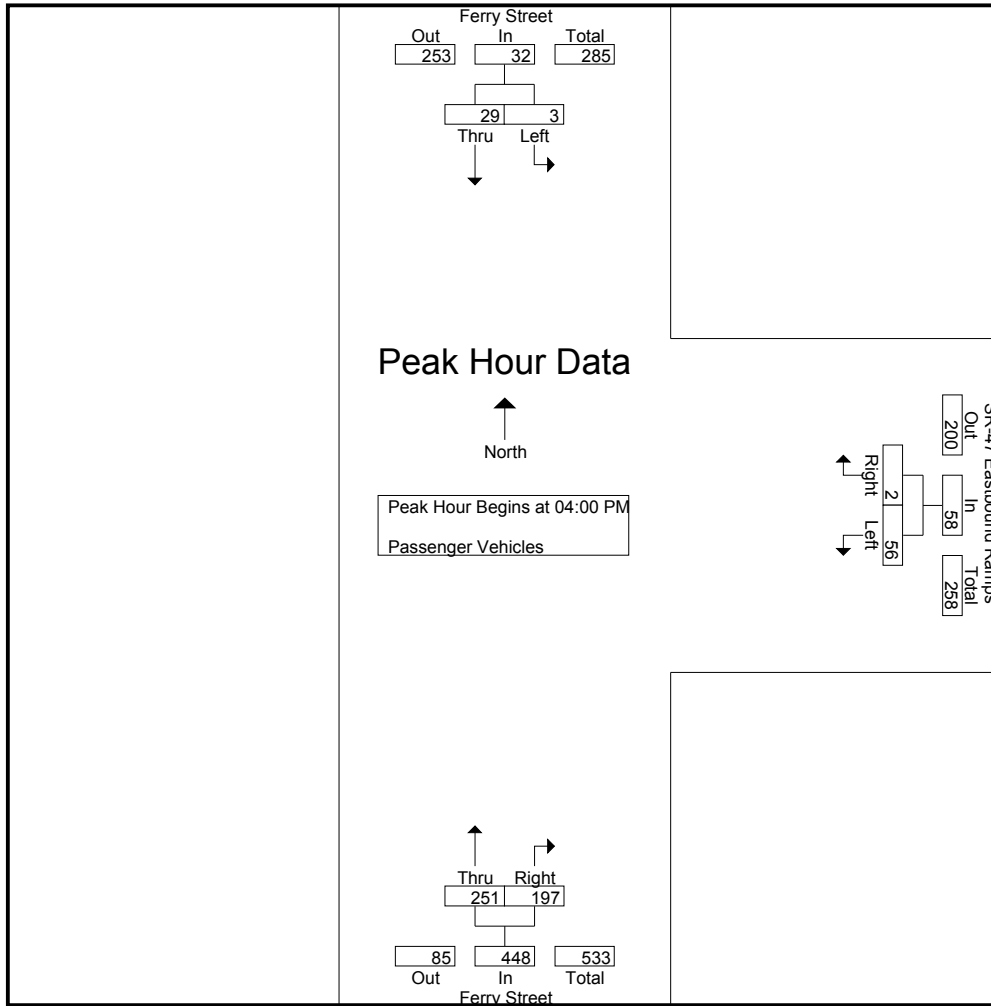
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	4	6	11	0	11	77	67	144	161
04:15 PM	0	5	5	8	0	8	75	43	118	131
04:30 PM	1	14	15	24	1	25	59	54	113	153
04:45 PM	0	6	6	13	1	14	40	33	73	93
Total	3	29	32	56	2	58	251	197	448	538
05:00 PM	0	5	5	12	1	13	37	48	85	103
05:15 PM	0	5	5	12	2	14	18	16	34	53
05:30 PM	1	7	8	7	0	7	14	22	36	51
05:45 PM	0	3	3	13	1	14	17	13	30	47
Total	1	20	21	44	4	48	86	99	185	254
Grand Total	4	49	53	100	6	106	337	296	633	792
Apprch %	7.5	92.5		94.3	5.7		53.2	46.8		
Total %	0.5	6.2	6.7	12.6	0.8	13.4	42.6	37.4	79.9	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	4	6	11	0	11	77	67	144	161
04:15 PM	0	5	5	8	0	8	75	43	118	131
04:30 PM	1	14	15	24	1	25	59	54	113	153
04:45 PM	0	6	6	13	1	14	40	33	73	93
Total Volume	3	29	32	56	2	58	251	197	448	538
% App. Total	9.4	90.6		96.6	3.4		56	44		
PHF	.375	.518	.533	.583	.500	.580	.815	.735	.778	.835

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	2	4	6	11	0	11	77	67	144
+15 mins.	0	5	5	8	0	8	75	43	118
+30 mins.	1	14	15	24	1	25	59	54	113
+45 mins.	0	6	6	13	1	14	40	33	73
Total Volume	3	29	32	56	2	58	251	197	448
% App. Total	9.4	90.6		96.6	3.4		56	44	
PHF	.375	.518	.533	.583	.500	.580	.815	.735	.778

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

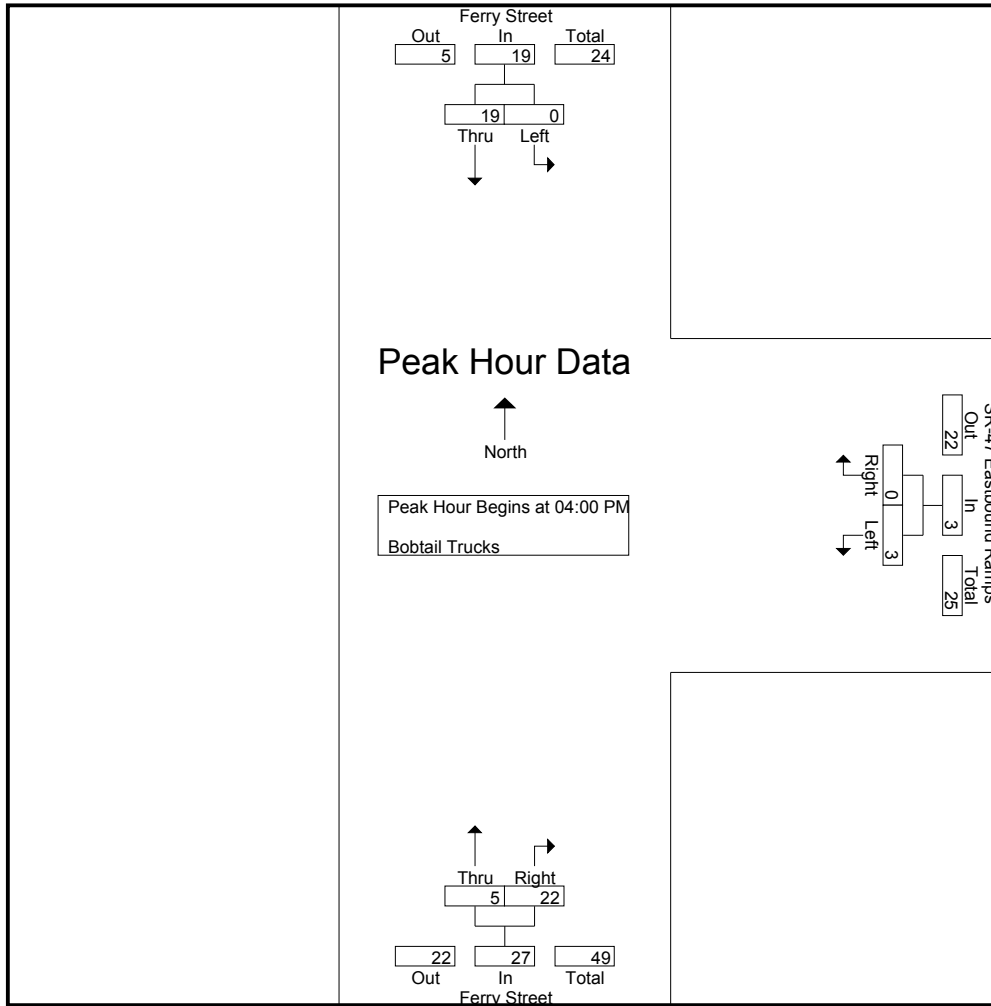
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	6	6	2	0	2	3	18	21	29
04:15 PM	0	4	4	0	0	0	1	3	4	8
04:30 PM	0	4	4	0	0	0	1	1	2	6
04:45 PM	0	5	5	1	0	1	0	0	0	6
Total	0	19	19	3	0	3	5	22	27	49
05:00 PM	0	5	5	1	0	1	0	0	0	6
05:15 PM	0	5	5	1	0	1	0	2	2	8
05:30 PM	0	3	3	0	0	0	1	0	1	4
05:45 PM	0	5	5	0	0	0	0	0	0	5
Total	0	18	18	2	0	2	1	2	3	23
Grand Total	0	37	37	5	0	5	6	24	30	72
Apprch %	0	100		100	0		20	80		
Total %	0	51.4	51.4	6.9	0	6.9	8.3	33.3	41.7	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	6	6	2	0	2	3	18	21	29
04:15 PM	0	4	4	0	0	0	1	3	4	8
04:30 PM	0	4	4	0	0	0	1	1	2	6
04:45 PM	0	5	5	1	0	1	0	0	0	6
Total Volume	0	19	19	3	0	3	5	22	27	49
% App. Total	0	100		100	0		18.5	81.5		
PHF	.000	.792	.792	.375	.000	.375	.417	.306	.321	.422

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	6	6	2	0	2	3	18	21
+15 mins.	0	4	4	0	0	0	1	3	4
+30 mins.	0	4	4	0	0	0	1	1	2
+45 mins.	0	5	5	1	0	1	0	0	0
Total Volume	0	19	19	3	0	3	5	22	27
% App. Total	0	100		100	0		18.5	81.5	
PHF	.000	.792	.792	.375	.000	.375	.417	.306	.321

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

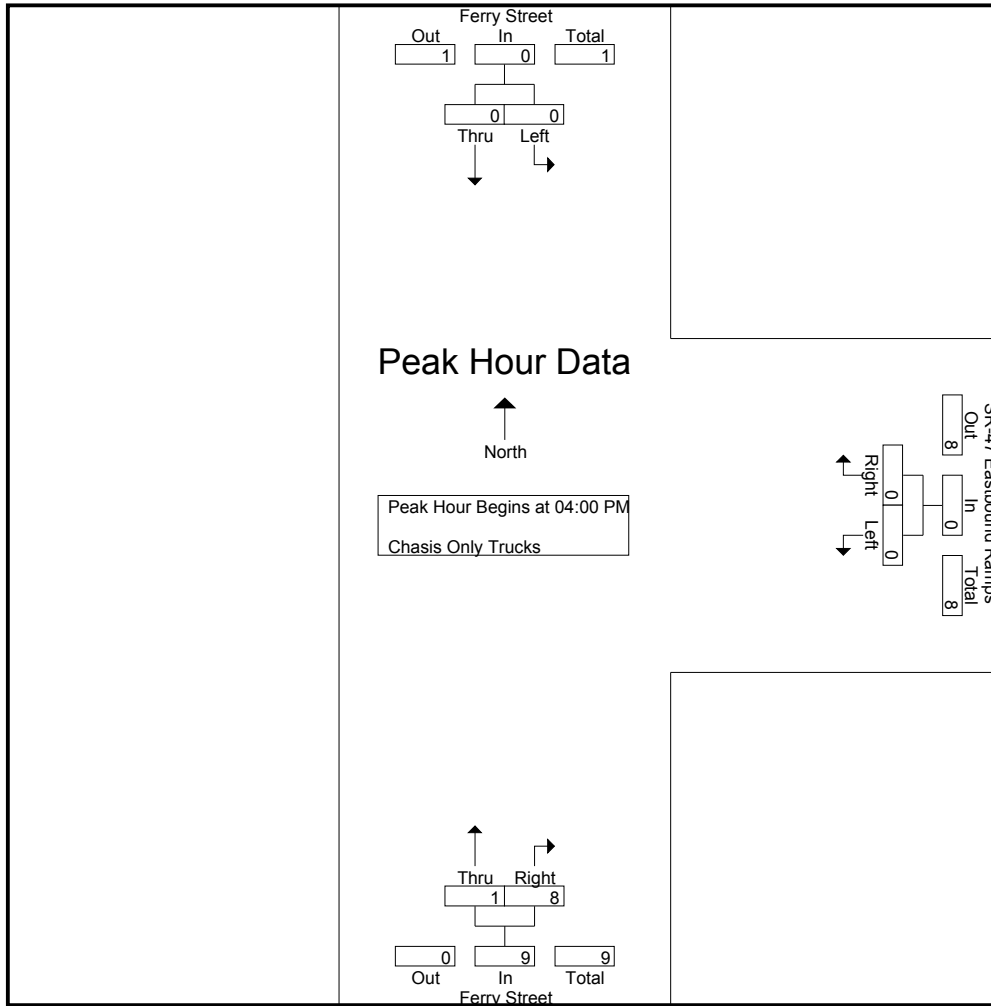
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	4	5	5
04:15 PM	0	0	0	0	0	0	0	4	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	8	9	9
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	8	9	9
Apprch %	0	0		0	0		11.1	88.9		
Total %	0	0		0	0		11.1	88.9	100	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	4	5	5
04:15 PM	0	0	0	0	0	0	0	4	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	8	9	9
% App. Total	0	0		0	0		11.1	88.9		
PHF	.000	.000	.000	.000	.000	.000	.250	.500	.450	.450

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	1	4	5
+15 mins.	0	0	0	0	0	0	0	4	4
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	8	9
% App. Total	0	0	0	0	0	0	11.1	88.9	
PHF	.000	.000	.000	.000	.000	.000	.250	.500	.450

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

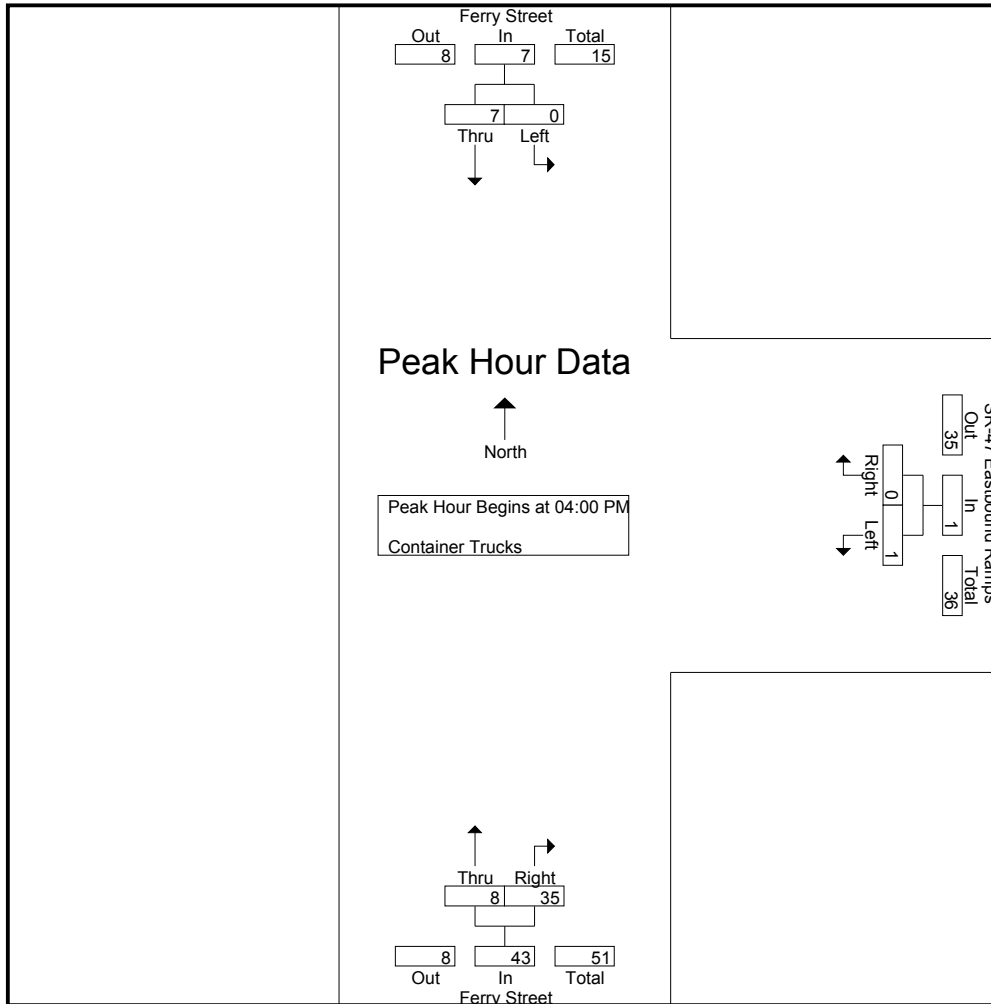
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	2	2	0	0	0	6	15	21	23
04:15 PM	0	1	1	1	0	1	1	11	12	14
04:30 PM	0	1	1	0	0	0	1	7	8	9
04:45 PM	0	3	3	0	0	0	0	2	2	5
Total	0	7	7	1	0	1	8	35	43	51
05:00 PM	0	1	1	0	0	0	0	4	4	5
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	2	2	0	0	0	0	0	0	2
05:45 PM	0	3	3	0	0	0	0	1	1	4
Total	0	6	6	0	0	0	1	5	6	12
Grand Total	0	13	13	1	0	1	9	40	49	63
Apprch %	0	100		100	0		18.4	81.6		
Total %	0	20.6	20.6	1.6	0	1.6	14.3	63.5	77.8	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	2	2	0	0	0	6	15	21	23
04:15 PM	0	1	1	1	0	1	1	11	12	14
04:30 PM	0	1	1	0	0	0	1	7	8	9
04:45 PM	0	3	3	0	0	0	0	2	2	5
Total Volume	0	7	7	1	0	1	8	35	43	51
% App. Total	0	100		100	0		18.6	81.4		
PHF	.000	.583	.583	.250	.000	.250	.333	.583	.512	.554

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	2	2	0	0	0	6	15	21
+15 mins.	0	1	1	1	0	1	1	11	12
+30 mins.	0	1	1	0	0	0	1	7	8
+45 mins.	0	3	3	0	0	0	0	2	2
Total Volume	0	7	7	1	0	1	8	35	43
% App. Total	0	100		100	0		18.6	81.4	
PHF	.000	.583	.583	.250	.000	.250	.333	.583	.512

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other Trucks

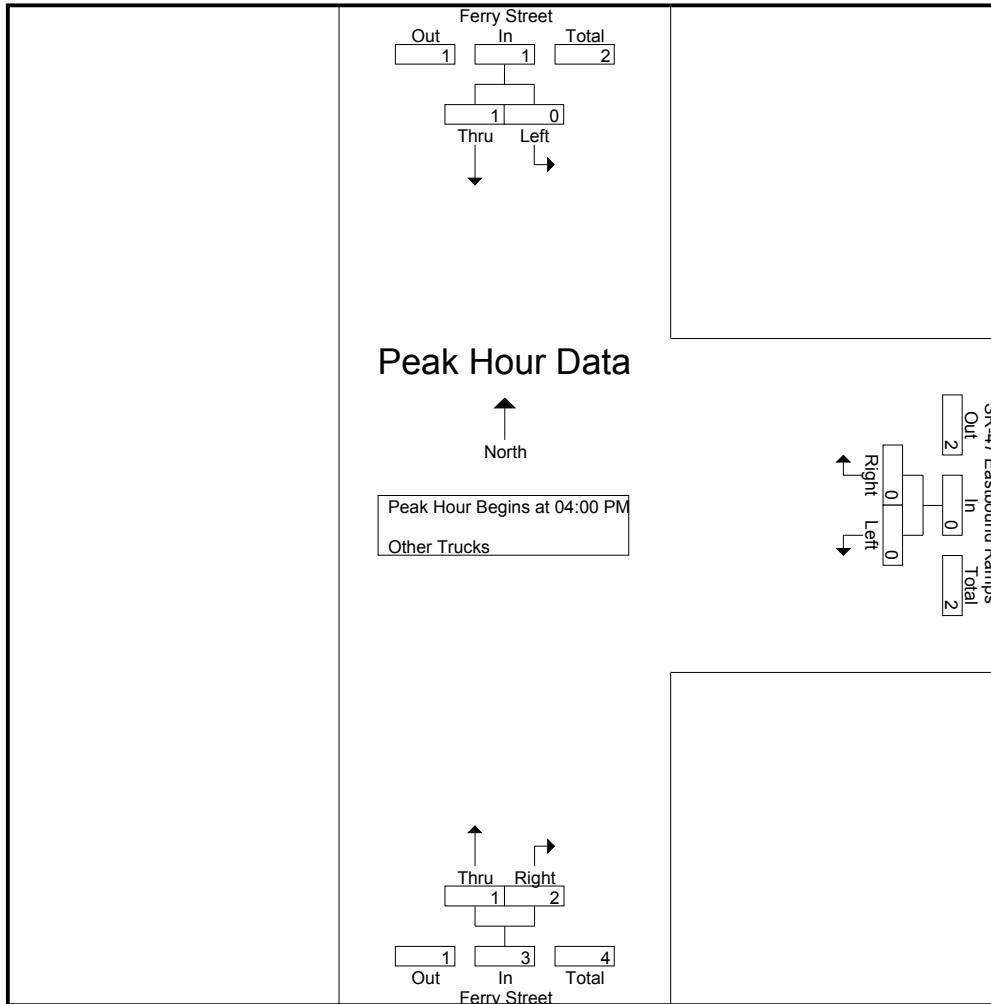
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	1	1	2
Total	0	1	1	0	0	0	1	2	3	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	2	2	4	5
Apprch %	0	100		0	0		50	50		
Total %	0	20	20	0	0	0	40	40	80	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	1	1	2
Total Volume	0	1	1	0	0	0	1	2	3	4
% App. Total	0	100		0	0		33.3	66.7		
PHF	.000	.250	.250	.000	.000	.000	.250	.500	.375	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	1	1
Total Volume	0	1	1	0	0	0	1	2	3
% App. Total	0	100		0	0		33.3	66.7	
PHF	.000	.250	.250	.000	.000	.000	.250	.500	.375

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

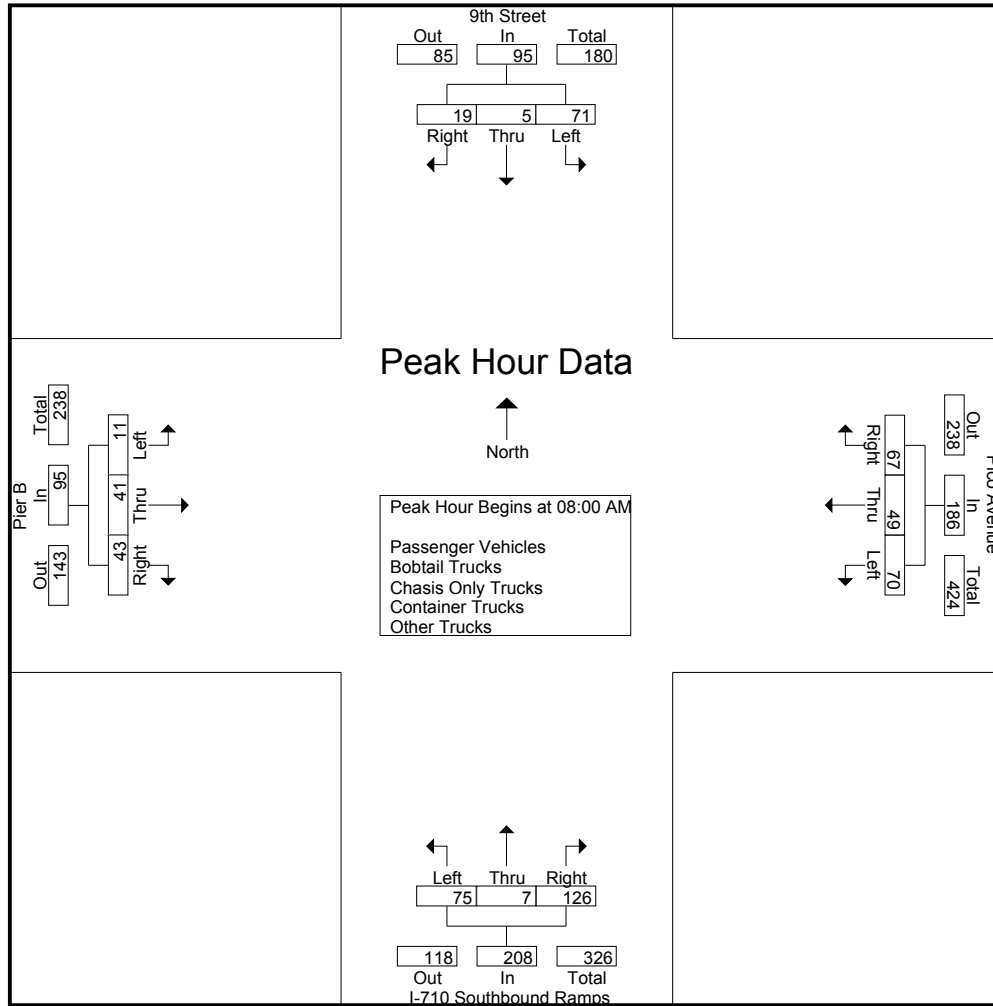
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	0	10	15	8	16	8	32	23	3	30	56	3	8	2	13	116
07:15 AM	14	1	9	24	4	11	12	27	15	2	28	45	2	16	10	28	124
07:30 AM	18	1	26	45	10	15	7	32	21	0	27	48	4	13	11	28	153
07:45 AM	25	4	8	37	18	6	4	28	18	1	34	53	0	12	7	19	137
Total	62	6	53	121	40	48	31	119	77	6	119	202	9	49	30	88	530
08:00 AM	22	2	2	26	12	12	23	47	14	2	31	47	3	6	4	13	133
08:15 AM	10	2	6	18	13	16	16	45	19	0	33	52	4	14	10	28	143
08:30 AM	24	1	7	32	25	10	16	51	21	3	33	57	3	6	13	22	162
08:45 AM	15	0	4	19	20	11	12	43	21	2	29	52	1	15	16	32	146
Total	71	5	19	95	70	49	67	186	75	7	126	208	11	41	43	95	584
Grand Total	133	11	72	216	110	97	98	305	152	13	245	410	20	90	73	183	1114
Apprch %	61.6	5.1	33.3		36.1	31.8	32.1		37.1	3.2	59.8		10.9	49.2	39.9		
Total %	11.9	1	6.5	19.4	9.9	8.7	8.8	27.4	13.6	1.2	22	36.8	1.8	8.1	6.6	16.4	
Passenger Vehicles	113	3	65	181	41	63	83	187	70	7	147	224	19	43	37	99	691
% Passenger Vehicles	85	27.3	90.3	83.8	37.3	64.9	84.7	61.3	46.1	53.8	60	54.6	95	47.8	50.7	54.1	62
Bobtail Trucks	6	1	2	9	6	3	7	16	13	0	36	49	0	2	2	4	78
% Bobtail Trucks	4.5	9.1	2.8	4.2	5.5	3.1	7.1	5.2	8.6	0	14.7	12	0	2.2	2.7	2.2	7
Chasis Only Trucks	0	0	1	1	0	0	1	1	0	0	5	5	0	0	0	0	7
% Chasis Only Trucks	0	0	1.4	0.5	0	0	1	0.3	0	0	2	1.2	0	0	0	0	0.6
Container Trucks	7	1	2	10	32	6	4	42	46	1	41	88	1	13	11	25	165
% Container Trucks	5.3	9.1	2.8	4.6	29.1	6.2	4.1	13.8	30.3	7.7	16.7	21.5	5	14.4	15.1	13.7	14.8
Other Trucks	7	6	2	15	31	25	3	59	23	5	16	44	0	32	23	55	173
% Other Trucks	5.3	54.5	2.8	6.9	28.2	25.8	3.1	19.3	15.1	38.5	6.5	10.7	0	35.6	31.5	30.1	15.5

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	22	2	2	26	12	12	23	47	14	2	31	47	3	6	4	13	133
08:15 AM	10	2	6	18	13	16	16	45	19	0	33	52	4	14	10	28	143
08:30 AM	24	1	7	32	25	10	16	51	21	3	33	57	3	6	13	22	162
08:45 AM	15	0	4	19	20	11	12	43	21	2	29	52	1	15	16	32	146
Total Volume	71	5	19	95	70	49	67	186	75	7	126	208	11	41	43	95	584
% App. Total	74.7	5.3	20		37.6	26.3	36		36.1	3.4	60.6		11.6	43.2	45.3		
PHF	.740	.625	.679	.742	.700	.766	.728	.912	.893	.583	.955	.912	.688	.683	.672	.742	.901

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	14	1	9	24	12	12	23	47	18	1	34	53	3	6	4	13
+15 mins.	18	1	26	45	13	16	16	45	14	2	31	47	4	14	10	28
+30 mins.	25	4	8	37	25	10	16	51	19	0	33	52	3	6	13	22
+45 mins.	22	2	2	26	20	11	12	43	21	3	33	57	1	15	16	32
Total Volume	79	8	45	132	70	49	67	186	72	6	131	209	11	41	43	95
% App. Total	59.8	6.1	34.1		37.6	26.3	36		34.4	2.9	62.7		11.6	43.2	45.3	
PHF	.790	.500	.433	.733	.700	.766	.728	.912	.857	.500	.963	.917	.688	.683	.672	.742

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

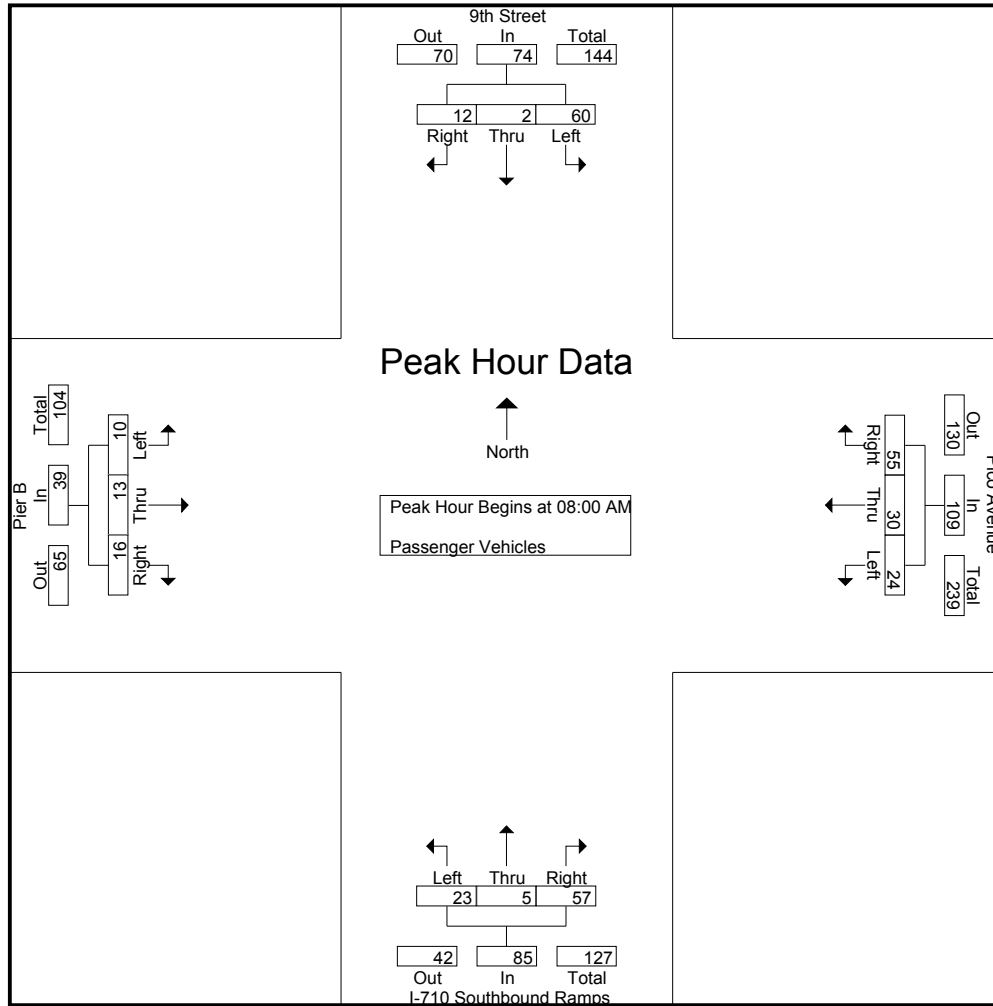
Groups Printed- Passenger Vehicles

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	0	10	15	4	11	8	23	17	1	18	36	3	4	2	9	83
07:15 AM	12	0	9	21	4	8	11	23	11	0	21	32	2	8	5	15	91
07:30 AM	12	0	26	38	3	11	6	20	8	0	22	30	4	11	9	24	112
07:45 AM	24	1	8	33	6	3	3	12	11	1	29	41	0	7	5	12	98
Total	53	1	53	107	17	33	28	78	47	2	90	139	9	30	21	60	384
08:00 AM	15	1	1	17	8	6	21	35	4	1	14	19	3	2	1	6	77
08:15 AM	10	0	5	15	6	12	14	32	7	0	13	20	4	4	4	12	79
08:30 AM	20	1	2	23	4	4	13	21	5	2	16	23	2	2	5	9	76
08:45 AM	15	0	4	19	6	8	7	21	7	2	14	23	1	5	6	12	75
Total	60	2	12	74	24	30	55	109	23	5	57	85	10	13	16	39	307
Grand Total	113	3	65	181	41	63	83	187	70	7	147	224	19	43	37	99	691
Apprch %	62.4	1.7	35.9		21.9	33.7	44.4		31.2	3.1	65.6		19.2	43.4	37.4		
Total %	16.4	0.4	9.4	26.2	5.9	9.1	12	27.1	10.1	1	21.3	32.4	2.7	6.2	5.4	14.3	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	15	1	1	17	8	6	21	35	4	1	14	19	3	2	1	6	77
08:15 AM	10	0	5	15	6	12	14	32	7	0	13	20	4	4	4	12	79
08:30 AM	20	1	2	23	4	4	13	21	5	2	16	23	2	2	5	9	76
08:45 AM	15	0	4	19	6	8	7	21	7	2	14	23	1	5	6	12	75
Total Volume	60	2	12	74	24	30	55	109	23	5	57	85	10	13	16	39	307
% App. Total	81.1	2.7	16.2		22	27.5	50.5		27.1	5.9	67.1		25.6	33.3	41		
PHF	.750	.500	.600	.804	.750	.625	.655	.779	.821	.625	.891	.924	.625	.650	.667	.813	.972

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	15	1	1	17	8	6	21	35	4	1	14	19	3	2	1	6
+15 mins.	10	0	5	15	6	12	14	32	7	0	13	20	4	4	4	12
+30 mins.	20	1	2	23	4	4	13	21	5	2	16	23	2	2	5	9
+45 mins.	15	0	4	19	6	8	7	21	7	2	14	23	1	5	6	12
Total Volume	60	2	12	74	24	30	55	109	23	5	57	85	10	13	16	39
% App. Total	81.1	2.7	16.2		22	27.5	50.5		27.1	5.9	67.1		25.6	33.3	41	
PHF	.750	.500	.600	.804	.750	.625	.655	.779	.821	.625	.891	.924	.625	.650	.667	.813

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

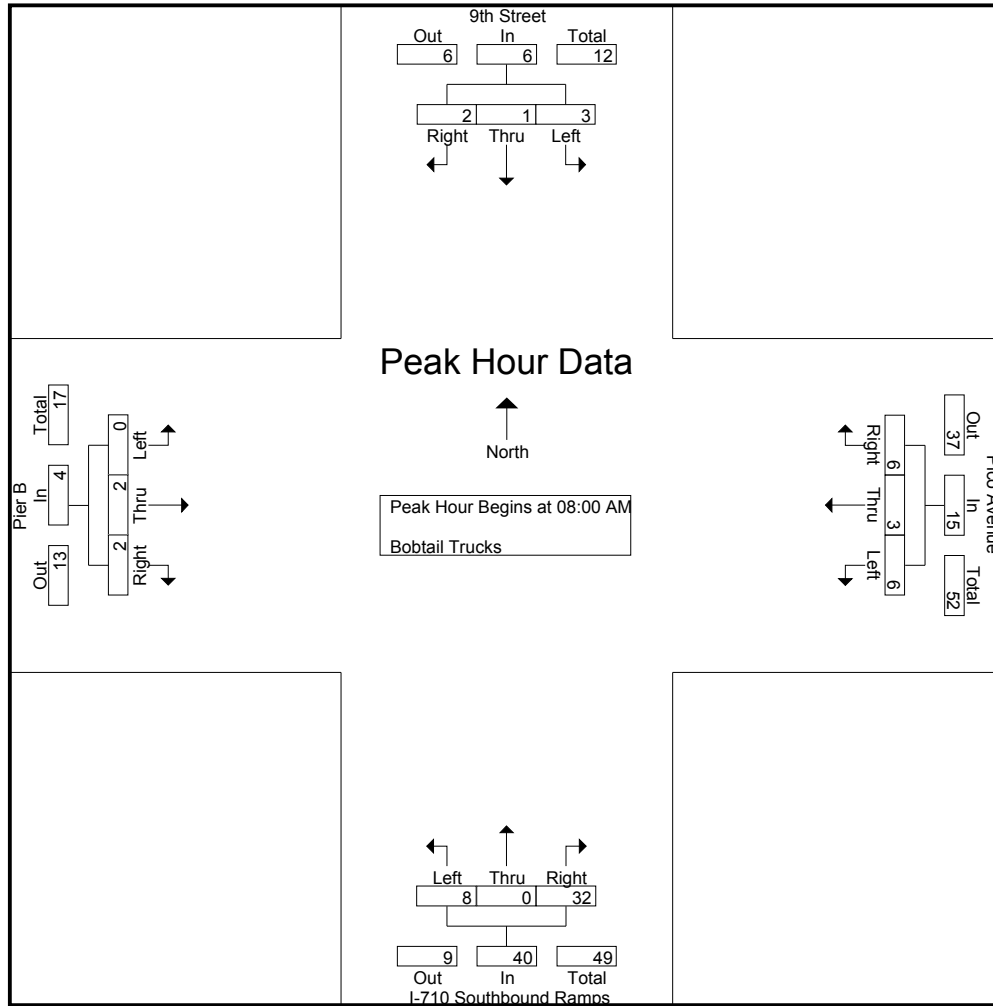
Groups Printed- Bobtail Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	3	3	0	0	0	0	4
07:30 AM	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	1	1	1	3	0	0	3	0	0	0	0	4
Total	3	0	0	3	0	0	1	1	1	5	0	4	9	0	0	0	0	13
08:00 AM	2	0	0	2	3	0	1	4	4	0	0	6	6	0	0	0	0	12
08:15 AM	0	1	0	1	2	2	2	6	6	2	0	10	12	0	0	2	2	21
08:30 AM	1	0	2	3	0	0	2	2	2	6	0	7	13	0	0	0	0	18
08:45 AM	0	0	0	0	1	1	1	3	3	0	0	9	9	0	2	0	2	14
Total	3	1	2	6	6	3	6	15	15	8	0	32	40	0	2	2	4	65
Grand Total	6	1	2	9	6	3	7	16	16	13	0	36	49	0	2	2	4	78
Apprch %	66.7	11.1	22.2		37.5	18.8	43.8			26.5	0	73.5		0	50	50		
Total %	7.7	1.3	2.6	11.5	7.7	3.8	9	20.5	20.5	16.7	0	46.2	62.8	0	2.6	2.6	5.1	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	2	0	0	2	3	0	1	4	4	0	0	6	6	0	0	0	0	12
08:15 AM	0	1	0	1	2	2	2	6	6	2	0	10	12	0	0	2	2	21
08:30 AM	1	0	2	3	0	0	2	2	2	6	0	7	13	0	0	0	0	18
08:45 AM	0	0	0	0	1	1	1	3	3	0	0	9	9	0	2	0	2	14
Total Volume	3	1	2	6	6	3	6	15	15	8	0	32	40	0	2	2	4	65
% App. Total	50	16.7	33.3		40	20	40			20	0	80		0	50	50		
PHF	.375	.250	.250	.500	.500	.375	.750	.625	.625	.333	.000	.800	.769	.000	.250	.250	.500	.774

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	2	0	0	2	3	0	1	4	0	0	6	6	0	0	0	0
+15 mins.	0	1	0	1	2	2	2	6	2	0	10	12	0	0	2	2
+30 mins.	1	0	2	3	0	0	2	2	6	0	7	13	0	0	0	0
+45 mins.	0	0	0	0	1	1	1	3	0	0	9	9	0	2	0	2
Total Volume	3	1	2	6	6	3	6	15	8	0	32	40	0	2	2	4
% App. Total	50	16.7	33.3		40	20	40		20	0	80		0	50	50	
PHF	.375	.250	.250	.500	.500	.375	.750	.625	.333	.000	.800	.769	.000	.250	.250	.500

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

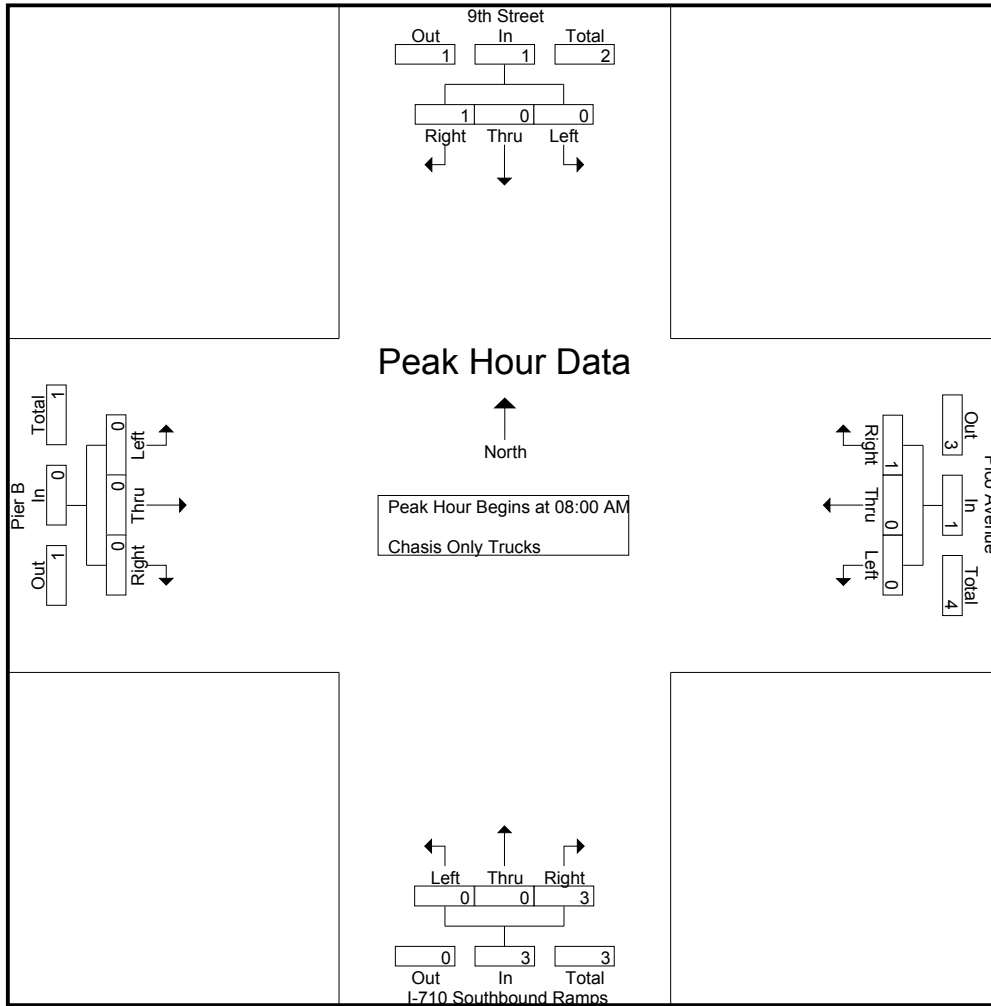
Groups Printed- Chasis Only Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Total	0	0	1	1	0	0	1	1	0	0	3	3	0	0	0	0	5
Grand Total	0	0	1	1	0	0	1	1	0	0	5	5	0	0	0	0	7
Apprch %	0	0	100		0	0	100		0	0	100		0	0	0		
Total %	0	0	14.3	14.3	0	0	14.3	14.3	0	0	71.4	71.4	0	0	0	0	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Total Volume	0	0	1	1	0	0	1	1	0	0	3	3	0	0	0	0	5
% App. Total	0	0	100		0	0	100		0	0	100		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.750	.750	.000	.000	.000	.000	.625

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0
Total Volume	0	0	1	1	0	0	1	1	0	0	3	3	0	0	0	0
% App. Total	0	0	100	100	0	0	100	100	0	0	100	100	0	0	0	0
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.750	.750	.000	.000	.000	.000

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

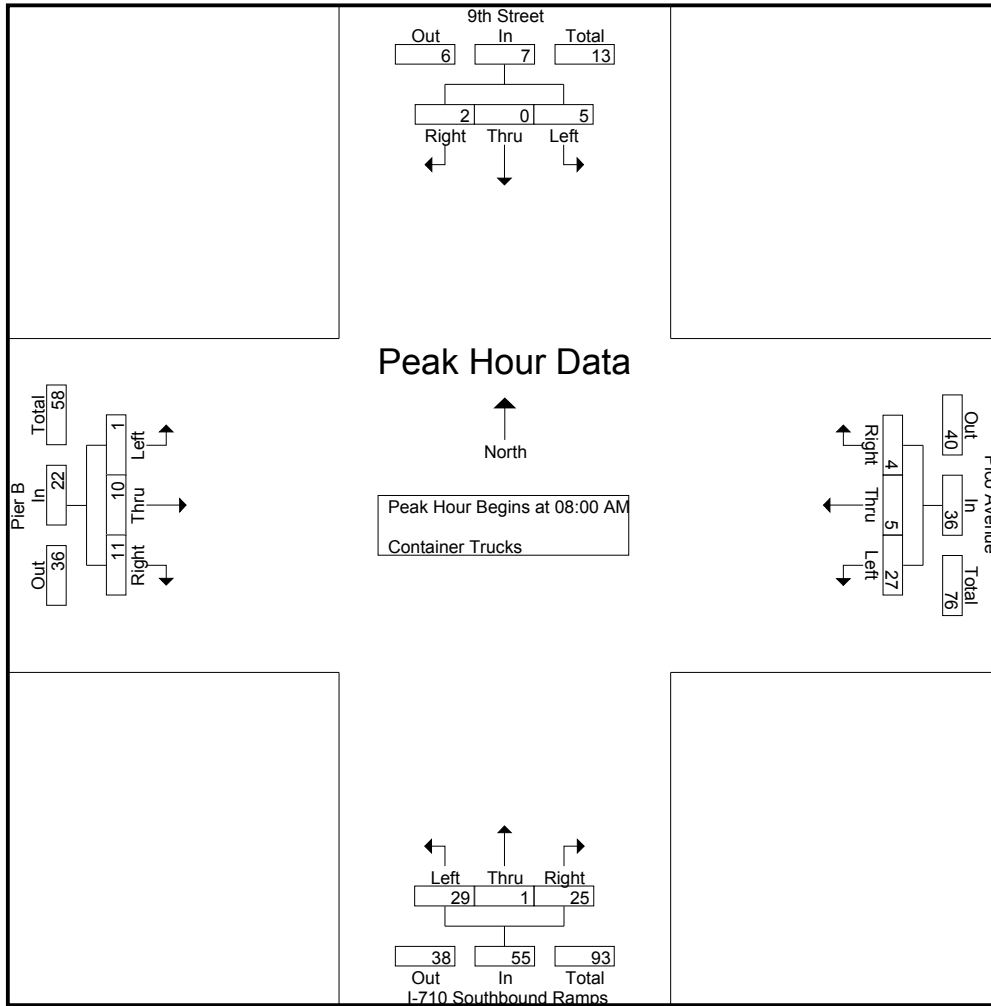
Groups Printed- Container Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	1	0	3	3	0	4	7	0	1	0	1	11
07:15 AM	1	1	0	2	0	0	0	0	3	0	3	6	0	1	0	1	9
07:30 AM	1	0	0	1	2	0	0	2	9	0	5	14	0	0	0	0	17
07:45 AM	0	0	0	0	1	0	0	1	2	0	4	6	0	1	0	1	8
Total	2	1	0	3	5	1	0	6	17	0	16	33	0	3	0	3	45
08:00 AM	4	0	1	5	0	0	0	0	7	1	9	17	0	0	0	0	22
08:15 AM	0	0	0	0	1	1	0	2	7	0	7	14	0	7	1	8	24
08:30 AM	1	0	1	2	16	3	1	20	8	0	5	13	1	0	4	5	40
08:45 AM	0	0	0	0	10	1	3	14	7	0	4	11	0	3	6	9	34
Total	5	0	2	7	27	5	4	36	29	1	25	55	1	10	11	22	120
Grand Total	7	1	2	10	32	6	4	42	46	1	41	88	1	13	11	25	165
Apprch %	70	10	20		76.2	14.3	9.5		52.3	1.1	46.6		4	52	44		
Total %	4.2	0.6	1.2	6.1	19.4	3.6	2.4	25.5	27.9	0.6	24.8	53.3	0.6	7.9	6.7	15.2	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	0	1	5	0	0	0	0	7	1	9	17	0	0	0	0	22
08:15 AM	0	0	0	0	1	1	0	2	7	0	7	14	0	7	1	8	24
08:30 AM	1	0	1	2	16	3	1	20	8	0	5	13	1	0	4	5	40
08:45 AM	0	0	0	0	10	1	3	14	7	0	4	11	0	3	6	9	34
Total Volume	5	0	2	7	27	5	4	36	29	1	25	55	1	10	11	22	120
% App. Total	71.4	0	28.6		75	13.9	11.1		52.7	1.8	45.5		4.5	45.5	50		
PHF	.313	.000	.500	.350	.422	.417	.333	.450	.906	.250	.694	.809	.250	.357	.458	.611	.750

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	4	0	1	5	0	0	0	0	7	1	9	17	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	2	7	0	7	14	0	7	1	8
+30 mins.	1	0	1	2	16	3	1	20	8	0	5	13	1	0	4	5
+45 mins.	0	0	0	0	10	1	3	14	7	0	4	11	0	3	6	9
Total Volume	5	0	2	7	27	5	4	36	29	1	25	55	1	10	11	22
% App. Total	71.4	0	28.6		75	13.9	11.1		52.7	1.8	45.5		4.5	45.5	50	
PHF	.313	.000	.500	.350	.422	.417	.333	.450	.906	.250	.694	.809	.250	.357	.458	.611

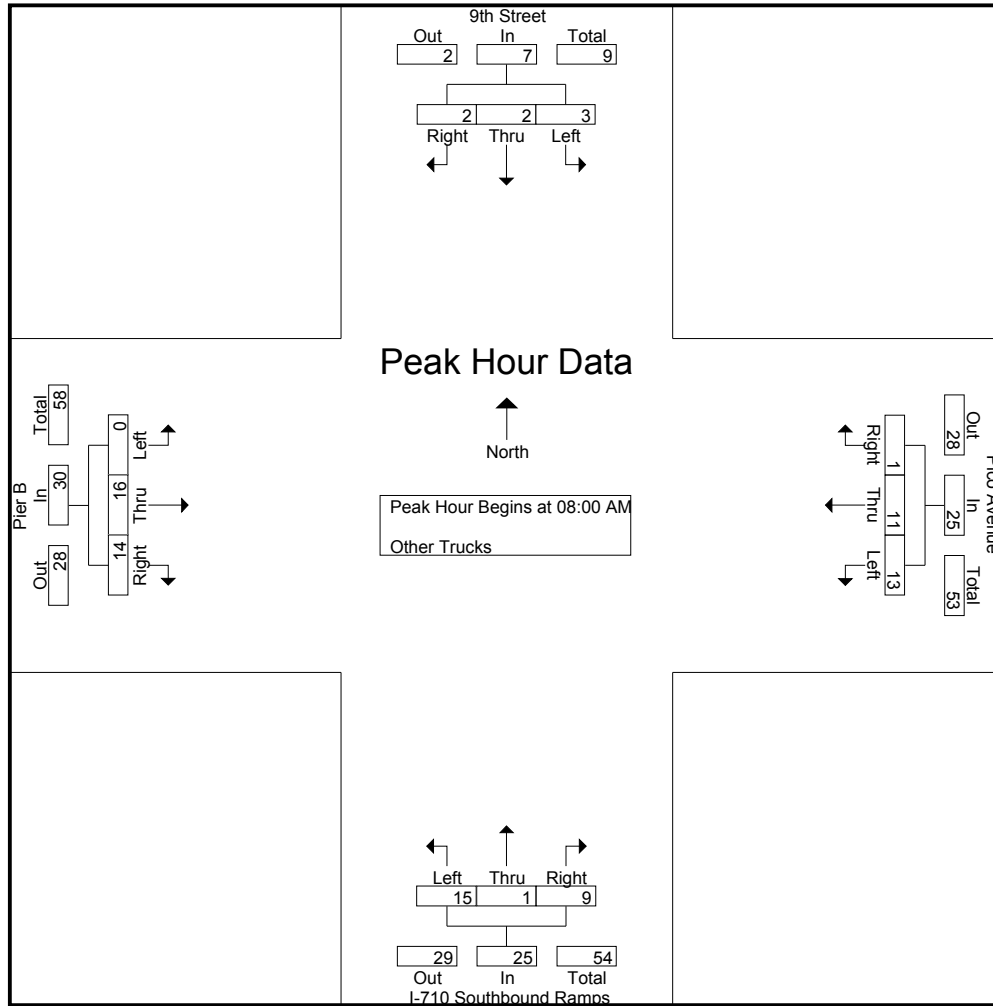
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	4	0	6	2	2	6	10	0	3	0	3	19
07:15 AM	0	0	0	0	0	3	1	4	1	2	0	3	0	7	5	12	19
07:30 AM	3	1	0	4	5	4	1	10	3	0	0	3	0	2	2	4	21
07:45 AM	1	3	0	4	11	3	0	14	2	0	1	3	0	4	2	6	27
Total	4	4	0	8	18	14	2	34	8	4	7	19	0	16	9	25	86
08:00 AM	1	1	0	2	1	6	1	8	3	0	2	5	0	4	3	7	22
08:15 AM	0	1	1	2	4	1	0	5	3	0	2	5	0	3	3	6	18
08:30 AM	2	0	1	3	5	3	0	8	2	1	4	7	0	4	4	8	26
08:45 AM	0	0	0	0	3	1	0	4	7	0	1	8	0	5	4	9	21
Total	3	2	2	7	13	11	1	25	15	1	9	25	0	16	14	30	87
Grand Total	7	6	2	15	31	25	3	59	23	5	16	44	0	32	23	55	173
Apprch %	46.7	40	13.3		52.5	42.4	5.1		52.3	11.4	36.4		0	58.2	41.8		
Total %	4	3.5	1.2	8.7	17.9	14.5	1.7	34.1	13.3	2.9	9.2	25.4	0	18.5	13.3	31.8	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	1	0	2	1	6	1	8	3	0	2	5	0	4	3	7	22
08:15 AM	0	1	1	2	4	1	0	5	3	0	2	5	0	3	3	6	18
08:30 AM	2	0	1	3	5	3	0	8	2	1	4	7	0	4	4	8	26
08:45 AM	0	0	0	0	3	1	0	4	7	0	1	8	0	5	4	9	21
Total Volume	3	2	2	7	13	11	1	25	15	1	9	25	0	16	14	30	87
% App. Total	42.9	28.6	28.6		52	44	4		60	4	36		0	53.3	46.7		
PHF	.375	.500	.500	.583	.650	.458	.250	.781	.536	.250	.563	.781	.000	.800	.875	.833	.837



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	1	0	2	1	6	1	8	3	0	2	5	0	4	3	7
+15 mins.	0	1	1	2	4	1	0	5	3	0	2	5	0	3	3	6
+30 mins.	2	0	1	3	5	3	0	8	2	1	4	7	0	4	4	8
+45 mins.	0	0	0	0	3	1	0	4	7	0	1	8	0	5	4	9
Total Volume	3	2	2	7	13	11	1	25	15	1	9	25	0	16	14	30
% App. Total	42.9	28.6	28.6		52	44	4		60	4	36		0	53.3	46.7	
PHF	.375	.500	.500	.583	.650	.458	.250	.781	.536	.250	.563	.781	.000	.800	.875	.833

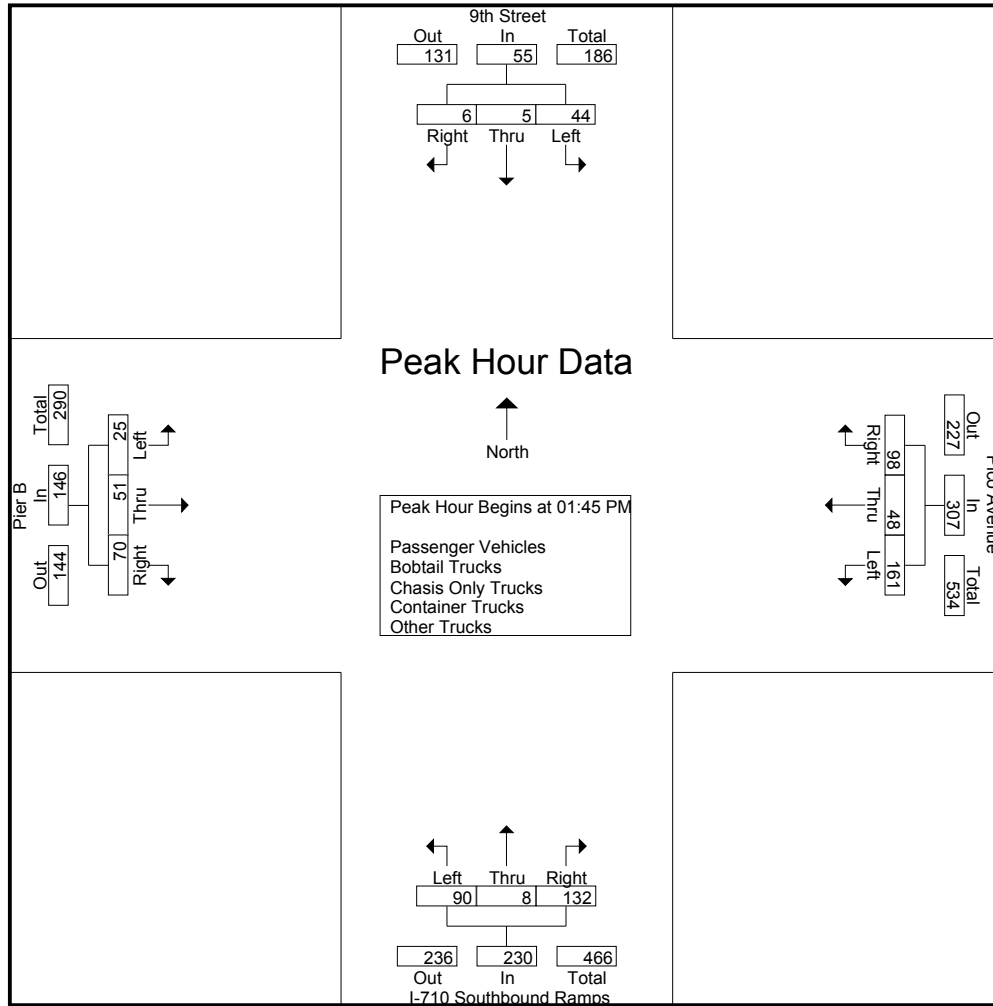
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	18	2	5	25	34	14	17	65	18	2	36	56	3	14	8	25	171
01:15 PM	23	1	3	27	50	7	21	78	16	1	34	51	4	10	16	30	186
01:30 PM	13	4	2	19	30	16	15	61	17	2	20	39	2	17	23	42	161
01:45 PM	9	1	0	10	39	11	21	71	26	2	35	63	8	11	15	34	178
Total	63	8	10	81	153	48	74	275	77	7	125	209	17	52	62	131	696
02:00 PM	7	0	2	9	44	11	18	73	12	3	36	51	4	16	17	37	170
02:15 PM	16	2	3	21	32	10	34	76	29	2	24	55	4	7	18	29	181
02:30 PM	12	2	1	15	46	16	25	87	23	1	37	61	9	17	20	46	209
02:45 PM	9	0	0	9	31	8	23	62	16	0	32	48	4	15	29	48	167
Total	44	4	6	54	153	45	100	298	80	6	129	215	21	55	84	160	727
Grand Total	107	12	16	135	306	93	174	573	157	13	254	424	38	107	146	291	1423
Apprch %	79.3	8.9	11.9		53.4	16.2	30.4		37	3.1	59.9		13.1	36.8	50.2		
Total %	7.5	0.8	1.1	9.5	21.5	6.5	12.2	40.3	11	0.9	17.8	29.8	2.7	7.5	10.3	20.4	
Passenger Vehicles	81	7	14	102	144	54	106	304	50	11	100	161	29	48	69	146	713
% Passenger Vehicles	75.7	58.3	87.5	75.6	47.1	58.1	60.9	53.1	31.8	84.6	39.4	38	76.3	44.9	47.3	50.2	50.1
Bobtail Trucks	7	0	0	7	25	7	39	71	13	0	15	28	2	13	8	23	129
% Bobtail Trucks	6.5	0	0	5.2	8.2	7.5	22.4	12.4	8.3	0	5.9	6.6	5.3	12.1	5.5	7.9	9.1
Chasis Only Trucks	2	0	0	2	3	5	0	8	3	1	4	8	1	2	1	4	22
% Chasis Only Trucks	1.9	0	0	1.5	1	5.4	0	1.4	1.9	7.7	1.6	1.9	2.6	1.9	0.7	1.4	1.5
Container Trucks	10	2	1	13	108	1	19	128	61	0	114	175	3	9	33	45	361
% Container Trucks	9.3	16.7	6.2	9.6	35.3	1.1	10.9	22.3	38.9	0	44.9	41.3	7.9	8.4	22.6	15.5	25.4
Other Trucks	7	3	1	11	26	26	10	62	30	1	21	52	3	35	35	73	198
% Other Trucks	6.5	25	6.2	8.1	8.5	28	5.7	10.8	19.1	7.7	8.3	12.3	7.9	32.7	24	25.1	13.9

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	9	1	0	10	39	11	21	71	26	2	35	63	8	11	15	34	178
02:00 PM	7	0	2	9	44	11	18	73	12	3	36	51	4	16	17	37	170
02:15 PM	16	2	3	21	32	10	34	76	29	2	24	55	4	7	18	29	181
02:30 PM	12	2	1	15	46	16	25	87	23	1	37	61	9	17	20	46	209
Total Volume	44	5	6	55	161	48	98	307	90	8	132	230	25	51	70	146	738
% App. Total	80	9.1	10.9		52.4	15.6	31.9		39.1	3.5	57.4		17.1	34.9	47.9		
PHF	.688	.625	.500	.655	.875	.750	.721	.882	.776	.667	.892	.913	.694	.750	.875	.793	.883



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM				01:45 PM				01:45 PM				02:00 PM			
+0 mins.	18	2	5	25	39	11	21	71	26	2	35	63	4	16	17	37
+15 mins.	23	1	3	27	44	11	18	73	12	3	36	51	4	7	18	29
+30 mins.	13	4	2	19	32	10	34	76	29	2	24	55	9	17	20	46
+45 mins.	9	1	0	10	46	16	25	87	23	1	37	61	4	15	29	48
Total Volume	63	8	10	81	161	48	98	307	90	8	132	230	21	55	84	160
% App. Total	77.8	9.9	12.3		52.4	15.6	31.9		39.1	3.5	57.4		13.1	34.4	52.5	
PHF	.685	.500	.500	.750	.875	.750	.721	.882	.776	.667	.892	.913	.583	.809	.724	.833

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

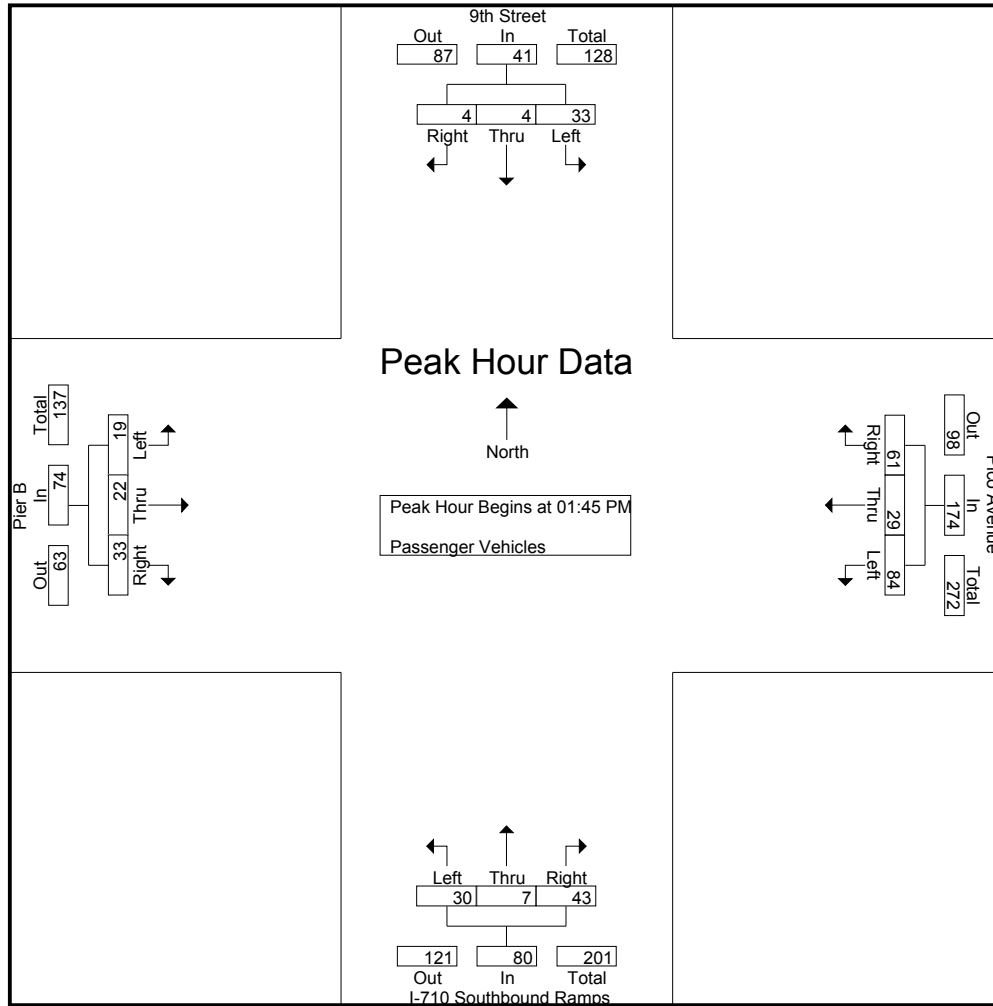
Groups Printed- Passenger Vehicles

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	14	0	5	19	14	8	11	33	2	1	24	27	0	4	3	7	86
01:15 PM	17	1	3	21	18	5	10	33	5	1	16	22	4	4	10	18	94
01:30 PM	11	2	2	15	10	8	10	28	7	2	8	17	2	8	11	21	81
01:45 PM	7	1	0	8	15	8	11	34	11	1	16	28	7	3	8	18	88
Total	49	4	10	63	57	29	42	128	25	5	64	94	13	19	32	64	349
02:00 PM	4	0	1	5	28	6	10	44	1	3	11	15	4	7	6	17	81
02:15 PM	12	1	2	15	16	5	21	42	8	2	4	14	3	3	8	14	85
02:30 PM	10	2	1	13	25	10	19	54	10	1	12	23	5	9	11	25	115
02:45 PM	6	0	0	6	18	4	14	36	6	0	9	15	4	10	12	26	83
Total	32	3	4	39	87	25	64	176	25	6	36	67	16	29	37	82	364
Grand Total	81	7	14	102	144	54	106	304	50	11	100	161	29	48	69	146	713
Apprch %	79.4	6.9	13.7		47.4	17.8	34.9		31.1	6.8	62.1		19.9	32.9	47.3		
Total %	11.4	1	2	14.3	20.2	7.6	14.9	42.6	7	1.5	14	22.6	4.1	6.7	9.7	20.5	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	7	1	0	8	15	8	11	34	11	1	16	28	7	3	8	18	88
02:00 PM	4	0	1	5	28	6	10	44	1	3	11	15	4	7	6	17	81
02:15 PM	12	1	2	15	16	5	21	42	8	2	4	14	3	3	8	14	85
02:30 PM	10	2	1	13	25	10	19	54	10	1	12	23	5	9	11	25	115
Total Volume	33	4	4	41	84	29	61	174	30	7	43	80	19	22	33	74	369
% App. Total	80.5	9.8	9.8		48.3	16.7	35.1		37.5	8.8	53.8		25.7	29.7	44.6		
PHF	.688	.500	.500	.683	.750	.725	.726	.806	.682	.583	.672	.714	.679	.611	.750	.740	.802

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	7	1	0	8	15	8	11	34	11	1	16	28	7	3	8	18
+15 mins.	4	0	1	5	28	6	10	44	1	3	11	15	4	7	6	17
+30 mins.	12	1	2	15	16	5	21	42	8	2	4	14	3	3	8	14
+45 mins.	10	2	1	13	25	10	19	54	10	1	12	23	5	9	11	25
Total Volume	33	4	4	41	84	29	61	174	30	7	43	80	19	22	33	74
% App. Total	80.5	9.8	9.8		48.3	16.7	35.1		37.5	8.8	53.8		25.7	29.7	44.6	
PHF	.688	.500	.500	.683	.750	.725	.726	.806	.682	.583	.672	.714	.679	.611	.750	.740

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

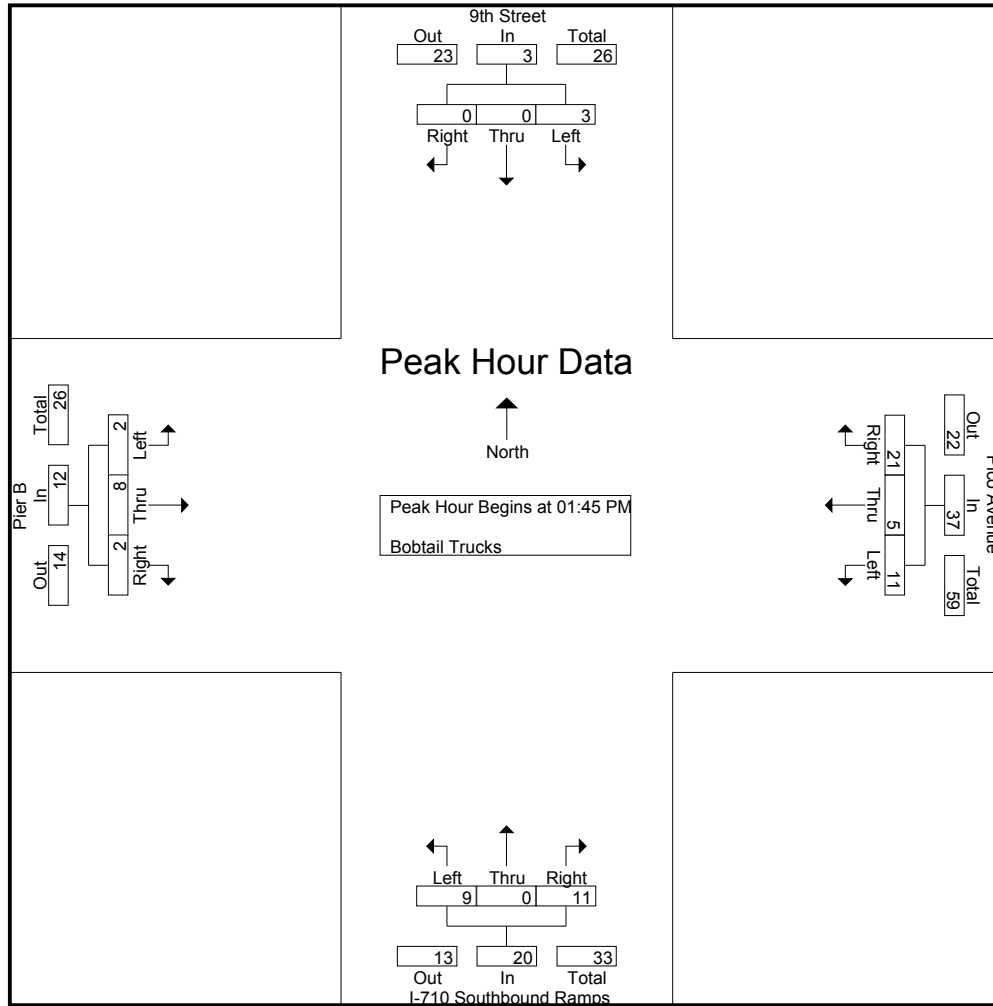
Groups Printed- Bobtail Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	3	0	0	3	4	2	4	10	1	0	0	1	0	2	1	3	17
01:15 PM	1	0	0	1	5	0	7	12	1	0	2	3	0	0	0	0	16
01:30 PM	0	0	0	0	5	0	4	9	2	0	2	4	0	2	2	4	17
01:45 PM	0	0	0	0	3	1	5	9	2	0	2	4	0	3	2	5	18
Total	4	0	0	4	17	3	20	40	6	0	6	12	0	7	5	12	68
02:00 PM	3	0	0	3	4	2	6	12	1	0	1	2	0	3	0	3	20
02:15 PM	0	0	0	0	1	1	6	8	5	0	3	8	0	1	0	1	17
02:30 PM	0	0	0	0	3	1	4	8	1	0	5	6	2	1	0	3	17
02:45 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	1	3	4	7
Total	3	0	0	3	8	4	19	31	7	0	9	16	2	6	3	11	61
Grand Total	7	0	0	7	25	7	39	71	13	0	15	28	2	13	8	23	129
Apprch %	100	0	0		35.2	9.9	54.9		46.4	0	53.6		8.7	56.5	34.8		
Total %	5.4	0	0	5.4	19.4	5.4	30.2	55	10.1	0	11.6	21.7	1.6	10.1	6.2	17.8	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	0	0	0	3	1	5	9	2	0	2	4	0	3	2	5	18
02:00 PM	3	0	0	3	4	2	6	12	1	0	1	2	0	3	0	3	20
02:15 PM	0	0	0	0	1	1	6	8	5	0	3	8	0	1	0	1	17
02:30 PM	0	0	0	0	3	1	4	8	1	0	5	6	2	1	0	3	17
Total Volume	3	0	0	3	11	5	21	37	9	0	11	20	2	8	2	12	72
% App. Total	100	0	0		29.7	13.5	56.8		45	0	55		16.7	66.7	16.7		
PHF	.250	.000	.000	.250	.688	.625	.875	.771	.450	.000	.550	.625	.250	.667	.250	.600	.900

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	0	0	0	3	1	5	9	2	0	2	4	0	3	2	5
+15 mins.	3	0	0	3	4	2	6	12	1	0	1	2	0	3	0	3
+30 mins.	0	0	0	0	1	1	6	8	5	0	3	8	0	1	0	1
+45 mins.	0	0	0	0	3	1	4	8	1	0	5	6	2	1	0	3
Total Volume	3	0	0	3	11	5	21	37	9	0	11	20	2	8	2	12
% App. Total	100	0	0		29.7	13.5	56.8		45	0	55		16.7	66.7	16.7	
PHF	.250	.000	.000	.250	.688	.625	.875	.771	.450	.000	.550	.625	.250	.667	.250	.600

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

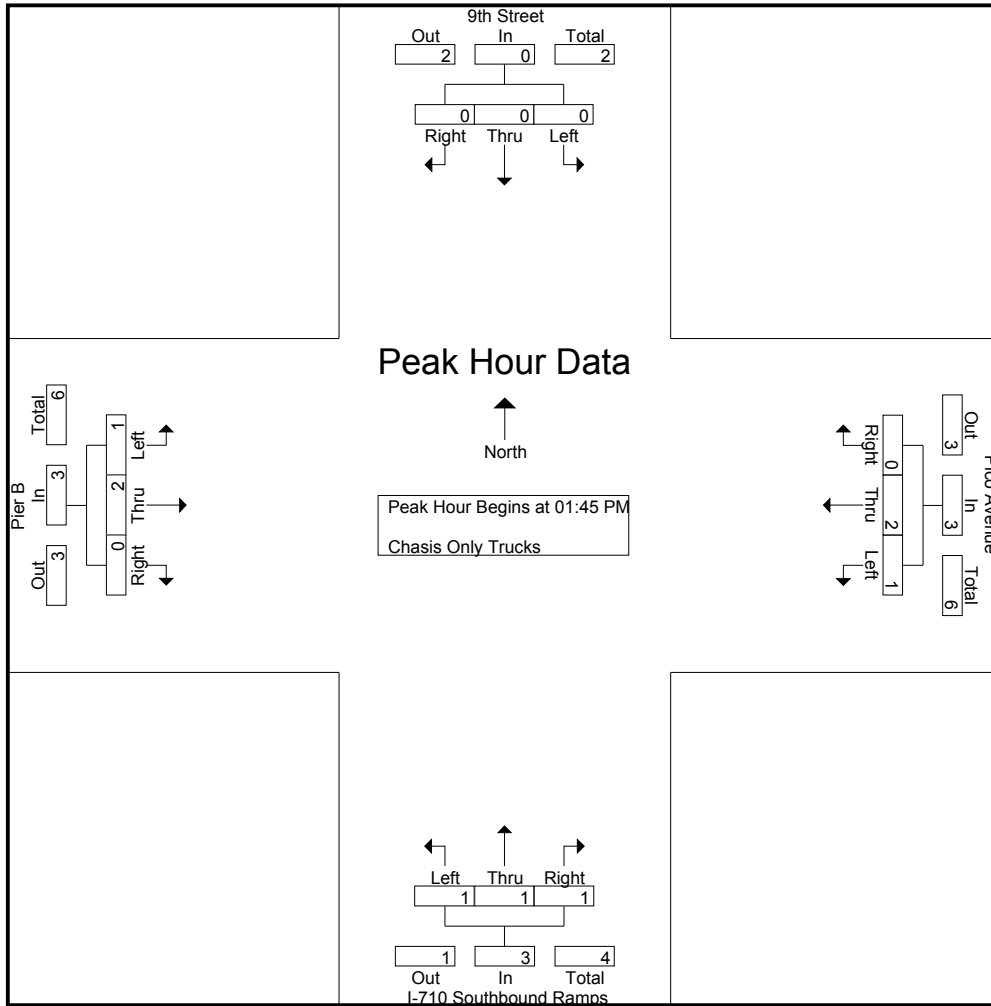
Groups Printed- Chasis Only Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
01:30 PM	1	0	0	1	1	3	0	4	1	0	1	2	0	0	0	0	7
01:45 PM	0	0	0	0	0	1	0	1	0	1	1	2	1	2	0	3	6
Total	2	0	0	2	1	4	0	5	1	1	3	5	1	2	1	4	16
02:00 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	1	0	0	1	1	0	1	2	0	0	0	0	3
Total	0	0	0	0	2	1	0	3	2	0	1	3	0	0	0	0	6
Grand Total	2	0	0	2	3	5	0	8	3	1	4	8	1	2	1	4	22
Apprch %	100	0	0		37.5	62.5	0		37.5	12.5	50		25	50	25		
Total %	9.1	0	0	9.1	13.6	22.7	0	36.4	13.6	4.5	18.2	36.4	4.5	9.1	4.5	18.2	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	0	0	0	0	1	0	1	0	1	1	2	1	2	0	3	6
02:00 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	1	1	1	3	1	2	0	3	9
% App. Total	0	0	0		33.3	66.7	0		33.3	33.3	33.3		33.3	66.7	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.250	.250	.250	.375	.250	.250	.000	.250	.375

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	1	1	2	1	2	0	3
+15 mins.	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	1	1	1	3	1	2	0	3
% App. Total	0	0	0	0	33.3	66.7	0		33.3	33.3	33.3		33.3	66.7	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.250	.250	.250	.375	.250	.250	.000	.250

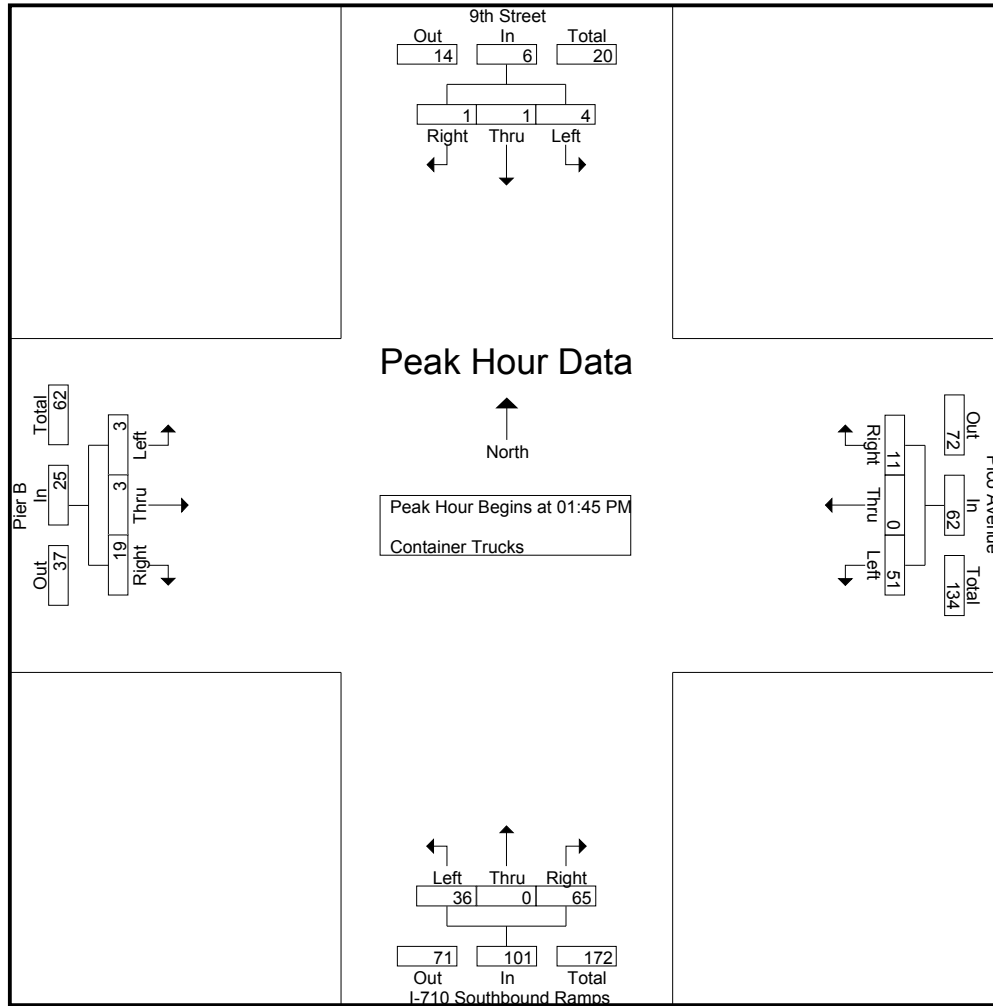
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
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Groups Printed- Container Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	1	0	2	12	0	2	14	8	0	8	16	0	0	1	1	33
01:15 PM	2	0	0	2	23	0	1	24	6	0	12	18	0	3	1	4	48
01:30 PM	0	0	0	0	13	0	1	14	2	0	8	10	0	2	3	5	29
01:45 PM	1	0	0	1	20	0	4	24	10	0	15	25	0	0	5	5	55
Total	4	1	0	5	68	0	8	76	26	0	43	69	0	5	10	15	165
02:00 PM	0	0	0	0	6	0	1	7	8	0	20	28	0	0	4	4	39
02:15 PM	2	1	1	4	10	0	4	14	13	0	13	26	1	0	5	6	50
02:30 PM	1	0	0	1	15	0	2	17	5	0	17	22	2	3	5	10	50
02:45 PM	3	0	0	3	9	1	4	14	9	0	21	30	0	1	9	10	57
Total	6	1	1	8	40	1	11	52	35	0	71	106	3	4	23	30	196
Grand Total	10	2	1	13	108	1	19	128	61	0	114	175	3	9	33	45	361
Apprch %	76.9	15.4	7.7		84.4	0.8	14.8		34.9	0	65.1		6.7	20	73.3		
Total %	2.8	0.6	0.3	3.6	29.9	0.3	5.3	35.5	16.9	0	31.6	48.5	0.8	2.5	9.1	12.5	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	1	0	0	1	20	0	4	24	10	0	15	25	0	0	5	5	55
02:00 PM	0	0	0	0	6	0	1	7	8	0	20	28	0	0	4	4	39
02:15 PM	2	1	1	4	10	0	4	14	13	0	13	26	1	0	5	6	50
02:30 PM	1	0	0	1	15	0	2	17	5	0	17	22	2	3	5	10	50
Total Volume	4	1	1	6	51	0	11	62	36	0	65	101	3	3	19	25	194
% App. Total	66.7	16.7	16.7		82.3	0	17.7		35.6	0	64.4		12	12	76		
PHF	.500	.250	.250	.375	.638	.000	.688	.646	.692	.000	.813	.902	.375	.250	.950	.625	.882



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	1	0	0	1	20	0	4	24	10	0	15	25	0	0	5	5
+15 mins.	0	0	0	0	6	0	1	7	8	0	20	28	0	0	4	4
+30 mins.	2	1	1	4	10	0	4	14	13	0	13	26	1	0	5	6
+45 mins.	1	0	0	1	15	0	2	17	5	0	17	22	2	3	5	10
Total Volume	4	1	1	6	51	0	11	62	36	0	65	101	3	3	19	25
% App. Total	66.7	16.7	16.7		82.3	0	17.7		35.6	0	64.4		12	12	76	
PHF	.500	.250	.250	.375	.638	.000	.688	.646	.692	.000	.813	.902	.375	.250	.950	.625

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
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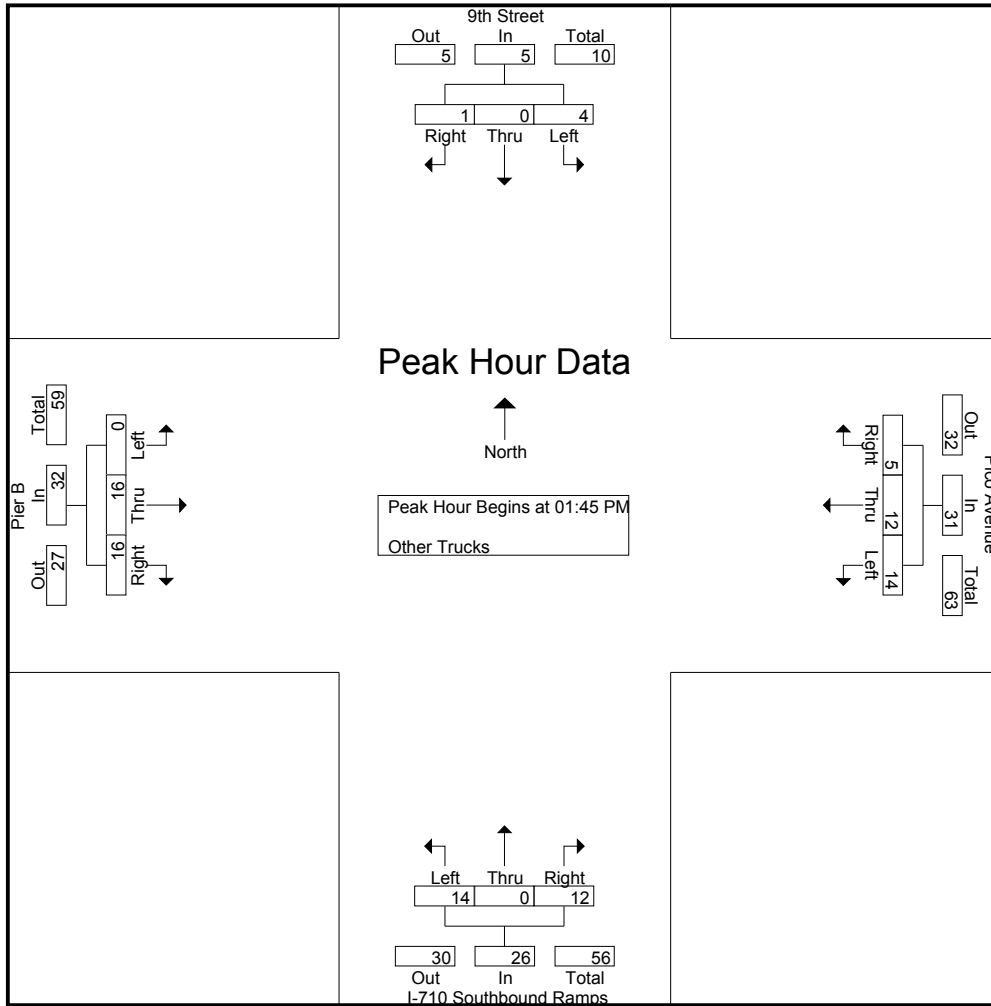
Groups Printed- Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	0	1	4	4	0	8	7	1	4	12	3	8	3	14	35
01:15 PM	2	0	0	2	4	2	3	9	4	0	3	7	0	3	4	7	25
01:30 PM	1	2	0	3	1	5	0	6	5	0	1	6	0	5	7	12	27
01:45 PM	1	0	0	1	1	1	1	3	3	0	1	4	0	3	0	3	11
Total	4	3	0	7	10	12	4	26	19	1	9	29	3	19	14	36	98
02:00 PM	0	0	1	1	5	3	1	9	1	0	4	5	0	6	7	13	28
02:15 PM	2	0	0	2	5	3	3	11	3	0	4	7	0	3	5	8	28
02:30 PM	1	0	0	1	3	5	0	8	7	0	3	10	0	4	4	8	27
02:45 PM	0	0	0	0	3	3	2	8	0	0	1	1	0	3	5	8	17
Total	3	0	1	4	16	14	6	36	11	0	12	23	0	16	21	37	100
Grand Total	7	3	1	11	26	26	10	62	30	1	21	52	3	35	35	73	198
Apprch %	63.6	27.3	9.1		41.9	41.9	16.1		57.7	1.9	40.4		4.1	47.9	47.9		
Total %	3.5	1.5	0.5	5.6	13.1	13.1	5.1	31.3	15.2	0.5	10.6	26.3	1.5	17.7	17.7	36.9	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	1	0	0	1	1	1	1	3	3	0	1	4	0	3	0	3	11
02:00 PM	0	0	1	1	5	3	1	9	1	0	4	5	0	6	7	13	28
02:15 PM	2	0	0	2	5	3	3	11	3	0	4	7	0	3	5	8	28
02:30 PM	1	0	0	1	3	5	0	8	7	0	3	10	0	4	4	8	27
Total Volume	4	0	1	5	14	12	5	31	14	0	12	26	0	16	16	32	94
% App. Total	80	0	20		45.2	38.7	16.1		53.8	0	46.2		0	50	50		
PHF	.500	.000	.250	.625	.700	.600	.417	.705	.500	.000	.750	.650	.000	.667	.571	.615	.839

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	1	0	0	1	1	1	1	3	3	0	1	4	0	3	0	3
+15 mins.	0	0	1	1	5	3	1	9	1	0	4	5	0	6	7	13
+30 mins.	2	0	0	2	5	3	3	11	3	0	4	7	0	3	5	8
+45 mins.	1	0	0	1	3	5	0	8	7	0	3	10	0	4	4	8
Total Volume	4	0	1	5	14	12	5	31	14	0	12	26	0	16	16	32
% App. Total	80	0	20		45.2	38.7	16.1		53.8	0	46.2		0	50	50	
PHF	.500	.000	.250	.625	.700	.600	.417	.705	.500	.000	.750	.650	.000	.667	.571	.615

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 0000155
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

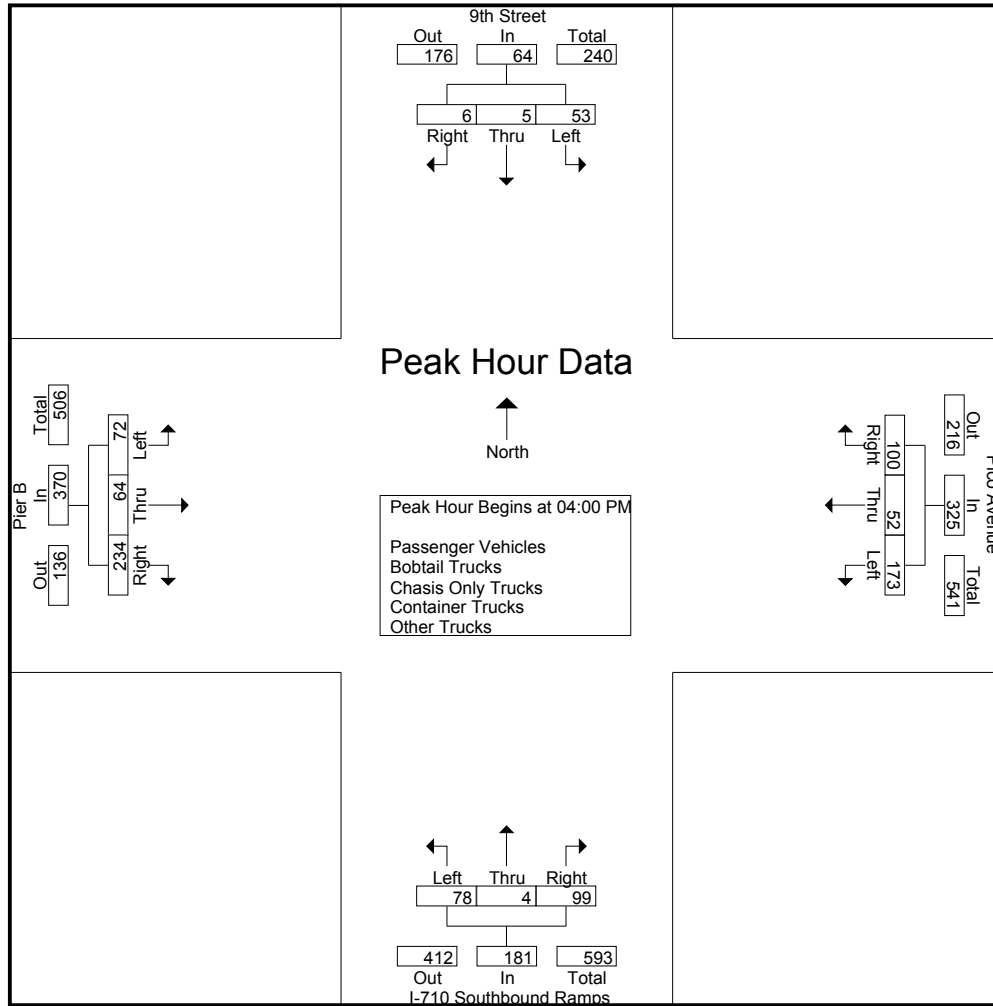
Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	0	0	8	46	13	16	75	22	2	40	64	11	22	52	85	232
04:15 PM	15	0	0	15	36	10	24	70	24	1	16	41	16	16	26	58	184
04:30 PM	15	3	3	21	50	16	27	93	16	1	13	30	23	14	118	155	299
04:45 PM	15	2	3	20	41	13	33	87	16	0	30	46	22	12	38	72	225
Total	53	5	6	64	173	52	100	325	78	4	99	181	72	64	234	370	940
05:00 PM	24	0	2	26	36	8	13	57	24	0	19	43	16	13	16	45	171
05:15 PM	12	0	3	15	14	10	14	38	25	1	17	43	3	4	18	25	121
05:30 PM	15	1	3	19	15	3	16	34	13	0	28	41	8	10	41	59	153
05:45 PM	4	1	1	6	23	0	11	34	11	0	14	25	7	8	10	25	90
Total	55	2	9	66	88	21	54	163	73	1	78	152	34	35	85	154	535
Grand Total	108	7	15	130	261	73	154	488	151	5	177	333	106	99	319	524	1475
Approch %	83.1	5.4	11.5		53.5	15	31.6		45.3	1.5	53.2		20.2	18.9	60.9		
Total %	7.3	0.5	1	8.8	17.7	4.9	10.4	33.1	10.2	0.3	12	22.6	7.2	6.7	21.6	35.5	
Passenger Vehicles	90	6	8	104	176	53	110	339	52	4	68	124	103	74	269	446	1013
% Passenger Vehicles	83.3	85.7	53.3	80	67.4	72.6	71.4	69.5	34.4	80	38.4	37.2	97.2	74.7	84.3	85.1	68.7
Bobtail Trucks	6	0	1	7	8	6	24	38	5	0	7	12	2	5	6	13	70
% Bobtail Trucks	5.6	0	6.7	5.4	3.1	8.2	15.6	7.8	3.3	0	4	3.6	1.9	5.1	1.9	2.5	4.7
Chasis Only Trucks	3	0	3	6	9	3	4	16	2	0	1	3	0	1	0	1	26
% Chasis Only Trucks	2.8	0	20	4.6	3.4	4.1	2.6	3.3	1.3	0	0.6	0.9	0	1	0	0.2	1.8
Container Trucks	4	0	3	7	59	2	9	70	58	0	94	152	1	5	17	23	252
% Container Trucks	3.7	0	20	5.4	22.6	2.7	5.8	14.3	38.4	0	53.1	45.6	0.9	5.1	5.3	4.4	17.1
Other Trucks	5	1	0	6	9	9	7	25	34	1	7	42	0	14	27	41	114
% Other Trucks	4.6	14.3	0	4.6	3.4	12.3	4.5	5.1	22.5	20	4	12.6	0	14.1	8.5	7.8	7.7

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	0	0	8	46	13	16	75	22	2	40	64	11	22	52	85	232
04:15 PM	15	0	0	15	36	10	24	70	24	1	16	41	16	16	26	58	184
04:30 PM	15	3	3	21	50	16	27	93	16	1	13	30	23	14	118	155	299
04:45 PM	15	2	3	20	41	13	33	87	16	0	30	46	22	12	38	72	225
Total Volume	53	5	6	64	173	52	100	325	78	4	99	181	72	64	234	370	940
% App. Total	82.8	7.8	9.4		53.2	16	30.8		43.1	2.2	54.7		19.5	17.3	63.2		
PHF	.883	.417	.500	.762	.865	.813	.758	.874	.813	.500	.619	.707	.783	.727	.496	.597	.786

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	15	0	0	15	46	13	16	75	22	2	40	64	11	22	52	85
+15 mins.	15	3	3	21	36	10	24	70	24	1	16	41	16	16	26	58
+30 mins.	15	2	3	20	50	16	27	93	16	1	13	30	23	14	118	155
+45 mins.	24	0	2	26	41	13	33	87	16	0	30	46	22	12	38	72
Total Volume	69	5	8	82	173	52	100	325	78	4	99	181	72	64	234	370
% App. Total	84.1	6.1	9.8		53.2	16	30.8		43.1	2.2	54.7		19.5	17.3	63.2	
PHF	.719	.417	.667	.788	.865	.813	.758	.874	.813	.500	.619	.707	.783	.727	.496	.597

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
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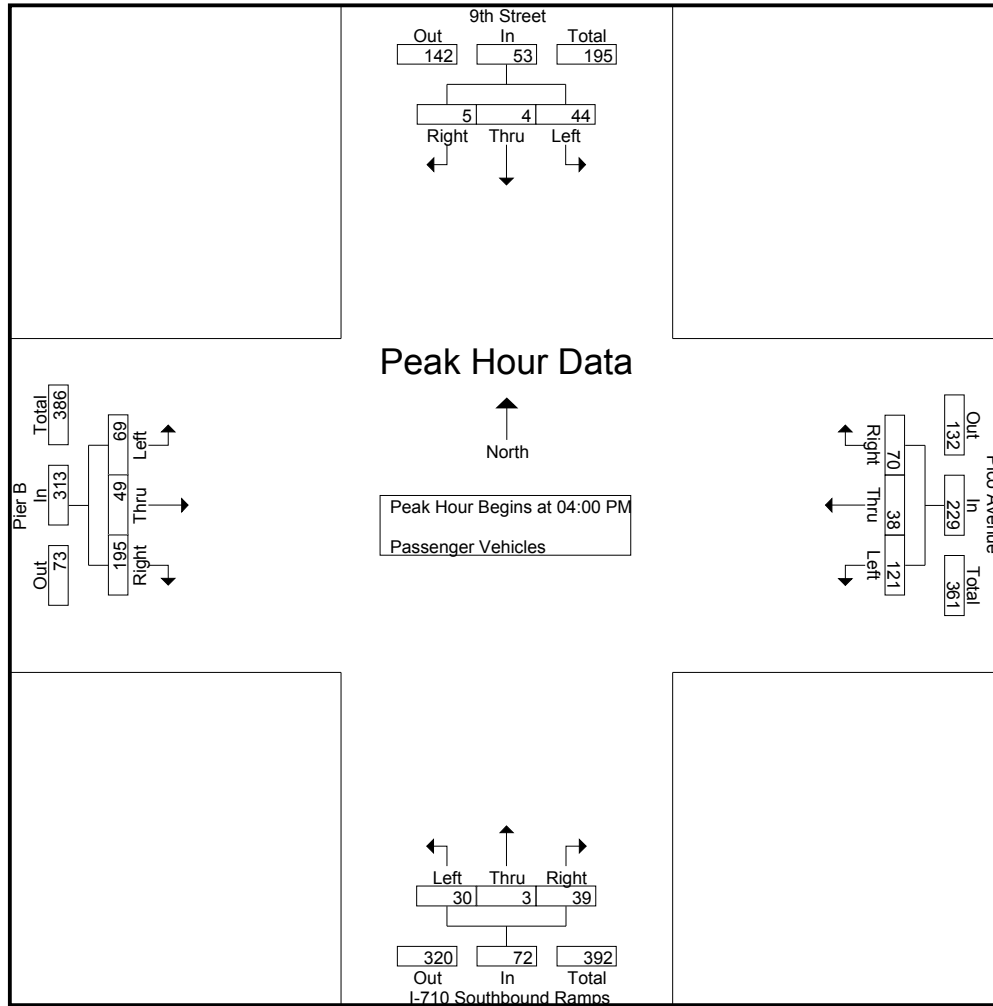
Groups Printed- Passenger Vehicles

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	0	0	6	29	10	11	50	9	2	16	27	10	16	41	67	150
04:15 PM	12	0	0	12	19	4	15	38	9	1	4	14	15	11	15	41	105
04:30 PM	14	2	3	19	42	13	18	73	7	0	5	12	22	13	110	145	249
04:45 PM	12	2	2	16	31	11	26	68	5	0	14	19	22	9	29	60	163
Total	44	4	5	53	121	38	70	229	30	3	39	72	69	49	195	313	667
05:00 PM	21	0	1	22	22	7	10	39	7	0	10	17	16	9	12	37	115
05:15 PM	9	0	1	10	9	6	10	25	10	1	2	13	3	2	17	22	70
05:30 PM	13	1	1	15	7	2	13	22	3	0	12	15	8	10	37	55	107
05:45 PM	3	1	0	4	17	0	7	24	2	0	5	7	7	4	8	19	54
Total	46	2	3	51	55	15	40	110	22	1	29	52	34	25	74	133	346
Grand Total	90	6	8	104	176	53	110	339	52	4	68	124	103	74	269	446	1013
Apprch %	86.5	5.8	7.7		51.9	15.6	32.4		41.9	3.2	54.8		23.1	16.6	60.3		
Total %	8.9	0.6	0.8	10.3	17.4	5.2	10.9	33.5	5.1	0.4	6.7	12.2	10.2	7.3	26.6	44	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	0	0	6	29	10	11	50	9	2	16	27	10	16	41	67	150
04:15 PM	12	0	0	12	19	4	15	38	9	1	4	14	15	11	15	41	105
04:30 PM	14	2	3	19	42	13	18	73	7	0	5	12	22	13	110	145	249
04:45 PM	12	2	2	16	31	11	26	68	5	0	14	19	22	9	29	60	163
Total Volume	44	4	5	53	121	38	70	229	30	3	39	72	69	49	195	313	667
% App. Total	83	7.5	9.4		52.8	16.6	30.6		41.7	4.2	54.2		22	15.7	62.3		
PHF	.786	.500	.417	.697	.720	.731	.673	.784	.833	.375	.609	.667	.784	.766	.443	.540	.670

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	6	0	0	6	29	10	11	50	9	2	16	27	10	16	41	67
+15 mins.	12	0	0	12	19	4	15	38	9	1	4	14	15	11	15	41
+30 mins.	14	2	3	19	42	13	18	73	7	0	5	12	22	13	110	145
+45 mins.	12	2	2	16	31	11	26	68	5	0	14	19	22	9	29	60
Total Volume	44	4	5	53	121	38	70	229	30	3	39	72	69	49	195	313
% App. Total	83	7.5	9.4		52.8	16.6	30.6		41.7	4.2	54.2		22	15.7	62.3	
PHF	.786	.500	.417	.697	.720	.731	.673	.784	.833	.375	.609	.667	.784	.766	.443	.540

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Bobtail Trucks

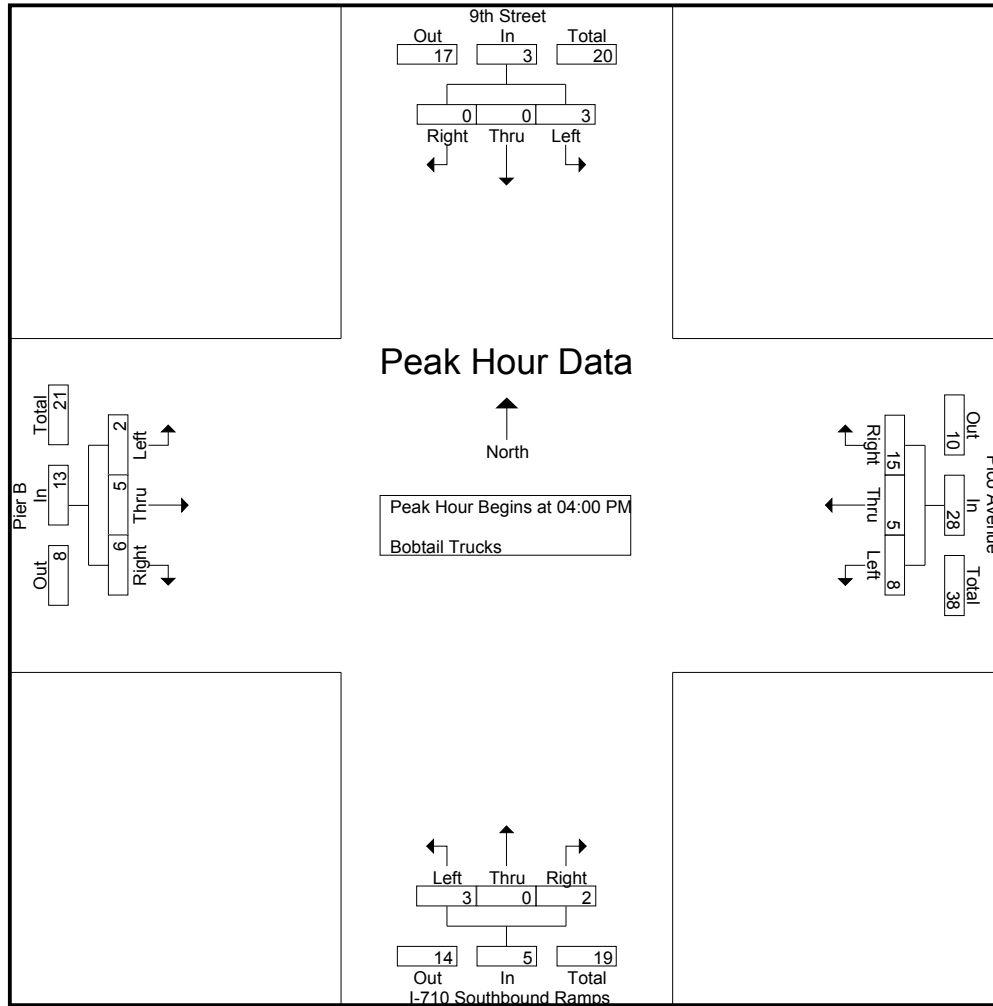
Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	3	0	3	6	1	0	1	2	0	3	2	5	13
04:15 PM	1	0	0	1	4	3	6	13	2	0	0	2	1	1	2	4	20
04:30 PM	0	0	0	0	0	0	4	4	0	0	1	1	1	0	0	1	6
04:45 PM	2	0	0	2	1	2	2	5	0	0	0	0	0	1	2	3	10
Total	3	0	0	3	8	5	15	28	3	0	2	5	2	5	6	13	49
05:00 PM	0	0	0	0	0	0	2	2	1	0	0	1	0	0	0	0	3
05:15 PM	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
05:30 PM	1	0	1	2	0	0	3	3	0	0	1	1	0	0	0	0	6
05:45 PM	1	0	0	1	0	0	4	4	1	0	3	4	0	0	0	0	9
Total	3	0	1	4	0	1	9	10	2	0	5	7	0	0	0	0	21
Grand Total	6	0	1	7	8	6	24	38	5	0	7	12	2	5	6	13	70
Apprch %	85.7	0	14.3		21.1	15.8	63.2		41.7	0	58.3		15.4	38.5	46.2		
Total %	8.6	0	1.4	10	11.4	8.6	34.3	54.3	7.1	0	10	17.1	2.9	7.1	8.6	18.6	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	3	0	3	6	1	0	1	2	0	3	2	5	13
04:15 PM	1	0	0	1	4	3	6	13	2	0	0	2	1	1	2	4	20
04:30 PM	0	0	0	0	0	0	4	4	0	0	1	1	1	0	0	1	6
04:45 PM	2	0	0	2	1	2	2	5	0	0	0	0	0	1	2	3	10
Total Volume	3	0	0	3	8	5	15	28	3	0	2	5	2	5	6	13	49
% App. Total	100	0	0		28.6	17.9	53.6		60	0	40		15.4	38.5	46.2		
PHF	.375	.000	.000	.375	.500	.417	.625	.538	.375	.000	.500	.625	.500	.417	.750	.650	.613

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	3	0	3	6	1	0	1	2	0	3	2	5
+15 mins.	1	0	0	1	4	3	6	13	2	0	0	2	1	1	2	4
+30 mins.	0	0	0	0	0	0	4	4	0	0	1	1	1	0	0	1
+45 mins.	2	0	0	2	1	2	2	5	0	0	0	0	0	1	2	3
Total Volume	3	0	0	3	8	5	15	28	3	0	2	5	2	5	6	13
% App. Total	100	0	0		28.6	17.9	53.6		60	0	40		15.4	38.5	46.2	
PHF	.375	.000	.000	.375	.500	.417	.625	.538	.375	.000	.500	.625	.500	.417	.750	.650

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

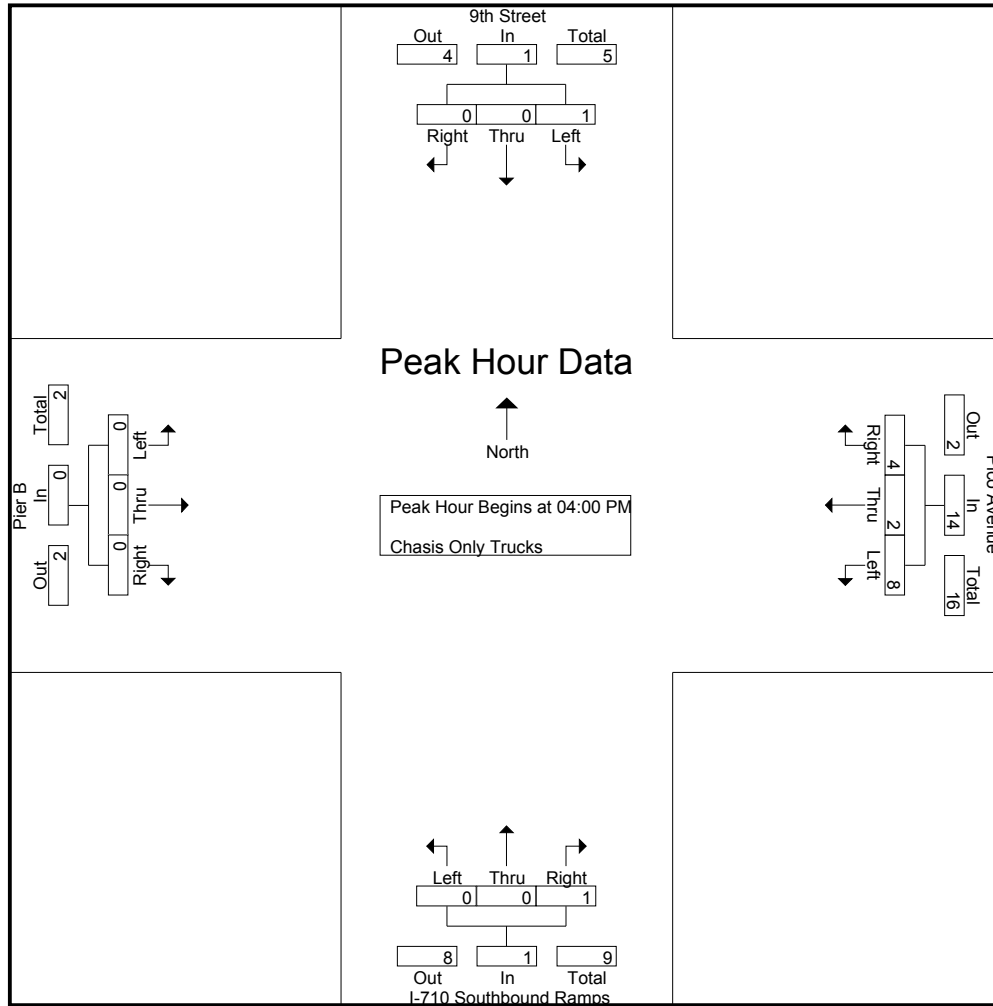
Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	6	0	1	7	0	0	1	1	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	2	2	3	7	0	0	0	0	0	0	0	0	7
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	8	2	4	14	0	0	1	1	0	0	0	0	16
05:00 PM	2	0	0	2	0	1	0	1	1	0	0	1	0	1	0	1	5
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	3	5	1	1	0	2	2	0	0	2	0	1	0	1	10
Grand Total	3	0	3	6	9	3	4	16	2	0	1	3	0	1	0	1	26
Apprch %	50	0	50		56.2	18.8	25		66.7	0	33.3		0	100	0		
Total %	11.5	0	11.5	23.1	34.6	11.5	15.4	61.5	7.7	0	3.8	11.5	0	3.8	0	3.8	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	6	0	1	7	0	0	1	1	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	2	2	3	7	0	0	0	0	0	0	0	0	7
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	8	2	4	14	0	0	1	1	0	0	0	0	16
% App. Total	100	0	0		57.1	14.3	28.6		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.333	.250	.333	.500	.000	.000	.250	.250	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	6	0	1	7	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	2	2	3	7	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	8	2	4	14	0	0	1	1	0	0	0	0
% App. Total	100	0	0	0	57.1	14.3	28.6		0	0	100		0	0	0	
PHF	.250	.000	.000	.250	.333	.250	.333	.500	.000	.000	.250	.250	.000	.000	.000	.000

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

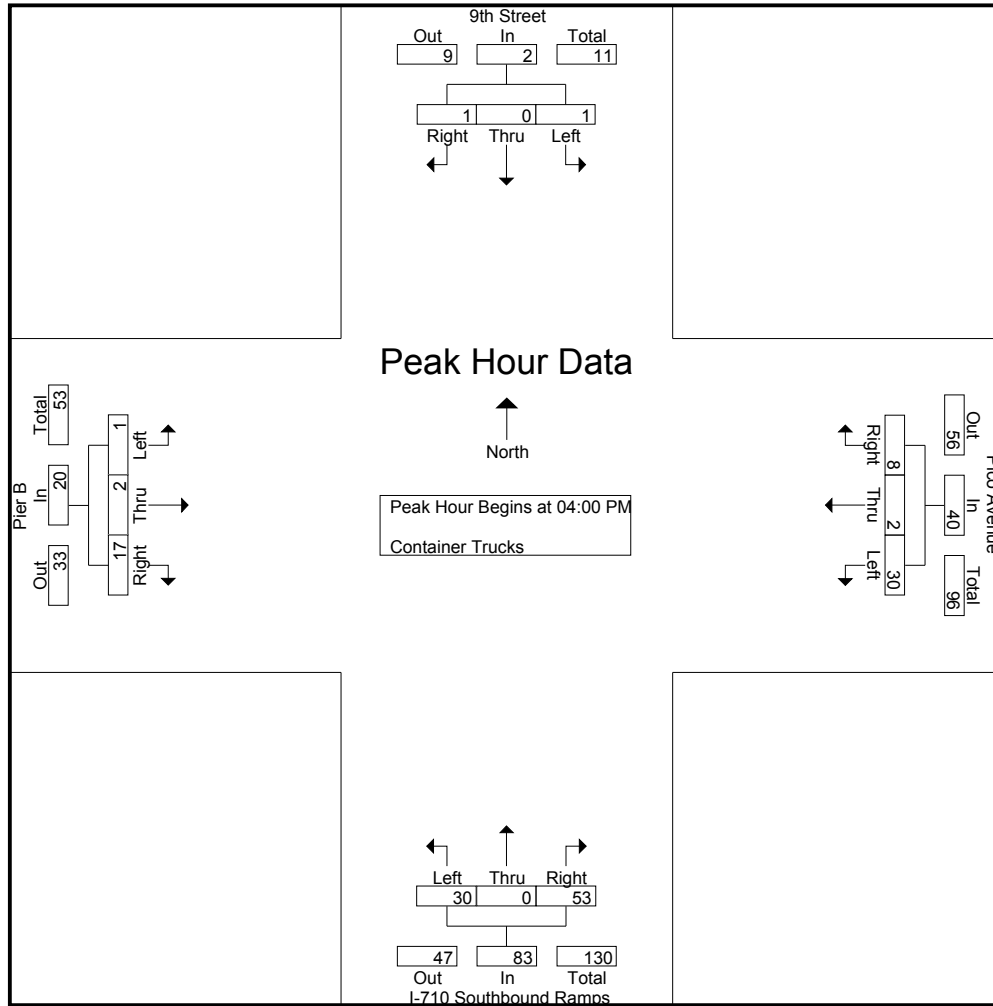
Groups Printed- Container Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	7	2	1	10	9	0	20	29	1	1	5	7	46
04:15 PM	1	0	0	1	11	0	3	14	10	0	11	21	0	0	3	3	39
04:30 PM	0	0	0	0	4	0	1	5	5	0	7	12	0	1	5	6	23
04:45 PM	0	0	1	1	8	0	3	11	6	0	15	21	0	0	4	4	37
Total	1	0	1	2	30	2	8	40	30	0	53	83	1	2	17	20	145
05:00 PM	1	0	1	2	13	0	0	13	9	0	9	18	0	1	0	1	34
05:15 PM	1	0	0	1	5	0	1	6	9	0	13	22	0	1	0	1	30
05:30 PM	1	0	0	1	8	0	0	8	6	0	13	19	0	0	0	0	28
05:45 PM	0	0	1	1	3	0	0	3	4	0	6	10	0	1	0	1	15
Total	3	0	2	5	29	0	1	30	28	0	41	69	0	3	0	3	107
Grand Total	4	0	3	7	59	2	9	70	58	0	94	152	1	5	17	23	252
Apprch %	57.1	0	42.9		84.3	2.9	12.9		38.2	0	61.8		4.3	21.7	73.9		
Total %	1.6	0	1.2	2.8	23.4	0.8	3.6	27.8	23	0	37.3	60.3	0.4	2	6.7	9.1	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	7	2	1	10	9	0	20	29	1	1	5	7	46
04:15 PM	1	0	0	1	11	0	3	14	10	0	11	21	0	0	3	3	39
04:30 PM	0	0	0	0	4	0	1	5	5	0	7	12	0	1	5	6	23
04:45 PM	0	0	1	1	8	0	3	11	6	0	15	21	0	0	4	4	37
Total Volume	1	0	1	2	30	2	8	40	30	0	53	83	1	2	17	20	145
% App. Total	50	0	50		75	5	20		36.1	0	63.9		5	10	85		
PHF	.250	.000	.250	.500	.682	.250	.667	.714	.750	.000	.663	.716	.250	.500	.850	.714	.788

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	7	2	1	10	9	0	20	29	1	1	5	7
+15 mins.	1	0	0	1	11	0	3	14	10	0	11	21	0	0	3	3
+30 mins.	0	0	0	0	4	0	1	5	5	0	7	12	0	1	5	6
+45 mins.	0	0	1	1	8	0	3	11	6	0	15	21	0	0	4	4
Total Volume	1	0	1	2	30	2	8	40	30	0	53	83	1	2	17	20
% App. Total	50	0	50		75	5	20		36.1	0	63.9		5	10	85	
PHF	.250	.000	.250	.500	.682	.250	.667	.714	.750	.000	.663	.716	.250	.500	.850	.714

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

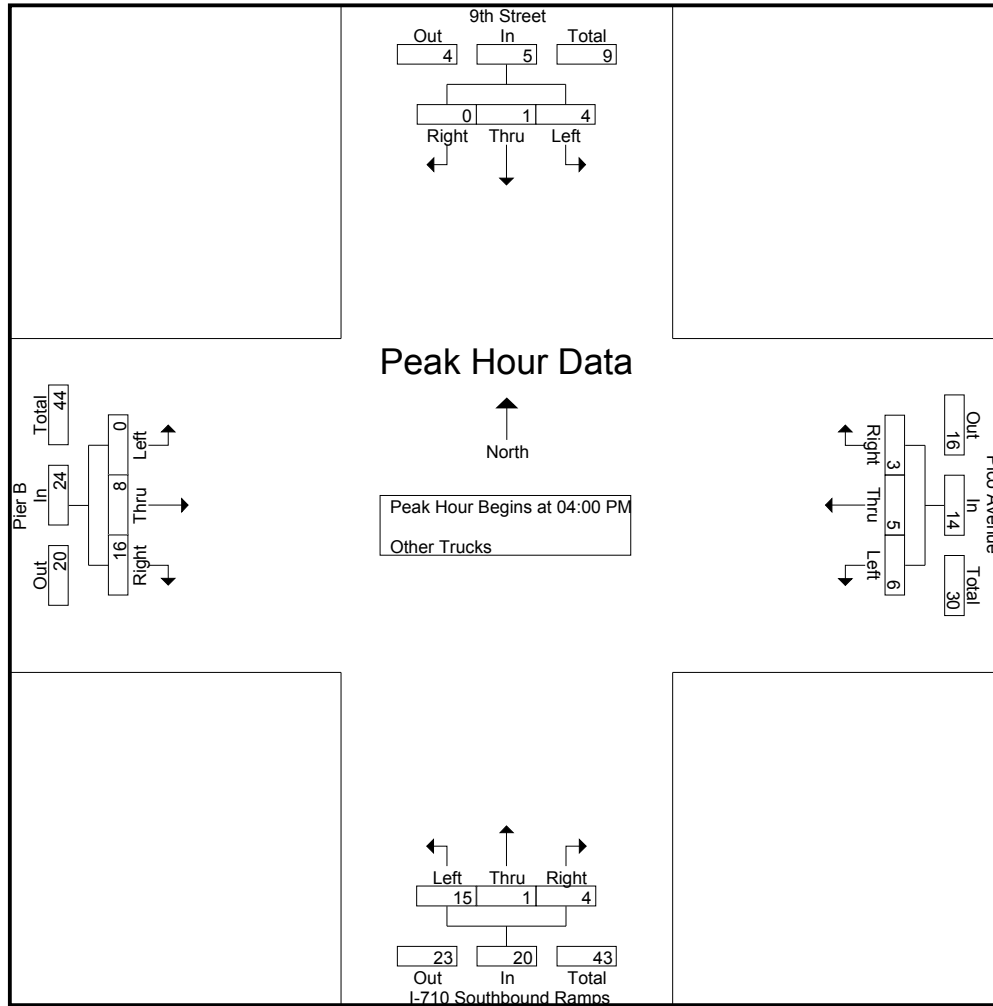
Groups Printed- Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	0	2	1	1	0	2	3	0	2	5	0	2	4	6	15
04:15 PM	1	0	0	1	2	3	0	5	3	0	1	4	0	4	6	10	20
04:30 PM	1	1	0	2	2	1	1	4	4	1	0	5	0	0	3	3	14
04:45 PM	0	0	0	0	1	0	2	3	5	0	1	6	0	2	3	5	14
Total	4	1	0	5	6	5	3	14	15	1	4	20	0	8	16	24	63
05:00 PM	0	0	0	0	1	0	1	2	6	0	0	6	0	2	4	6	14
05:15 PM	1	0	0	1	0	3	3	6	6	0	1	7	0	1	1	2	16
05:30 PM	0	0	0	0	0	1	0	1	3	0	2	5	0	0	4	4	10
05:45 PM	0	0	0	0	2	0	0	2	4	0	0	4	0	3	2	5	11
Total	1	0	0	1	3	4	4	11	19	0	3	22	0	6	11	17	51
Grand Total	5	1	0	6	9	9	7	25	34	1	7	42	0	14	27	41	114
Apprch %	83.3	16.7	0		36	36	28		81	2.4	16.7		0	34.1	65.9		
Total %	4.4	0.9	0	5.3	7.9	7.9	6.1	21.9	29.8	0.9	6.1	36.8	0	12.3	23.7	36	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	0	0	2	1	1	0	2	3	0	2	5	0	2	4	6	15
04:15 PM	1	0	0	1	2	3	0	5	3	0	1	4	0	4	6	10	20
04:30 PM	1	1	0	2	2	1	1	4	4	1	0	5	0	0	3	3	14
04:45 PM	0	0	0	0	1	0	2	3	5	0	1	6	0	2	3	5	14
Total Volume	4	1	0	5	6	5	3	14	15	1	4	20	0	8	16	24	63
% App. Total	80	20	0		42.9	35.7	21.4		75	5	20		0	33.3	66.7		
PHF	.500	.250	.000	.625	.750	.417	.375	.700	.750	.250	.500	.833	.000	.500	.667	.600	.788

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	0	2	1	1	0	2	3	0	2	5	0	2	4	6
+15 mins.	1	0	0	1	2	3	0	5	3	0	1	4	0	4	6	10
+30 mins.	1	1	0	2	2	1	1	4	4	1	0	5	0	0	3	3
+45 mins.	0	0	0	0	1	0	2	3	5	0	1	6	0	2	3	5
Total Volume	4	1	0	5	6	5	3	14	15	1	4	20	0	8	16	24
% App. Total	80	20	0		42.9	35.7	21.4		75	5	20		0	33.3	66.7	
PHF	.500	.250	.000	.625	.750	.417	.375	.700	.750	.250	.500	.833	.000	.500	.667	.600

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
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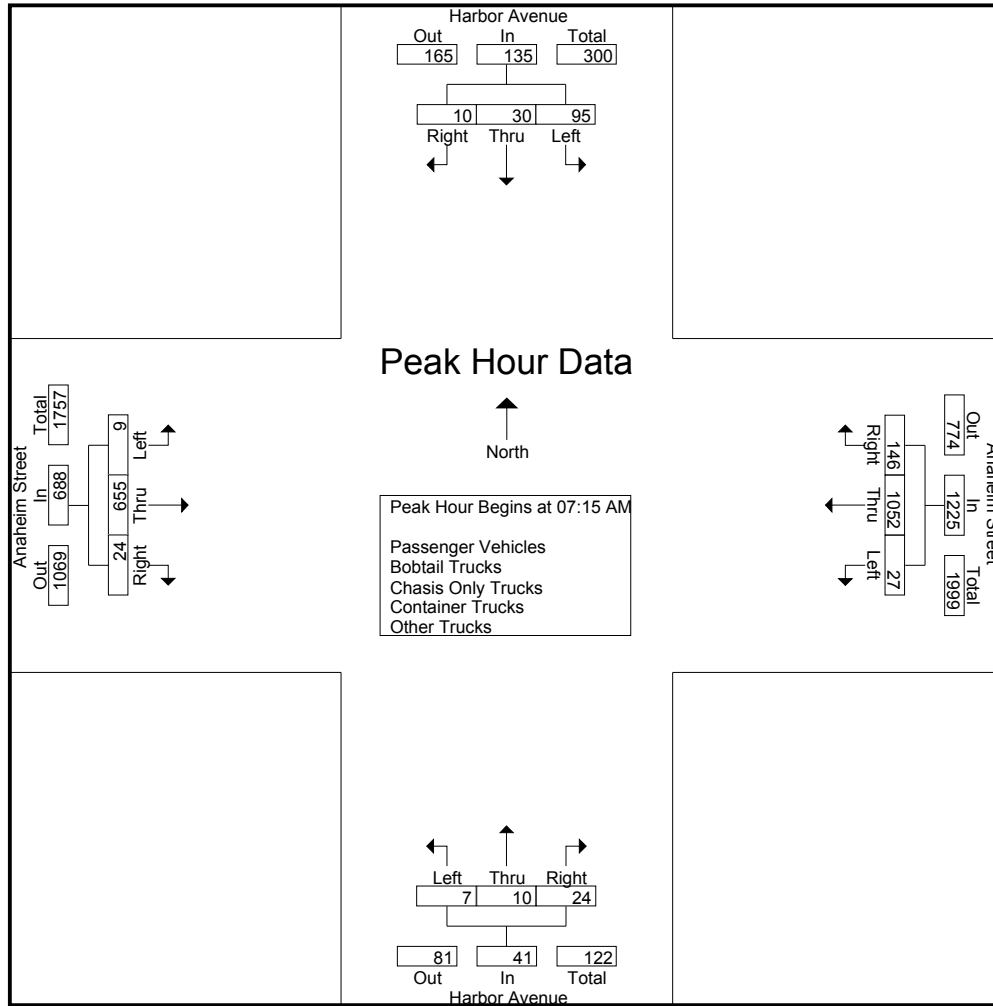
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	4	3	21	2	194	28	224	1	6	4	11	2	132	2	136	392
07:15 AM	12	7	1	20	5	298	30	333	1	2	3	6	3	111	9	123	482
07:30 AM	51	6	5	62	9	273	33	315	2	4	1	7	1	188	3	192	576
07:45 AM	23	9	2	34	10	244	38	292	1	2	9	12	3	198	6	207	545
Total	100	26	11	137	26	1009	129	1164	5	14	17	36	9	629	20	658	1995
08:00 AM	9	8	2	19	3	237	45	285	3	2	11	16	2	158	6	166	486
08:15 AM	8	3	0	11	12	200	24	236	3	5	11	19	1	146	2	149	415
08:30 AM	12	3	5	20	11	178	24	213	3	4	14	21	5	172	4	181	435
08:45 AM	14	4	1	19	6	186	26	218	5	3	11	19	2	136	4	142	398
Total	43	18	8	69	32	801	119	952	14	14	47	75	10	612	16	638	1734
Grand Total	143	44	19	206	58	1810	248	2116	19	28	64	111	19	1241	36	1296	3729
Apprch %	69.4	21.4	9.2		2.7	85.5	11.7		17.1	25.2	57.7		1.5	95.8	2.8		
Total %	3.8	1.2	0.5	5.5	1.6	48.5	6.7	56.7	0.5	0.8	1.7	3	0.5	33.3	1	34.8	
Passenger Vehicles	102	41	14	157	51	1611	215	1877	16	25	45	86	12	829	29	870	2990
% Passenger Vehicles	71.3	93.2	73.7	76.2	87.9	89	86.7	88.7	84.2	89.3	70.3	77.5	63.2	66.8	80.6	67.1	80.2
Bobtail Trucks	28	1	1	30	5	40	16	61	1	0	1	2	5	101	5	111	204
% Bobtail Trucks	19.6	2.3	5.3	14.6	8.6	2.2	6.5	2.9	5.3	0	1.6	1.8	26.3	8.1	13.9	8.6	5.5
Chasis Only Trucks	1	0	1	2	0	15	2	17	0	1	1	2	0	26	1	27	48
% Chasis Only Trucks	0.7	0	5.3	1	0	0.8	0.8	0.8	0	3.6	1.6	1.8	0	2.1	2.8	2.1	1.3
Container Trucks	8	0	2	10	0	52	8	60	1	1	15	17	1	200	0	201	288
% Container Trucks	5.6	0	10.5	4.9	0	2.9	3.2	2.8	5.3	3.6	23.4	15.3	5.3	16.1	0	15.5	7.7
Other Trucks	4	2	1	7	2	92	7	101	1	1	2	4	1	85	1	87	199
% Other Trucks	2.8	4.5	5.3	3.4	3.4	5.1	2.8	4.8	5.3	3.6	3.1	3.6	5.3	6.8	2.8	6.7	5.3

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	7	1	20	5	298	30	333	1	2	3	6	3	111	9	123	482
07:30 AM	51	6	5	62	9	273	33	315	2	4	1	7	1	188	3	192	576
07:45 AM	23	9	2	34	10	244	38	292	1	2	9	12	3	198	6	207	545
08:00 AM	9	8	2	19	3	237	45	285	3	2	11	16	2	158	6	166	486
Total Volume	95	30	10	135	27	1052	146	1225	7	10	24	41	9	655	24	688	2089
% App. Total	70.4	22.2	7.4		2.2	85.9	11.9		17.1	24.4	58.5		1.3	95.2	3.5		
PHF	.466	.833	.500	.544	.675	.883	.811	.920	.583	.625	.545	.641	.750	.827	.667	.831	.907

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				07:30 AM			
+0 mins.	14	4	3	21	5	298	30	333	3	2	11	16	1	188	3	192
+15 mins.	12	7	1	20	9	273	33	315	3	5	11	19	3	198	6	207
+30 mins.	51	6	5	62	10	244	38	292	3	4	14	21	2	158	6	166
+45 mins.	23	9	2	34	3	237	45	285	5	3	11	19	1	146	2	149
Total Volume	100	26	11	137	27	1052	146	1225	14	14	47	75	7	690	17	714
% App. Total	73	19	8		2.2	85.9	11.9		18.7	18.7	62.7		1	96.6	2.4	
PHF	.490	.722	.550	.552	.675	.883	.811	.920	.700	.700	.839	.893	.583	.871	.708	.862

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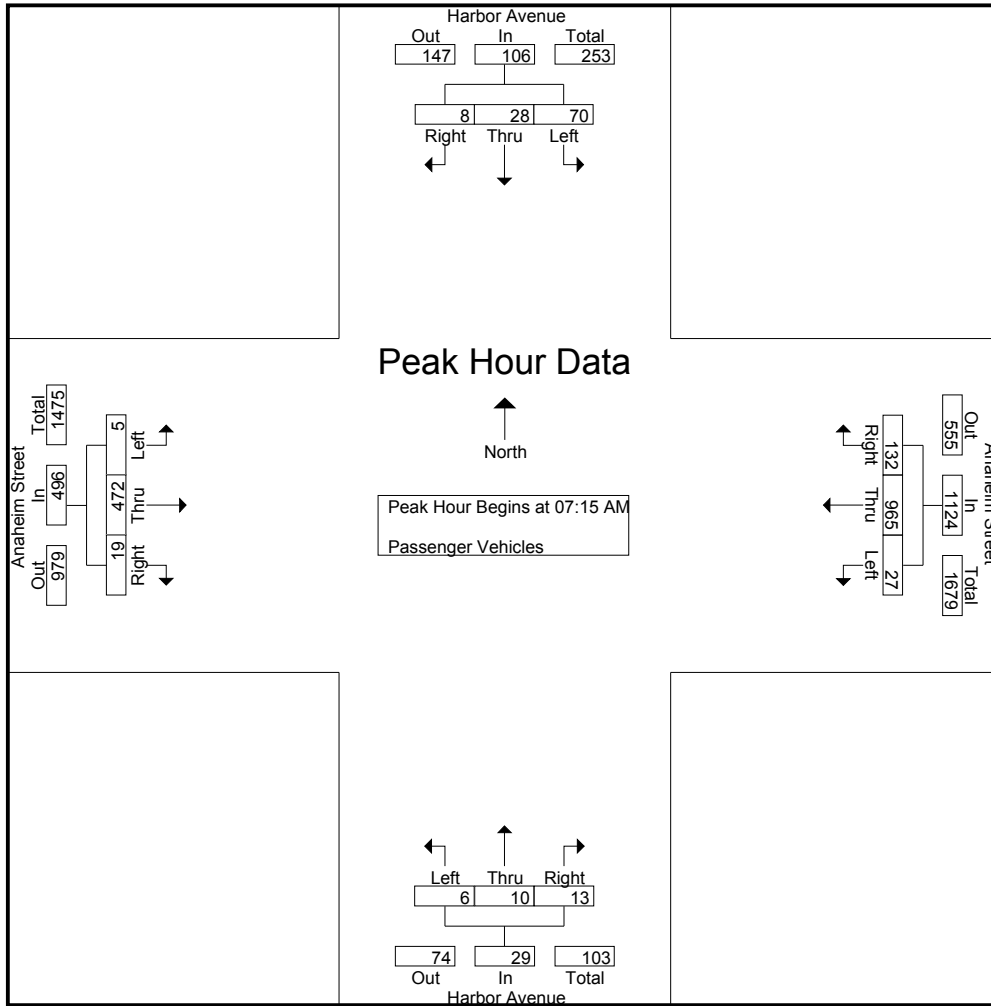
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	4	3	12	2	184	24	210	1	5	4	10	2	94	1	97	329
07:15 AM	7	5	1	13	5	276	26	307	1	2	3	6	1	75	8	84	410
07:30 AM	39	6	4	49	9	252	30	291	2	4	0	6	1	141	2	144	490
07:45 AM	16	9	2	27	10	230	36	276	1	2	4	7	1	143	5	149	459
Total	67	24	10	101	26	942	116	1084	5	13	11	29	5	453	16	474	1688
08:00 AM	8	8	1	17	3	207	40	250	2	2	6	10	2	113	4	119	396
08:15 AM	6	3	0	9	10	170	22	202	3	5	11	19	0	95	2	97	327
08:30 AM	9	3	3	15	8	143	19	170	2	3	8	13	3	94	4	101	299
08:45 AM	12	3	0	15	4	149	18	171	4	2	9	15	2	74	3	79	280
Total	35	17	4	56	25	669	99	793	11	12	34	57	7	376	13	396	1302
Grand Total	102	41	14	157	51	1611	215	1877	16	25	45	86	12	829	29	870	2990
Apprch %	65	26.1	8.9		2.7	85.8	11.5		18.6	29.1	52.3		1.4	95.3	3.3		
Total %	3.4	1.4	0.5	5.3	1.7	53.9	7.2	62.8	0.5	0.8	1.5	2.9	0.4	27.7	1	29.1	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	5	1	13	5	276	26	307	1	2	3	6	1	75	8	84	410
07:30 AM	39	6	4	49	9	252	30	291	2	4	0	6	1	141	2	144	490
07:45 AM	16	9	2	27	10	230	36	276	1	2	4	7	1	143	5	149	459
08:00 AM	8	8	1	17	3	207	40	250	2	2	6	10	2	113	4	119	396
Total Volume	70	28	8	106	27	965	132	1124	6	10	13	29	5	472	19	496	1755
% App. Total	66	26.4	7.5		2.4	85.9	11.7		20.7	34.5	44.8		1	95.2	3.8		
PHF	.449	.778	.500	.541	.675	.874	.825	.915	.750	.625	.542	.725	.625	.825	.594	.832	.895

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	7	5	1	13	5	276	26	307	1	2	3	6	1	75	8	84
+15 mins.	39	6	4	49	9	252	30	291	2	4	0	6	1	141	2	144
+30 mins.	16	9	2	27	10	230	36	276	1	2	4	7	1	143	5	149
+45 mins.	8	8	1	17	3	207	40	250	2	2	6	10	2	113	4	119
Total Volume	70	28	8	106	27	965	132	1124	6	10	13	29	5	472	19	496
% App. Total	66	26.4	7.5		2.4	85.9	11.7		20.7	34.5	44.8		1	95.2	3.8	
PHF	.449	.778	.500	.541	.675	.874	.825	.915	.750	.625	.542	.725	.625	.825	.594	.832

City of Long Beach
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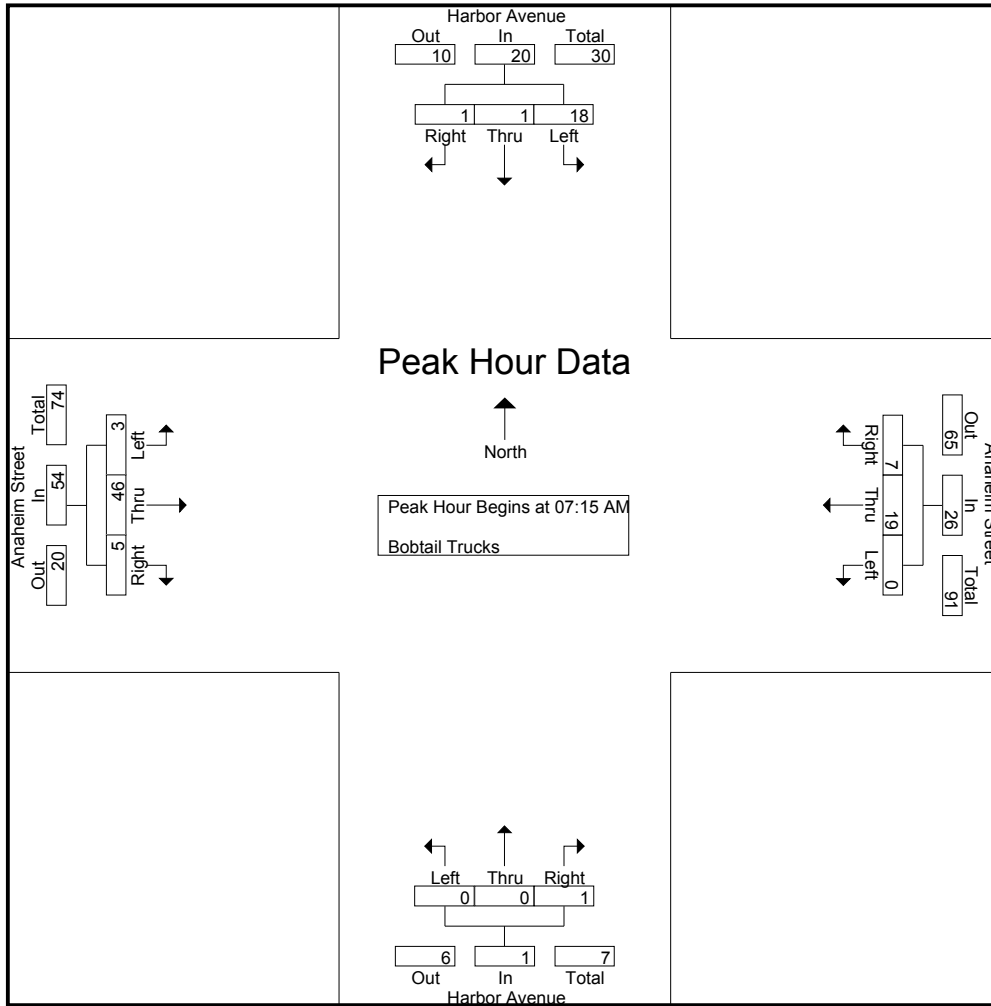
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	0	0	7	0	1	2	3	0	0	0	0	0	2	0	2	12
07:15 AM	3	1	0	4	0	3	3	6	0	0	0	0	1	5	1	7	17
07:30 AM	11	0	1	12	0	3	2	5	0	0	0	0	0	11	1	12	29
07:45 AM	3	0	0	3	0	4	1	5	0	0	0	0	2	14	1	17	25
Total	24	1	1	26	0	11	8	19	0	0	0	0	3	32	3	38	83
08:00 AM	1	0	0	1	0	9	1	10	0	0	1	1	0	16	2	18	30
08:15 AM	0	0	0	0	2	5	0	7	0	0	0	0	0	11	0	11	18
08:30 AM	2	0	0	2	2	10	2	14	1	0	0	1	2	23	0	25	42
08:45 AM	1	0	0	1	1	5	5	11	0	0	0	0	0	19	0	19	31
Total	4	0	0	4	5	29	8	42	1	0	1	2	2	69	2	73	121
Grand Total	28	1	1	30	5	40	16	61	1	0	1	2	5	101	5	111	204
Apprch %	93.3	3.3	3.3		8.2	65.6	26.2		50	0	50		4.5	91	4.5		
Total %	13.7	0.5	0.5	14.7	2.5	19.6	7.8	29.9	0.5	0	0.5	1	2.5	49.5	2.5	54.4	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	1	0	4	0	3	3	6	0	0	0	0	1	5	1	7	17
07:30 AM	11	0	1	12	0	3	2	5	0	0	0	0	0	11	1	12	29
07:45 AM	3	0	0	3	0	4	1	5	0	0	0	0	2	14	1	17	25
08:00 AM	1	0	0	1	0	9	1	10	0	0	1	1	0	16	2	18	30
Total Volume	18	1	1	20	0	19	7	26	0	0	1	1	3	46	5	54	101
% App. Total	90	5	5		0	73.1	26.9		0	0	100		5.6	85.2	9.3		
PHF	.409	.250	.250	.417	.000	.528	.583	.650	.000	.000	.250	.250	.375	.719	.625	.750	.842

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	1	0	4	0	3	3	6	0	0	0	0	1	5	1	7
+15 mins.	11	0	1	12	0	3	2	5	0	0	0	0	0	11	1	12
+30 mins.	3	0	0	3	0	4	1	5	0	0	0	0	2	14	1	17
+45 mins.	1	0	0	1	0	9	1	10	0	0	1	1	0	16	2	18
Total Volume	18	1	1	20	0	19	7	26	0	0	1	1	3	46	5	54
% App. Total	90	5	5		0	73.1	26.9		0	0	100		5.6	85.2	9.3	
PHF	.409	.250	.250	.417	.000	.528	.583	.650	.000	.000	.250	.250	.375	.719	.625	.750

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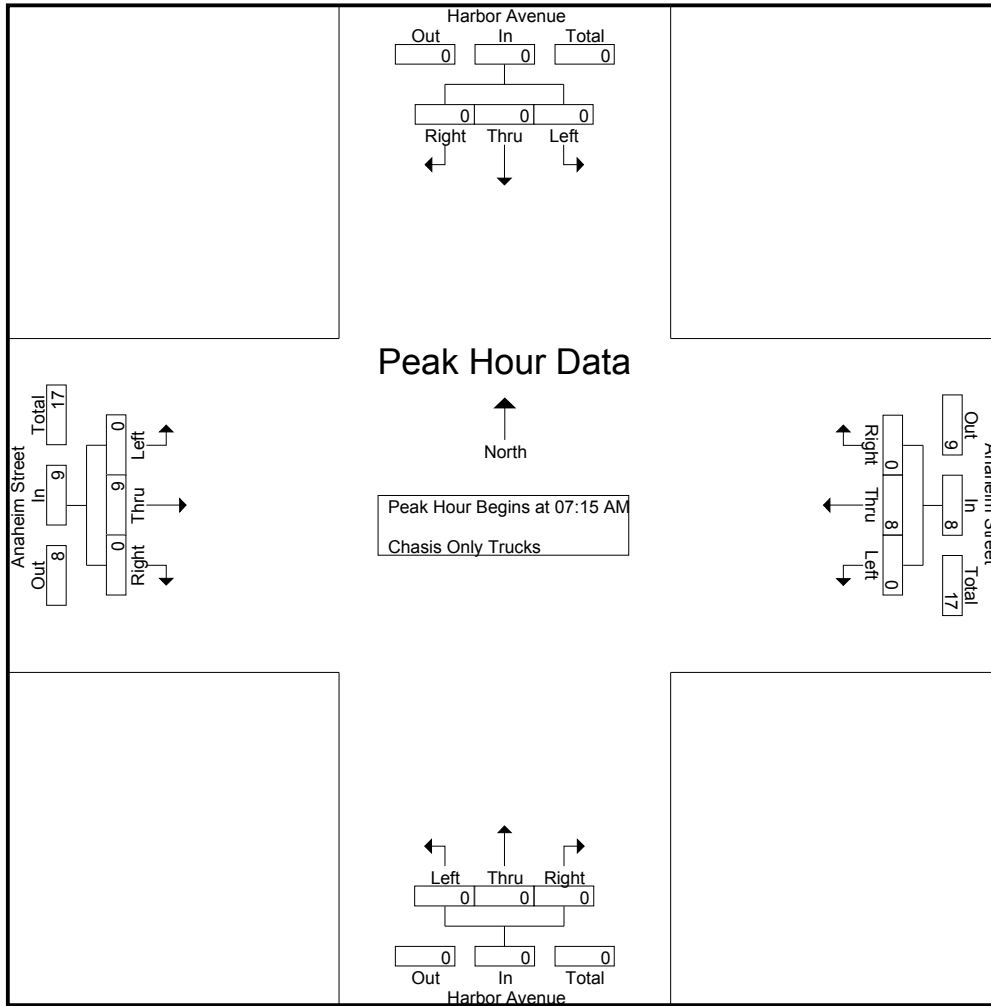
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	1	3	5
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	8	0	8	0	1	0	1	0	9	1	10	19
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	7	0	7	9
08:30 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	4	0	4	8
08:45 AM	1	0	0	1	0	3	0	3	0	0	1	1	0	4	0	4	9
Total	1	0	1	2	0	7	2	9	0	0	1	1	0	17	0	17	29
Grand Total	1	0	1	2	0	15	2	17	0	1	1	2	0	26	1	27	48
Apprch %	50	0	50		0	88.2	11.8		0	50	50		0	96.3	3.7		
Total %	2.1	0	2.1	4.2	0	31.2	4.2	35.4	0	2.1	2.1	4.2	0	54.2	2.1	56.2	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	9	0	9	17
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.607

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	9	0	9
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750

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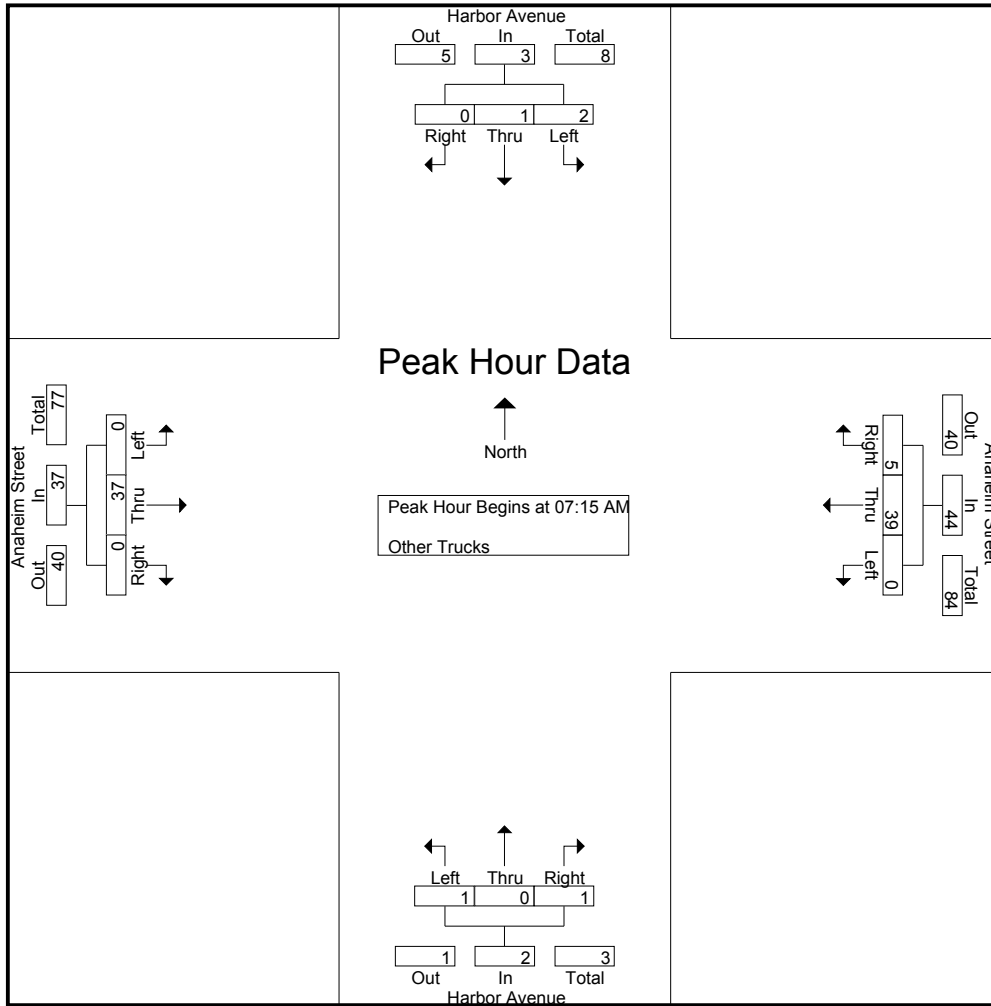
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	7	0	7	0	0	0	0	0	10	0	10	18
07:15 AM	1	1	0	2	0	9	1	10	0	0	0	0	0	9	0	9	21
07:30 AM	1	0	0	1	0	7	1	8	0	0	1	1	0	8	0	8	18
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	13	0	13	21
Total	3	1	0	4	0	31	2	33	0	0	1	1	0	40	0	40	78
08:00 AM	0	0	0	0	0	15	3	18	1	0	0	1	0	7	0	7	26
08:15 AM	0	0	0	0	0	15	0	15	0	0	0	0	1	10	0	11	26
08:30 AM	1	0	1	2	1	15	1	17	0	1	1	2	0	15	0	15	36
08:45 AM	0	1	0	1	1	16	1	18	0	0	0	0	0	13	1	14	33
Total	1	1	1	3	2	61	5	68	1	1	1	3	1	45	1	47	121
Grand Total	4	2	1	7	2	92	7	101	1	1	2	4	1	85	1	87	199
Apprch %	57.1	28.6	14.3		2	91.1	6.9		25	25	50		1.1	97.7	1.1		
Total %	2	1	0.5	3.5	1	46.2	3.5	50.8	0.5	0.5	1	2	0.5	42.7	0.5	43.7	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	1	0	2	0	9	1	10	0	0	0	0	0	9	0	9	21
07:30 AM	1	0	0	1	0	7	1	8	0	0	1	1	0	8	0	8	18
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	13	0	13	21
08:00 AM	0	0	0	0	0	15	3	18	1	0	0	1	0	7	0	7	26
Total Volume	2	1	0	3	0	39	5	44	1	0	1	2	0	37	0	37	86
% App. Total	66.7	33.3	0		0	88.6	11.4		50	0	50		0	100	0		
PHF	.500	.250	.000	.375	.000	.650	.417	.611	.250	.000	.250	.500	.000	.712	.000	.712	.827

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	1	0	2	0	9	1	10	0	0	0	0	0	9	0	9
+15 mins.	1	0	0	1	0	7	1	8	0	0	1	1	0	8	0	8
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	13	0	13
+45 mins.	0	0	0	0	0	15	3	18	1	0	0	1	0	7	0	7
Total Volume	2	1	0	3	0	39	5	44	1	0	1	2	0	37	0	37
% App. Total	66.7	33.3	0		0	88.6	11.4		50	0	50		0	100	0	
PHF	.500	.250	.000	.375	.000	.650	.417	.611	.250	.000	.250	.500	.000	.712	.000	.712

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

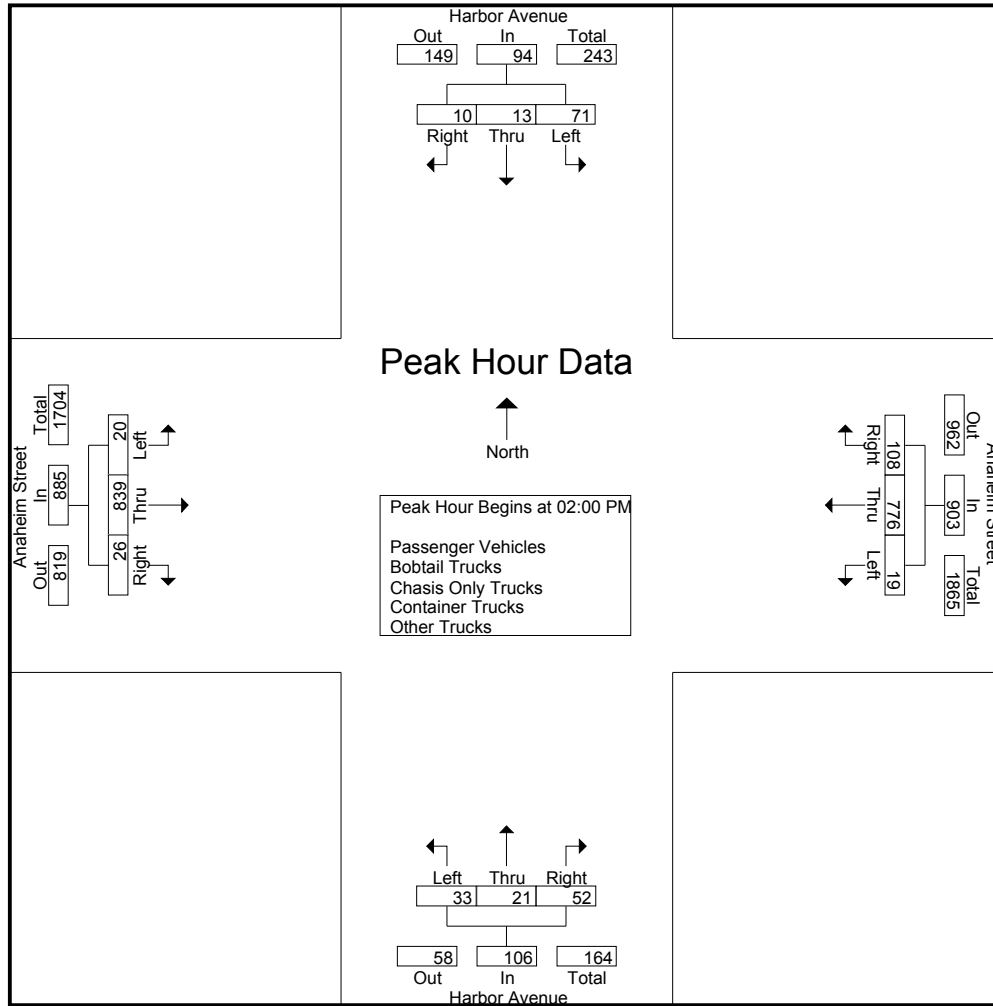
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	14	5	1	20	6	187	34	227	4	2	18	24	5	194	9	208	479
01:15 PM	15	6	3	24	8	198	38	244	8	3	15	26	2	179	9	190	484
01:30 PM	17	6	2	25	11	199	29	239	7	2	17	26	3	192	7	202	492
01:45 PM	16	1	5	22	7	205	28	240	3	3	9	15	3	185	5	193	470
Total	62	18	11	91	32	789	129	950	22	10	59	91	13	750	30	793	1925
02:00 PM	14	4	1	19	7	191	30	228	10	3	12	25	6	203	6	215	487
02:15 PM	22	4	3	29	5	214	33	252	8	10	13	31	6	190	8	204	516
02:30 PM	17	1	1	19	4	187	24	215	7	4	15	26	3	218	6	227	487
02:45 PM	18	4	5	27	3	184	21	208	8	4	12	24	5	228	6	239	498
Total	71	13	10	94	19	776	108	903	33	21	52	106	20	839	26	885	1988
Grand Total	133	31	21	185	51	1565	237	1853	55	31	111	197	33	1589	56	1678	3913
Apprch %	71.9	16.8	11.4		2.8	84.5	12.8		27.9	15.7	56.3		2	94.7	3.3		
Total %	3.4	0.8	0.5	4.7	1.3	40	6.1	47.4	1.4	0.8	2.8	5	0.8	40.6	1.4	42.9	
Passenger Vehicles	114	25	17	156	41	1165	162	1368	32	25	88	145	15	1155	46	1216	2885
% Passenger Vehicles	85.7	80.6	81	84.3	80.4	74.4	68.4	73.8	58.2	80.6	79.3	73.6	45.5	72.7	82.1	72.5	73.7
Bobtail Trucks	7	3	1	11	9	128	34	171	18	2	0	20	10	102	9	121	323
% Bobtail Trucks	5.3	9.7	4.8	5.9	17.6	8.2	14.3	9.2	32.7	6.5	0	10.2	30.3	6.4	16.1	7.2	8.3
Chasis Only Trucks	0	0	0	0	0	17	1	18	0	0	0	0	1	23	1	25	43
% Chasis Only Trucks	0	0	0	0	0	1.1	0.4	1	0	0	0	0	3	1.4	1.8	1.5	1.1
Container Trucks	10	0	3	13	0	123	28	151	1	2	18	21	3	179	0	182	367
% Container Trucks	7.5	0	14.3	7	0	7.9	11.8	8.1	1.8	6.5	16.2	10.7	9.1	11.3	0	10.8	9.4
Other Trucks	2	3	0	5	1	132	12	145	4	2	5	11	4	130	0	134	295
% Other Trucks	1.5	9.7	0	2.7	2	8.4	5.1	7.8	7.3	6.5	4.5	5.6	12.1	8.2	0	8	7.5

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	14	4	1	19	7	191	30	228	10	3	12	25	6	203	6	215	487
02:15 PM	22	4	3	29	5	214	33	252	8	10	13	31	6	190	8	204	516
02:30 PM	17	1	1	19	4	187	24	215	7	4	15	26	3	218	6	227	487
02:45 PM	18	4	5	27	3	184	21	208	8	4	12	24	5	228	6	239	498
Total Volume	71	13	10	94	19	776	108	903	33	21	52	106	20	839	26	885	1988
% App. Total	75.5	13.8	10.6		2.1	85.9	12		31.1	19.8	49.1		2.3	94.8	2.9		
PHF	.807	.813	.500	.810	.679	.907	.818	.896	.825	.525	.867	.855	.833	.920	.813	.926	.963

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				02:00 PM				02:00 PM			
+0 mins.	17	6	2	25	11	199	29	239	10	3	12	25	6	203	6	215
+15 mins.	16	1	5	22	7	205	28	240	8	10	13	31	6	190	8	204
+30 mins.	14	4	1	19	7	191	30	228	7	4	15	26	3	218	6	227
+45 mins.	22	4	3	29	5	214	33	252	8	4	12	24	5	228	6	239
Total Volume	69	15	11	95	30	809	120	959	33	21	52	106	20	839	26	885
% App. Total	72.6	15.8	11.6		3.1	84.4	12.5		31.1	19.8	49.1		2.3	94.8	2.9	
PHF	.784	.625	.550	.819	.682	.945	.909	.951	.825	.525	.867	.855	.833	.920	.813	.926

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

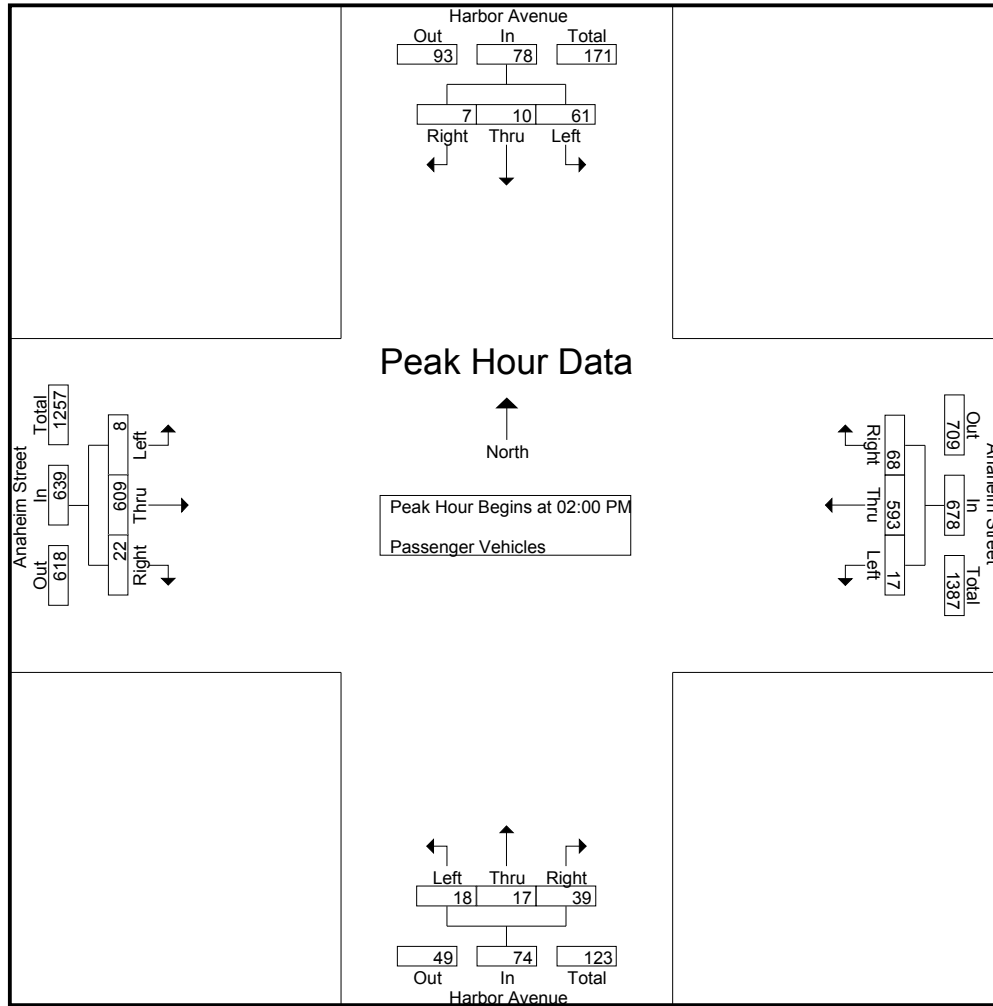
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	12	4	0	16	6	150	24	180	2	2	16	20	2	140	7	149	365
01:15 PM	14	6	3	23	6	145	28	179	6	2	13	21	2	128	7	137	360
01:30 PM	14	5	2	21	9	141	20	170	4	2	13	19	1	141	6	148	358
01:45 PM	13	0	5	18	3	136	22	161	2	2	7	11	2	137	4	143	333
Total	53	15	10	78	24	572	94	690	14	8	49	71	7	546	24	577	1416
02:00 PM	13	4	1	18	5	144	23	172	5	3	7	15	2	150	6	158	363
02:15 PM	19	2	3	24	5	168	23	196	4	8	10	22	2	134	6	142	384
02:30 PM	15	1	0	16	4	143	8	155	4	3	12	19	1	154	4	159	349
02:45 PM	14	3	3	20	3	138	14	155	5	3	10	18	3	171	6	180	373
Total	61	10	7	78	17	593	68	678	18	17	39	74	8	609	22	639	1469
Grand Total	114	25	17	156	41	1165	162	1368	32	25	88	145	15	1155	46	1216	2885
Apprch %	73.1	16	10.9		3	85.2	11.8		22.1	17.2	60.7		1.2	95	3.8		
Total %	4	0.9	0.6	5.4	1.4	40.4	5.6	47.4	1.1	0.9	3.1	5	0.5	40	1.6	42.1	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	13	4	1	18	5	144	23	172	5	3	7	15	2	150	6	158	363
02:15 PM	19	2	3	24	5	168	23	196	4	8	10	22	2	134	6	142	384
02:30 PM	15	1	0	16	4	143	8	155	4	3	12	19	1	154	4	159	349
02:45 PM	14	3	3	20	3	138	14	155	5	3	10	18	3	171	6	180	373
Total Volume	61	10	7	78	17	593	68	678	18	17	39	74	8	609	22	639	1469
% App. Total	78.2	12.8	9		2.5	87.5	10		24.3	23	52.7		1.3	95.3	3.4		
PHF	.803	.625	.583	.813	.850	.882	.739	.865	.900	.531	.813	.841	.667	.890	.917	.888	.956

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	13	4	1	18	5	144	23	172	5	3	7	15	2	150	6	158
+15 mins.	19	2	3	24	5	168	23	196	4	8	10	22	2	134	6	142
+30 mins.	15	1	0	16	4	143	8	155	4	3	12	19	1	154	4	159
+45 mins.	14	3	3	20	3	138	14	155	5	3	10	18	3	171	6	180
Total Volume	61	10	7	78	17	593	68	678	18	17	39	74	8	609	22	639
% App. Total	78.2	12.8	9		2.5	87.5	10		24.3	23	52.7		1.3	95.3	3.4	
PHF	.803	.625	.583	.813	.850	.882	.739	.865	.900	.531	.813	.841	.667	.890	.917	.888

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

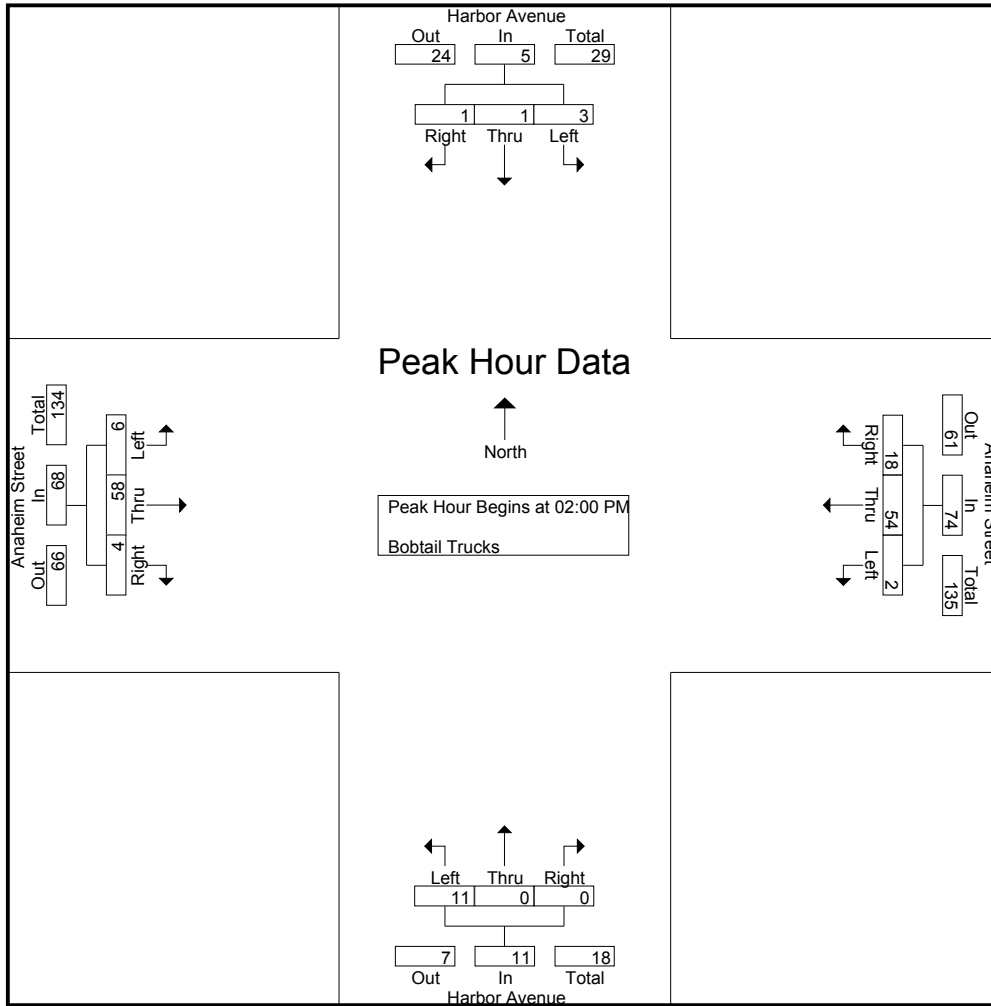
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	7	2	9	1	0	0	1	2	6	2	10	20
01:15 PM	0	0	0	0	2	20	7	29	2	1	0	3	0	10	2	12	44
01:30 PM	2	1	0	3	2	15	5	22	3	0	0	3	1	15	1	17	45
01:45 PM	2	1	0	3	3	32	2	37	1	1	0	2	1	13	0	14	56
Total	4	2	0	6	7	74	16	97	7	2	0	9	4	44	5	53	165
02:00 PM	0	0	0	0	2	13	3	18	4	0	0	4	2	11	0	13	35
02:15 PM	0	0	0	0	0	16	4	20	3	0	0	3	3	16	2	21	44
02:30 PM	0	0	0	0	0	15	7	22	2	0	0	2	0	15	2	17	41
02:45 PM	3	1	1	5	0	10	4	14	2	0	0	2	1	16	0	17	38
Total	3	1	1	5	2	54	18	74	11	0	0	11	6	58	4	68	158
Grand Total	7	3	1	11	9	128	34	171	18	2	0	20	10	102	9	121	323
Apprch %	63.6	27.3	9.1		5.3	74.9	19.9		90	10	0		8.3	84.3	7.4		
Total %	2.2	0.9	0.3	3.4	2.8	39.6	10.5	52.9	5.6	0.6	0	6.2	3.1	31.6	2.8	37.5	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	2	13	3	18	4	0	0	4	2	11	0	13	35
02:15 PM	0	0	0	0	0	16	4	20	3	0	0	3	3	16	2	21	44
02:30 PM	0	0	0	0	0	15	7	22	2	0	0	2	0	15	2	17	41
02:45 PM	3	1	1	5	0	10	4	14	2	0	0	2	1	16	0	17	38
Total Volume	3	1	1	5	2	54	18	74	11	0	0	11	6	58	4	68	158
% App. Total	60	20	20		2.7	73	24.3		100	0	0		8.8	85.3	5.9		
PHF	.250	.250	.250	.250	.250	.844	.643	.841	.688	.000	.000	.688	.500	.906	.500	.810	.898

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	2	13	3	18	4	0	0	4	2	11	0	13
+15 mins.	0	0	0	0	0	16	4	20	3	0	0	3	3	16	2	21
+30 mins.	0	0	0	0	0	15	7	22	2	0	0	2	0	15	2	17
+45 mins.	3	1	1	5	0	10	4	14	2	0	0	2	1	16	0	17
Total Volume	3	1	1	5	2	54	18	74	11	0	0	11	6	58	4	68
% App. Total	60	20	20		2.7	73	24.3		100	0	0		8.8	85.3	5.9	
PHF	.250	.250	.250	.250	.250	.844	.643	.841	.688	.000	.000	.688	.500	.906	.500	.810

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

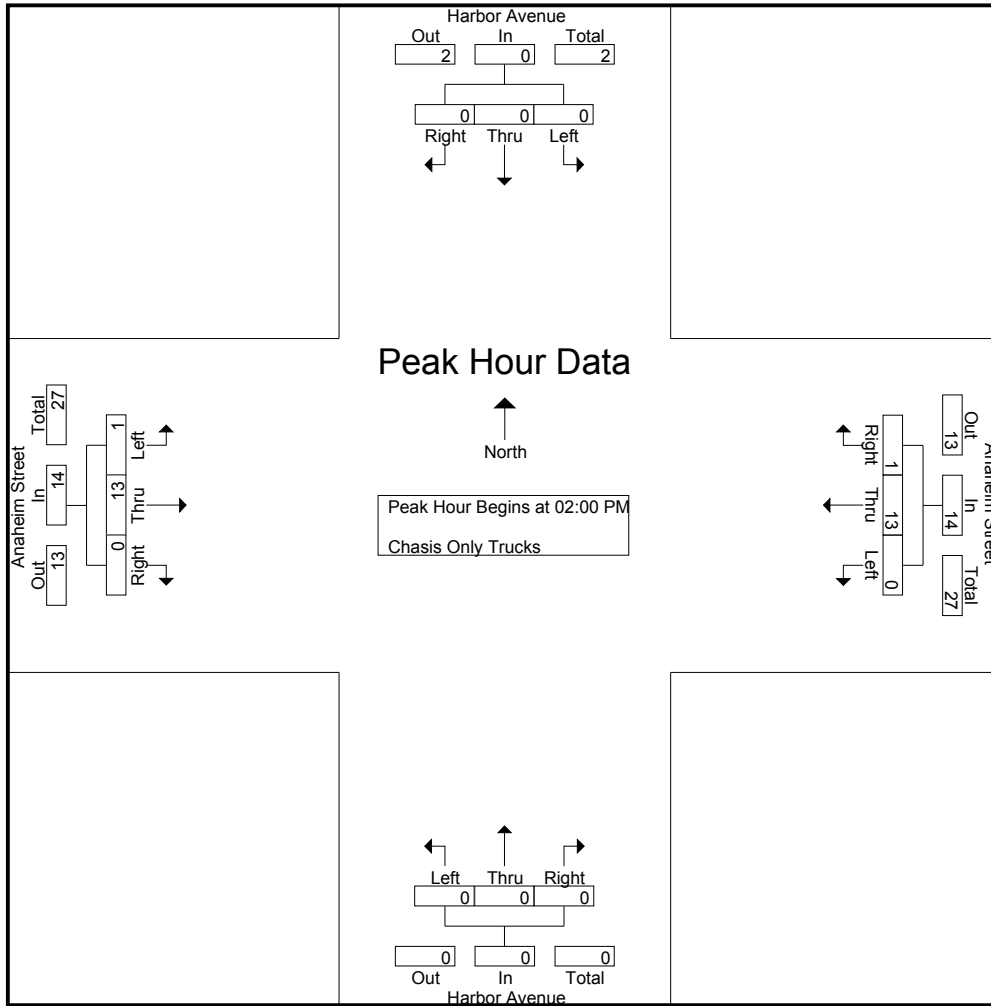
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
01:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	10	1	11	15
02:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	10	11
02:45 PM	0	0	0	0	0	10	0	10	0	0	0	0	1	1	0	2	12
Total	0	0	0	0	0	13	1	14	0	0	0	0	1	13	0	14	28
Grand Total	0	0	0	0	0	17	1	18	0	0	0	0	1	23	1	25	43
Apprch %	0	0	0		0	94.4	5.6		0	0	0		4	92	4		
Total %	0	0	0		0	39.5	2.3	41.9	0	0	0		2.3	53.5	2.3	58.1	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	10	11
02:45 PM	0	0	0	0	0	10	0	10	0	0	0	0	1	1	0	2	12
Total Volume	0	0	0	0	0	13	1	14	0	0	0	0	1	13	0	14	28
% App. Total	0	0	0		0	92.9	7.1		0	0	0		7.1	92.9	0		
PHF	.000	.000	.000	.000	.000	.325	.250	.350	.000	.000	.000	.000	.250	.325	.000	.350	.583

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	10
+45 mins.	0	0	0	0	0	10	0	10	0	0	0	0	1	1	0	2
Total Volume	0	0	0	0	0	13	1	14	0	0	0	0	1	13	0	14
% App. Total	0	0	0	0	0	92.9	7.1		0	0	0	0	7.1	92.9	0	
PHF	.000	.000	.000	.000	.000	.325	.250	.350	.000	.000	.000	.000	.250	.325	.000	.350

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

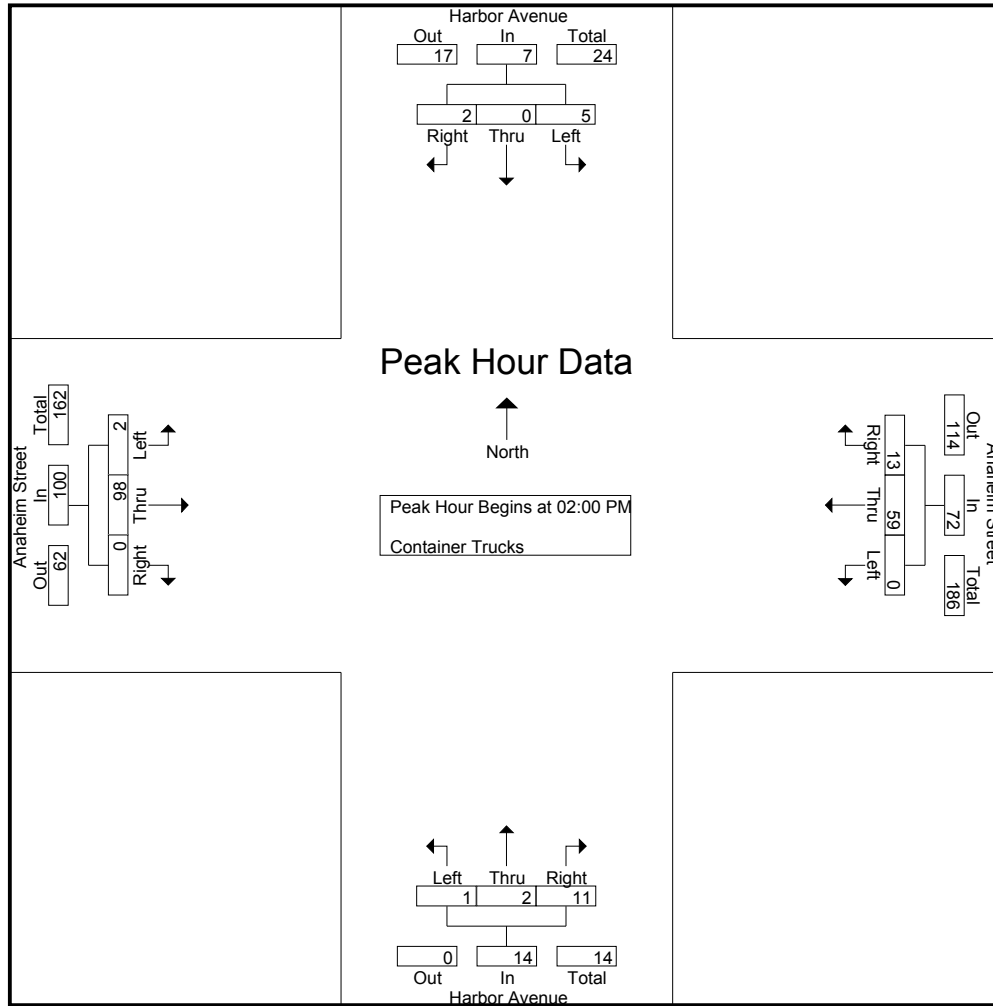
Groups Printed- Container Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	2	0	1	3	0	11	6	17	0	0	1	1	0	25	0	25	46
01:15 PM	1	0	0	1	0	11	2	13	0	0	2	2	0	25	0	25	41
01:30 PM	1	0	0	1	0	19	4	23	0	0	3	3	1	16	0	17	44
01:45 PM	1	0	0	1	0	23	3	26	0	0	1	1	0	15	0	15	43
Total	5	0	1	6	0	64	15	79	0	0	7	7	1	81	0	82	174
02:00 PM	1	0	0	1	0	20	3	23	0	0	4	4	1	29	0	30	58
02:15 PM	2	0	0	2	0	16	4	20	0	1	3	4	0	24	0	24	50
02:30 PM	1	0	1	2	0	7	6	13	1	1	2	4	1	21	0	22	41
02:45 PM	1	0	1	2	0	16	0	16	0	0	2	2	0	24	0	24	44
Total	5	0	2	7	0	59	13	72	1	2	11	14	2	98	0	100	193
Grand Total	10	0	3	13	0	123	28	151	1	2	18	21	3	179	0	182	367
Apprch %	76.9	0	23.1		0	81.5	18.5		4.8	9.5	85.7		1.6	98.4	0		
Total %	2.7	0	0.8	3.5	0	33.5	7.6	41.1	0.3	0.5	4.9	5.7	0.8	48.8	0	49.6	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	0	0	1	0	20	3	23	0	0	4	4	1	29	0	30	58
02:15 PM	2	0	0	2	0	16	4	20	0	1	3	4	0	24	0	24	50
02:30 PM	1	0	1	2	0	7	6	13	1	1	2	4	1	21	0	22	41
02:45 PM	1	0	1	2	0	16	0	16	0	0	2	2	0	24	0	24	44
Total Volume	5	0	2	7	0	59	13	72	1	2	11	14	2	98	0	100	193
% App. Total	71.4	0	28.6		0	81.9	18.1		7.1	14.3	78.6		2	98	0		
PHF	.625	.000	.500	.875	.000	.738	.542	.783	.250	.500	.688	.875	.500	.845	.000	.833	.832

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	0	0	1	0	20	3	23	0	0	4	4	1	29	0	30
+15 mins.	2	0	0	2	0	16	4	20	0	1	3	4	0	24	0	24
+30 mins.	1	0	1	2	0	7	6	13	1	1	2	4	1	21	0	22
+45 mins.	1	0	1	2	0	16	0	16	0	0	2	2	0	24	0	24
Total Volume	5	0	2	7	0	59	13	72	1	2	11	14	2	98	0	100
% App. Total	71.4	0	28.6		0	81.9	18.1		7.1	14.3	78.6		2	98	0	
PHF	.625	.000	.500	.875	.000	.738	.542	.783	.250	.500	.688	.875	.500	.845	.000	.833

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

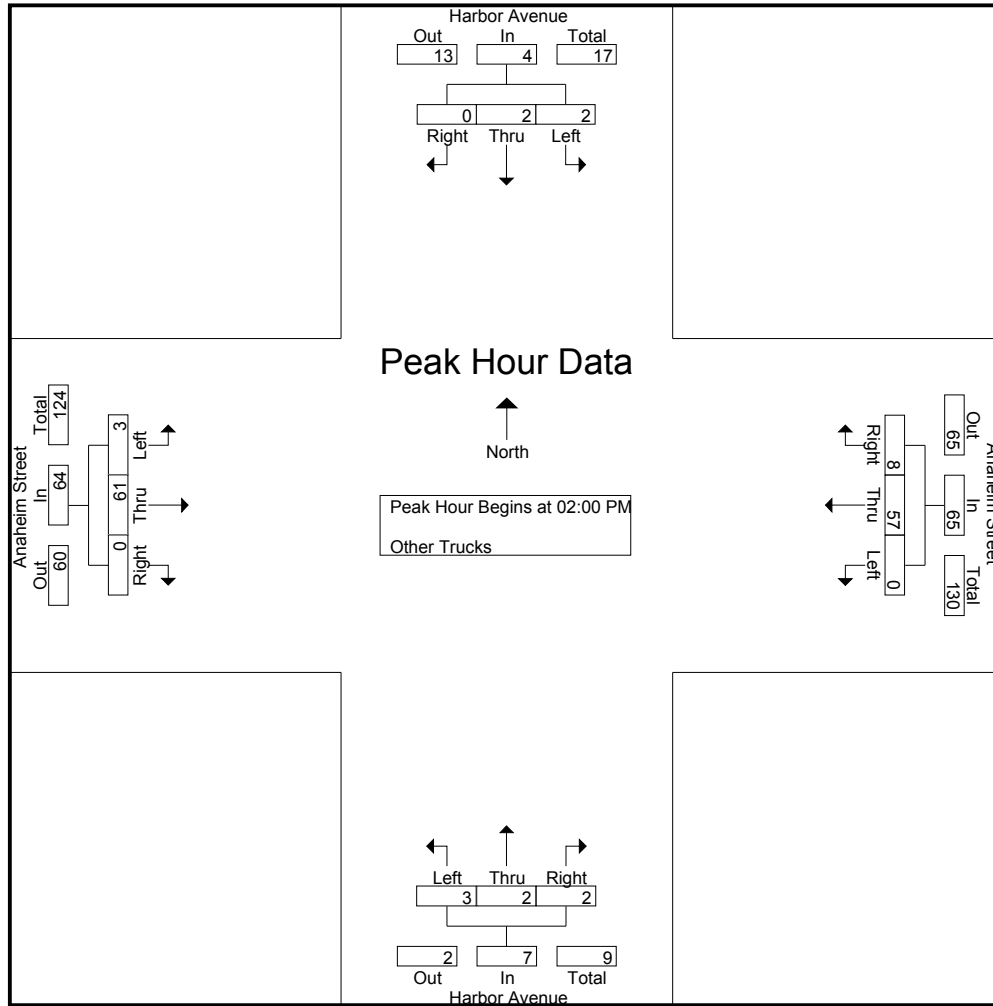
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	0	1	0	19	2	21	1	0	1	2	1	21	0	22	46
01:15 PM	0	0	0	0	0	22	1	23	0	0	0	0	0	13	0	13	36
01:30 PM	0	0	0	0	0	21	0	21	0	0	1	1	0	16	0	16	38
01:45 PM	0	0	0	0	1	13	1	15	0	0	1	1	0	19	0	19	35
Total	0	1	0	1	1	75	4	80	1	0	3	4	1	69	0	70	155
02:00 PM	0	0	0	0	0	13	1	14	1	0	1	2	1	13	0	14	30
02:15 PM	1	2	0	3	0	13	1	14	1	1	0	2	1	14	0	15	34
02:30 PM	1	0	0	1	0	21	3	24	0	0	1	1	1	18	0	19	45
02:45 PM	0	0	0	0	0	10	3	13	1	1	0	2	0	16	0	16	31
Total	2	2	0	4	0	57	8	65	3	2	2	7	3	61	0	64	140
Grand Total	2	3	0	5	1	132	12	145	4	2	5	11	4	130	0	134	295
Apprch %	40	60	0		0.7	91	8.3		36.4	18.2	45.5		3	97	0		
Total %	0.7	1	0	1.7	0.3	44.7	4.1	49.2	1.4	0.7	1.7	3.7	1.4	44.1	0	45.4	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	13	1	14	1	0	1	2	1	13	0	14	30
02:15 PM	1	2	0	3	0	13	1	14	1	1	0	2	1	14	0	15	34
02:30 PM	1	0	0	1	0	21	3	24	0	0	1	1	1	18	0	19	45
02:45 PM	0	0	0	0	0	10	3	13	1	1	0	2	0	16	0	16	31
Total Volume	2	2	0	4	0	57	8	65	3	2	2	7	3	61	0	64	140
% App. Total	50	50	0		0	87.7	12.3		42.9	28.6	28.6		4.7	95.3	0		
PHF	.500	.250	.000	.333	.000	.679	.667	.677	.750	.500	.500	.875	.750	.847	.000	.842	.778

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	13	1	14	1	0	1	2	1	13	0	14
+15 mins.	1	2	0	3	0	13	1	14	1	1	0	2	1	14	0	15
+30 mins.	1	0	0	1	0	21	3	24	0	0	1	1	1	18	0	19
+45 mins.	0	0	0	0	0	10	3	13	1	1	0	2	0	16	0	16
Total Volume	2	2	0	4	0	57	8	65	3	2	2	7	3	61	0	64
% App. Total	50	50	0		0	87.7	12.3		42.9	28.6	28.6		4.7	95.3	0	
PHF	.500	.250	.000	.333	.000	.679	.667	.677	.750	.500	.500	.875	.750	.847	.000	.842

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 0000066
 Start Date : 2/28/2012
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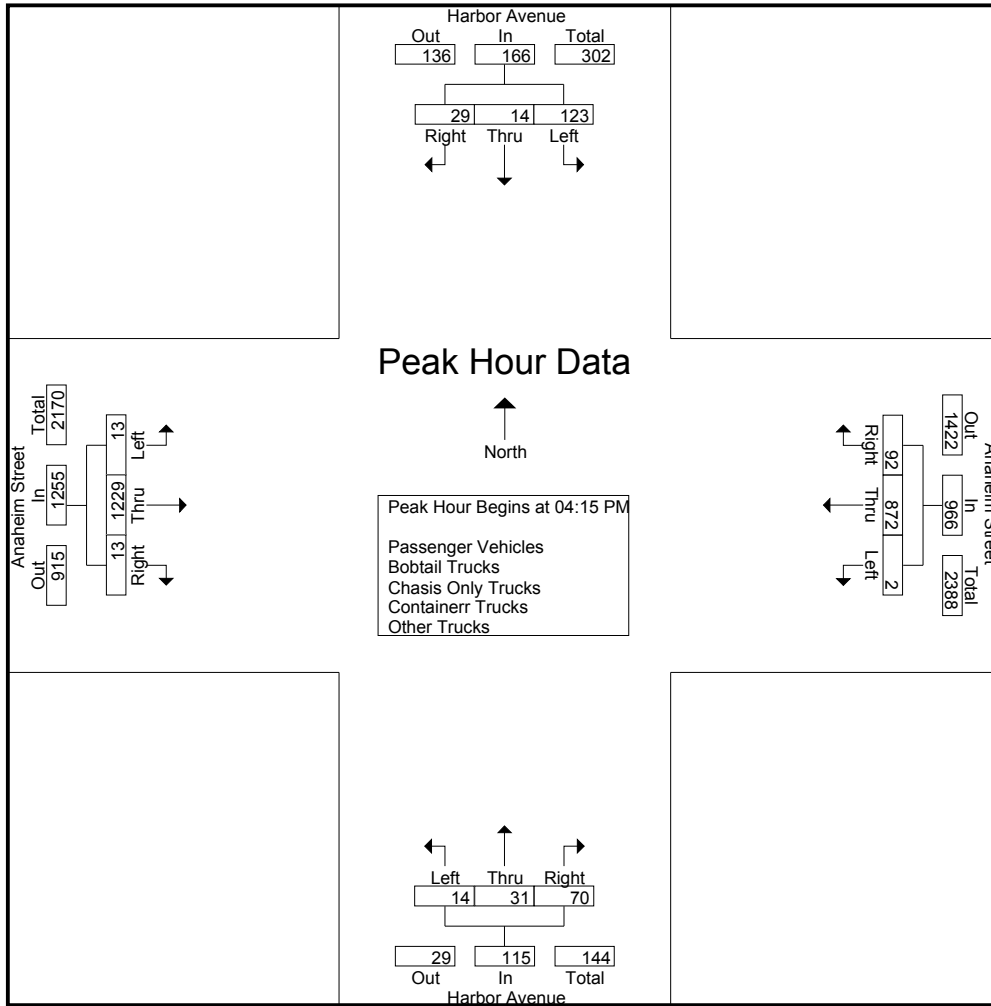
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Containerr Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	35	5	3	43	0	207	33	240	1	8	13	22	7	260	5	272	577
04:15 PM	20	4	11	35	1	247	34	282	5	7	8	20	8	251	2	261	598
04:30 PM	52	2	4	58	1	233	21	255	5	7	20	32	1	329	6	336	681
04:45 PM	25	4	9	38	0	209	19	228	2	6	20	28	2	279	2	283	577
Total	132	15	27	174	2	896	107	1005	13	28	61	102	18	1119	15	1152	2433
05:00 PM	26	4	5	35	0	183	18	201	2	11	22	35	2	370	3	375	646
05:15 PM	31	2	3	36	0	171	21	192	4	4	17	25	3	296	4	303	556
05:30 PM	28	3	3	34	0	143	29	172	2	4	7	13	1	251	1	253	472
05:45 PM	18	1	11	30	1	147	13	161	1	4	7	12	5	198	0	203	406
Total	103	10	22	135	1	644	81	726	9	23	53	85	11	1115	8	1134	2080
Grand Total	235	25	49	309	3	1540	188	1731	22	51	114	187	29	2234	23	2286	4513
Apprch %	76.1	8.1	15.9		0.2	89	10.9		11.8	27.3	61		1.3	97.7	1		
Total %	5.2	0.6	1.1	6.8	0.1	34.1	4.2	38.4	0.5	1.1	2.5	4.1	0.6	49.5	0.5	50.7	
Passenger Vehicles	185	22	35	242	0	1256	131	1387	17	41	103	161	19	1892	21	1932	3722
% Passenger Vehicles	78.7	88	71.4	78.3	0	81.6	69.7	80.1	77.3	80.4	90.4	86.1	65.5	84.7	91.3	84.5	82.5
Bobtail Trucks	27	1	13	41	3	121	25	149	2	3	1	6	2	123	1	126	322
% Bobtail Trucks	11.5	4	26.5	13.3	100	7.9	13.3	8.6	9.1	5.9	0.9	3.2	6.9	5.5	4.3	5.5	7.1
Chasis Only Trucks	0	0	1	1	0	15	1	16	0	0	1	1	1	19	0	20	38
% Chasis Only Trucks	0	0	2	0.3	0	1	0.5	0.9	0	0	0.9	0.5	3.4	0.9	0	0.9	0.8
Containerr Trucks	19	2	0	21	0	93	27	120	1	2	6	9	5	152	1	158	308
% Containerr Trucks	8.1	8	0	6.8	0	6	14.4	6.9	4.5	3.9	5.3	4.8	17.2	6.8	4.3	6.9	6.8
Other Trucks	4	0	0	4	0	55	4	59	2	5	3	10	2	48	0	50	123
% Other Trucks	1.7	0	0	1.3	0	3.6	2.1	3.4	9.1	9.8	2.6	5.3	6.9	2.1	0	2.2	2.7

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	20	4	11	35	1	247	34	282	5	7	8	20	8	251	2	261	598
04:30 PM	52	2	4	58	1	233	21	255	5	7	20	32	1	329	6	336	681
04:45 PM	25	4	9	38	0	209	19	228	2	6	20	28	2	279	2	283	577
05:00 PM	26	4	5	35	0	183	18	201	2	11	22	35	2	370	3	375	646
Total Volume	123	14	29	166	2	872	92	966	14	31	70	115	13	1229	13	1255	2502
% App. Total	74.1	8.4	17.5		0.2	90.3	9.5		12.2	27	60.9		1	97.9	1		
PHF	.591	.875	.659	.716	.500	.883	.676	.856	.700	.705	.795	.821	.406	.830	.542	.837	.919

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHANPM
 Site Code : 00000066
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	35	5	3	43	0	207	33	240	5	7	20	32	1	329	6	336
+15 mins.	20	4	11	35	1	247	34	282	2	6	20	28	2	279	2	283
+30 mins.	52	2	4	58	1	233	21	255	2	11	22	35	2	370	3	375
+45 mins.	25	4	9	38	0	209	19	228	4	4	17	25	3	296	4	303
Total Volume	132	15	27	174	2	896	107	1005	13	28	79	120	8	1274	15	1297
% App. Total	75.9	8.6	15.5		0.2	89.2	10.6		10.8	23.3	65.8		0.6	98.2	1.2	
PHF	.635	.750	.614	.750	.500	.907	.787	.891	.650	.636	.898	.857	.667	.861	.625	.865

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

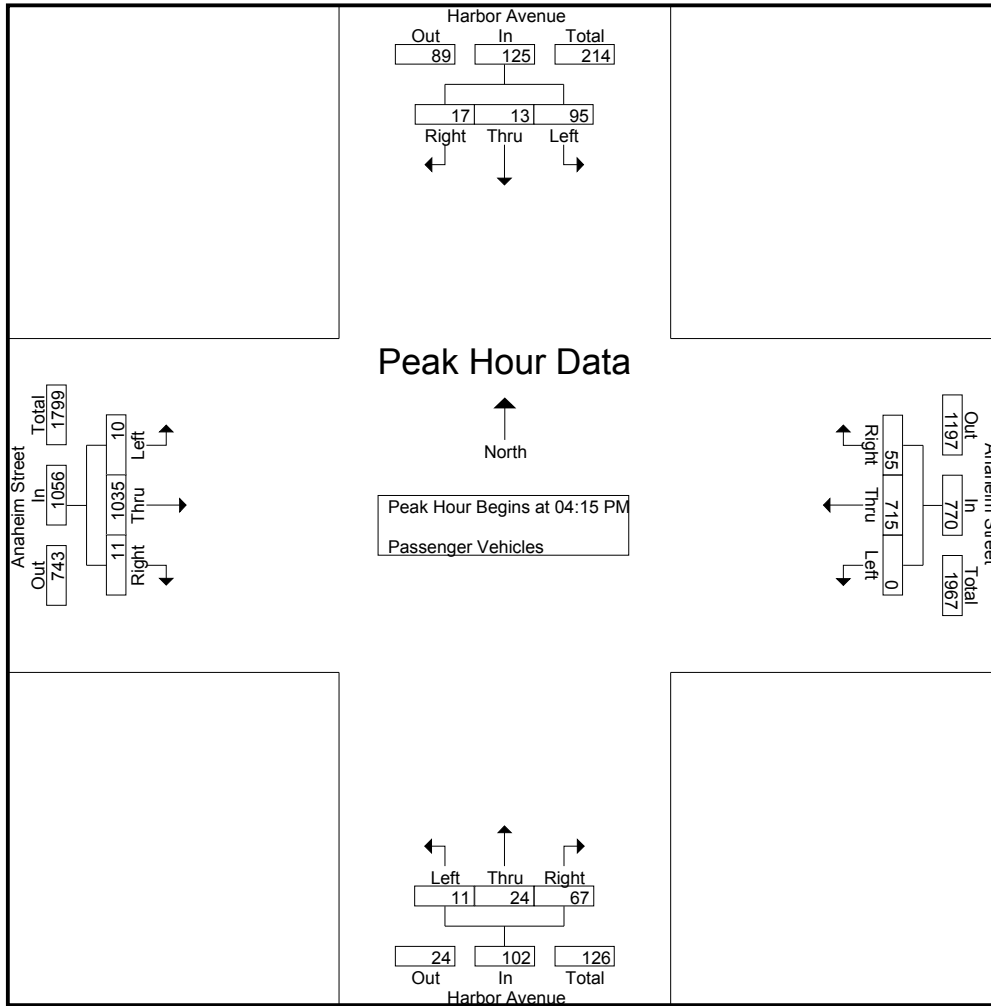
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	27	3	3	33	0	158	22	180	1	7	10	18	4	220	5	229	460
04:15 PM	16	4	6	26	0	192	21	213	4	6	7	17	6	212	2	220	476
04:30 PM	45	2	3	50	0	192	14	206	4	5	19	28	1	278	4	283	567
04:45 PM	16	4	5	25	0	174	6	180	2	3	19	24	2	228	2	232	461
Total	104	13	17	134	0	716	63	779	11	21	55	87	13	938	13	964	1964
05:00 PM	18	3	3	24	0	157	14	171	1	10	22	33	1	317	3	321	549
05:15 PM	25	2	2	29	0	148	19	167	3	2	14	19	2	248	4	254	469
05:30 PM	25	3	3	31	0	115	24	139	2	4	6	12	1	223	1	225	407
05:45 PM	13	1	10	24	0	120	11	131	0	4	6	10	2	166	0	168	333
Total	81	9	18	108	0	540	68	608	6	20	48	74	6	954	8	968	1758
Grand Total	185	22	35	242	0	1256	131	1387	17	41	103	161	19	1892	21	1932	3722
Apprch %	76.4	9.1	14.5		0	90.6	9.4		10.6	25.5	64		1	97.9	1.1		
Total %	5	0.6	0.9	6.5	0	33.7	3.5	37.3	0.5	1.1	2.8	4.3	0.5	50.8	0.6	51.9	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	16	4	6	26	0	192	21	213	4	6	7	17	6	212	2	220	476
04:30 PM	45	2	3	50	0	192	14	206	4	5	19	28	1	278	4	283	567
04:45 PM	16	4	5	25	0	174	6	180	2	3	19	24	2	228	2	232	461
05:00 PM	18	3	3	24	0	157	14	171	1	10	22	33	1	317	3	321	549
Total Volume	95	13	17	125	0	715	55	770	11	24	67	102	10	1035	11	1056	2053
% App. Total	76	10.4	13.6		0	92.9	7.1		10.8	23.5	65.7		0.9	98	1		
PHF	.528	.813	.708	.625	.000	.931	.655	.904	.688	.600	.761	.773	.417	.816	.688	.822	.905

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHANPM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	16	4	6	26	0	192	21	213	4	6	7	17	6	212	2	220
+15 mins.	45	2	3	50	0	192	14	206	4	5	19	28	1	278	4	283
+30 mins.	16	4	5	25	0	174	6	180	2	3	19	24	2	228	2	232
+45 mins.	18	3	3	24	0	157	14	171	1	10	22	33	1	317	3	321
Total Volume	95	13	17	125	0	715	55	770	11	24	67	102	10	1035	11	1056
% App. Total	76	10.4	13.6		0	92.9	7.1		10.8	23.5	65.7		0.9	98	1	
PHF	.528	.813	.708	.625	.000	.931	.655	.904	.688	.600	.761	.773	.417	.816	.688	.822

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 1

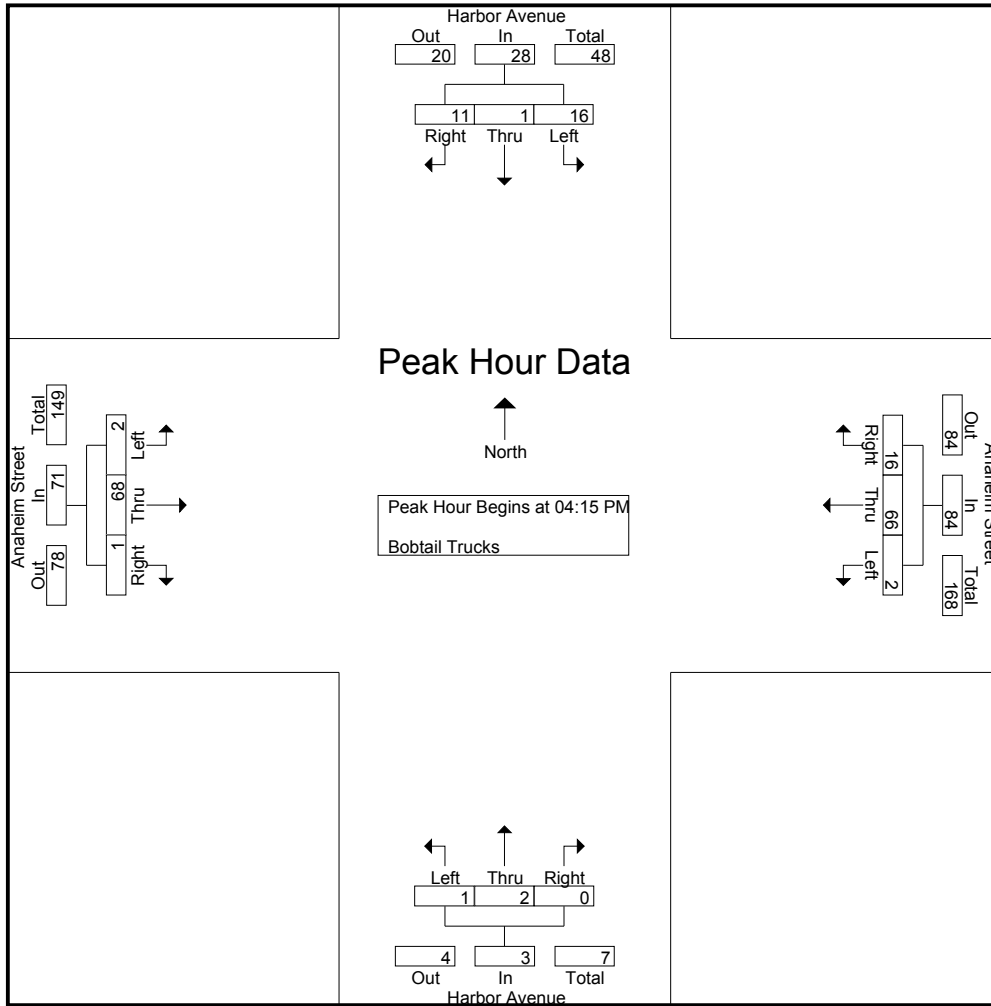
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	0	0	6	0	27	8	35	0	1	1	2	0	14	0	14	57
04:15 PM	2	0	4	6	1	25	6	32	0	0	0	0	1	15	0	16	54
04:30 PM	2	0	1	3	1	16	3	20	1	1	0	2	0	18	1	19	44
04:45 PM	7	0	4	11	0	15	6	21	0	1	0	1	0	13	0	13	46
Total	17	0	9	26	2	83	23	108	1	3	1	5	1	60	1	62	201
05:00 PM	5	1	2	8	0	10	1	11	0	0	0	0	1	22	0	23	42
05:15 PM	1	0	1	2	0	3	1	4	0	0	0	0	0	18	0	18	24
05:30 PM	2	0	0	2	0	14	0	14	0	0	0	0	0	11	0	11	27
05:45 PM	2	0	1	3	1	11	0	12	1	0	0	1	0	12	0	12	28
Total	10	1	4	15	1	38	2	41	1	0	0	1	1	63	0	64	121
Grand Total	27	1	13	41	3	121	25	149	2	3	1	6	2	123	1	126	322
Apprch %	65.9	2.4	31.7		2	81.2	16.8		33.3	50	16.7		1.6	97.6	0.8		
Total %	8.4	0.3	4	12.7	0.9	37.6	7.8	46.3	0.6	0.9	0.3	1.9	0.6	38.2	0.3	39.1	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	4	6	1	25	6	32	0	0	0	0	1	15	0	16	54
04:30 PM	2	0	1	3	1	16	3	20	1	1	0	2	0	18	1	19	44
04:45 PM	7	0	4	11	0	15	6	21	0	1	0	1	0	13	0	13	46
05:00 PM	5	1	2	8	0	10	1	11	0	0	0	0	1	22	0	23	42
Total Volume	16	1	11	28	2	66	16	84	1	2	0	3	2	68	1	71	186
% App. Total	57.1	3.6	39.3		2.4	78.6	19		33.3	66.7	0		2.8	95.8	1.4		
PHF	.571	.250	.688	.636	.500	.660	.667	.656	.250	.500	.000	.375	.500	.773	.250	.772	.861

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 0000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	4	6	1	25	6	32	0	0	0	0	1	15	0	16
+15 mins.	2	0	1	3	1	16	3	20	1	1	0	2	0	18	1	19
+30 mins.	7	0	4	11	0	15	6	21	0	1	0	1	0	13	0	13
+45 mins.	5	1	2	8	0	10	1	11	0	0	0	0	1	22	0	23
Total Volume	16	1	11	28	2	66	16	84	1	2	0	3	2	68	1	71
% App. Total	57.1	3.6	39.3		2.4	78.6	19		33.3	66.7	0		2.8	95.8	1.4	
PHF	.571	.250	.688	.636	.500	.660	.667	.656	.250	.500	.000	.375	.500	.773	.250	.772

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 1

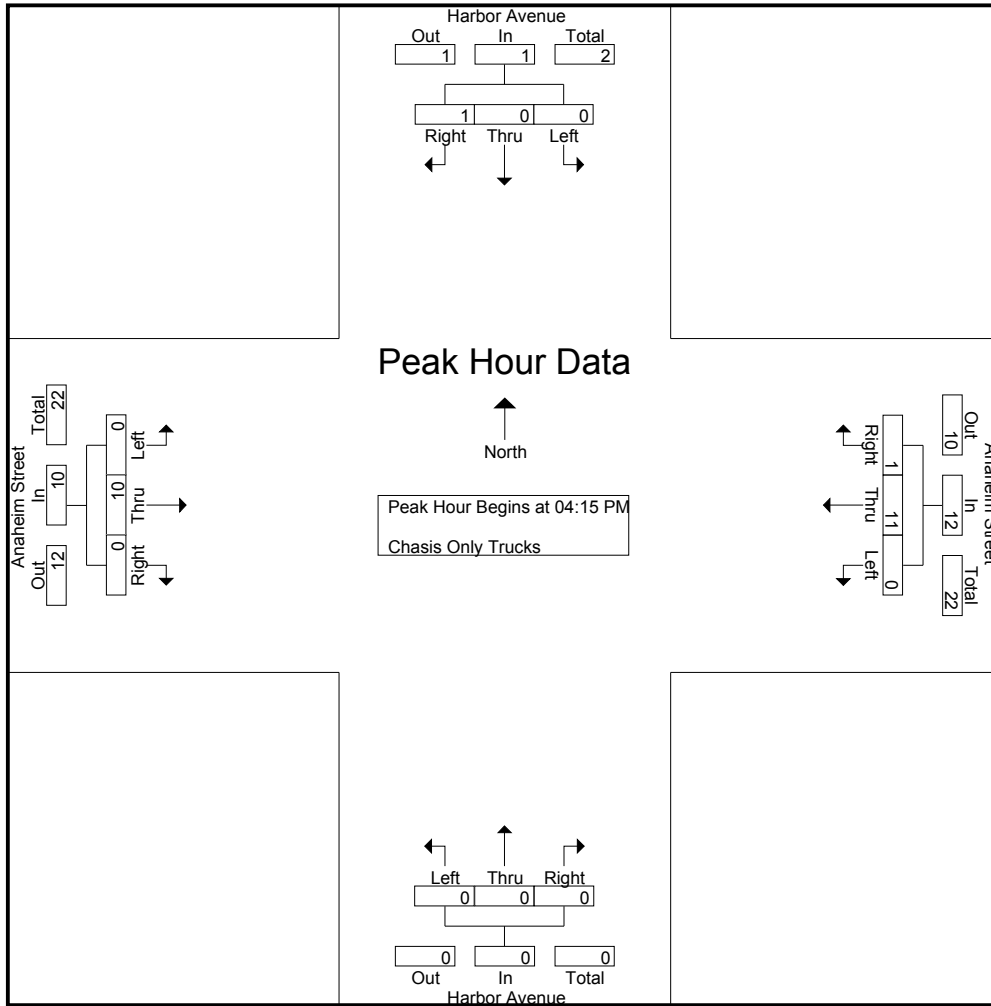
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
04:15 PM	0	0	1	1	0	7	1	8	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Total	0	0	1	1	0	14	1	15	0	0	0	0	1	11	0	12	28
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	8	0	8	10
Grand Total	0	0	1	1	0	15	1	16	0	0	1	1	1	19	0	20	38
Apprch %	0	0	100		0	93.8	6.2		0	0	100		5	95	0		
Total %	0	0	2.6	2.6	0	39.5	2.6	42.1	0	0	2.6	2.6	2.6	50	0	52.6	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	1	1	0	7	1	8	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	1	0	11	1	12	0	0	0	0	0	10	0	10	23
% App. Total	0	0	100		0	91.7	8.3		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.393	.250	.375	.000	.000	.000	.000	.000	.417	.000	.417	.639

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 0000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	1	1	0	7	1	8	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	11	1	12	0	0	0	0	0	10	0	10
% App. Total	0	0	100		0	91.7	8.3		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.393	.250	.375	.000	.000	.000	.000	.000	.417	.000	.417

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

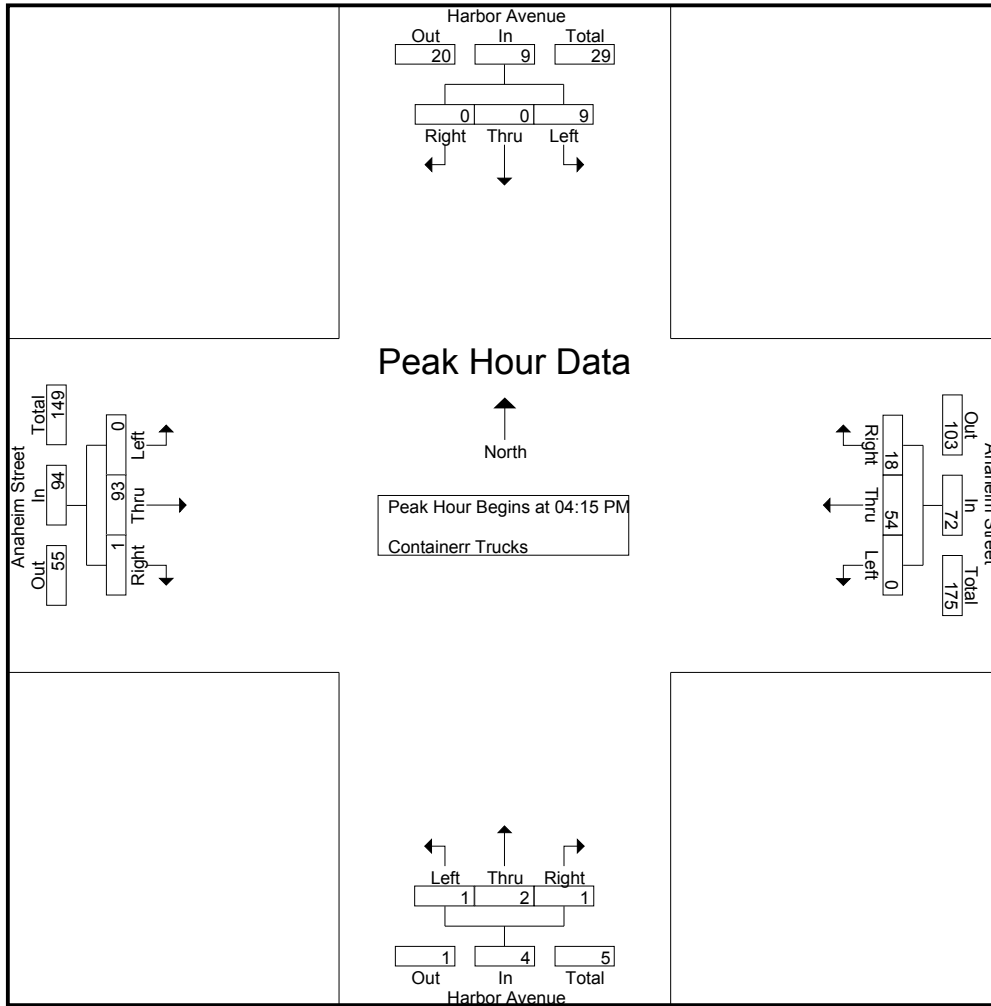
Groups Printed- Container Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	0	3	0	10	2	12	0	0	1	1	2	15	0	17	33
04:15 PM	1	0	0	1	0	18	6	24	1	1	0	2	0	20	0	20	47
04:30 PM	4	0	0	4	0	14	3	17	0	0	0	0	0	24	1	25	46
04:45 PM	2	0	0	2	0	14	6	20	0	1	1	2	0	22	0	22	46
Total	8	2	0	10	0	56	17	73	1	2	2	5	2	81	1	84	172
05:00 PM	2	0	0	2	0	8	3	11	0	0	0	0	0	27	0	27	40
05:15 PM	5	0	0	5	0	12	1	13	0	0	2	2	1	19	0	20	40
05:30 PM	1	0	0	1	0	9	5	14	0	0	1	1	0	13	0	13	29
05:45 PM	3	0	0	3	0	8	1	9	0	0	1	1	2	12	0	14	27
Total	11	0	0	11	0	37	10	47	0	0	4	4	3	71	0	74	136
Grand Total	19	2	0	21	0	93	27	120	1	2	6	9	5	152	1	158	308
Apprch %	90.5	9.5	0		0	77.5	22.5		11.1	22.2	66.7		3.2	96.2	0.6		
Total %	6.2	0.6	0	6.8	0	30.2	8.8	39	0.3	0.6	1.9	2.9	1.6	49.4	0.3	51.3	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	0	1	0	18	6	24	1	1	0	2	0	20	0	20	47
04:30 PM	4	0	0	4	0	14	3	17	0	0	0	0	0	24	1	25	46
04:45 PM	2	0	0	2	0	14	6	20	0	1	1	2	0	22	0	22	46
05:00 PM	2	0	0	2	0	8	3	11	0	0	0	0	0	27	0	27	40
Total Volume	9	0	0	9	0	54	18	72	1	2	1	4	0	93	1	94	179
% App. Total	100	0	0		0	75	25		25	50	25		0	98.9	1.1		
PHF	.563	.000	.000	.563	.000	.750	.750	.750	.250	.500	.250	.500	.000	.861	.250	.870	.952

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHANPM
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	0	1	0	18	6	24	1	1	0	2	0	20	0	20
+15 mins.	4	0	0	4	0	14	3	17	0	0	0	0	0	24	1	25
+30 mins.	2	0	0	2	0	14	6	20	0	1	1	2	0	22	0	22
+45 mins.	2	0	0	2	0	8	3	11	0	0	0	0	0	27	0	27
Total Volume	9	0	0	9	0	54	18	72	1	2	1	4	0	93	1	94
% App. Total	100	0	0		0	75	25		25	50	25		0	98.9	1.1	
PHF	.563	.000	.000	.563	.000	.750	.750	.750	.250	.500	.250	.500	.000	.861	.250	.870

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 00000066
 Start Date : 2/28/2012
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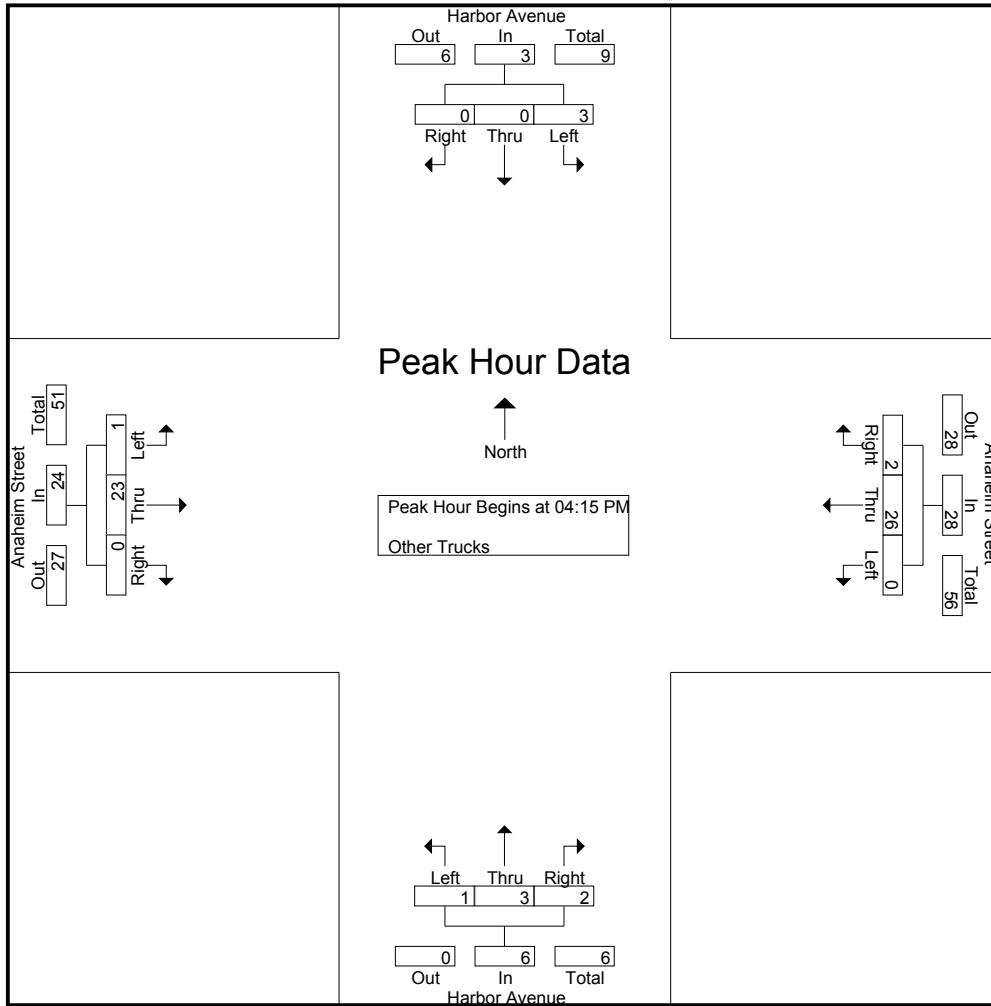
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	9	1	10	0	0	1	1	0	9	0	9	21
04:15 PM	1	0	0	1	0	5	0	5	0	0	1	1	1	4	0	5	12
04:30 PM	1	0	0	1	0	7	1	8	0	1	1	2	0	6	0	6	17
04:45 PM	0	0	0	0	0	6	1	7	0	1	0	1	0	10	0	10	18
Total	3	0	0	3	0	27	3	30	0	2	3	5	1	29	0	30	68
05:00 PM	1	0	0	1	0	8	0	8	1	1	0	2	0	3	0	3	14
05:15 PM	0	0	0	0	0	7	0	7	1	2	0	3	0	10	0	10	20
05:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	8	1	9	0	0	0	0	1	6	0	7	16
Total	1	0	0	1	0	28	1	29	2	3	0	5	1	19	0	20	55
Grand Total	4	0	0	4	0	55	4	59	2	5	3	10	2	48	0	50	123
Apprch %	100	0	0		0	93.2	6.8		20	50	30		4	96	0		
Total %	3.3	0	0	3.3	0	44.7	3.3	48	1.6	4.1	2.4	8.1	1.6	39	0	40.7	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	0	1	0	5	0	5	0	0	1	1	1	4	0	5	12
04:30 PM	1	0	0	1	0	7	1	8	0	1	1	2	0	6	0	6	17
04:45 PM	0	0	0	0	0	6	1	7	0	1	0	1	0	10	0	10	18
05:00 PM	1	0	0	1	0	8	0	8	1	1	0	2	0	3	0	3	14
Total Volume	3	0	0	3	0	26	2	28	1	3	2	6	1	23	0	24	61
% App. Total	100	0	0		0	92.9	7.1		16.7	50	33.3		4.2	95.8	0		
PHF	.750	.000	.000	.750	.000	.813	.500	.875	.250	.750	.500	.750	.250	.575	.000	.600	.847

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHANPM
 Site Code : 0000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	0	1	0	5	0	5	0	0	1	1	1	4	0	5
+15 mins.	1	0	0	1	0	7	1	8	0	1	1	2	0	6	0	6
+30 mins.	0	0	0	0	0	6	1	7	0	1	0	1	0	10	0	10
+45 mins.	1	0	0	1	0	8	0	8	1	1	0	2	0	3	0	3
Total Volume	3	0	0	3	0	26	2	28	1	3	2	6	1	23	0	24
% App. Total	100	0	0		0	92.9	7.1		16.7	50	33.3		4.2	95.8	0	
PHF	.750	.000	.000	.750	.000	.813	.500	.875	.250	.750	.500	.750	.250	.575	.000	.600

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

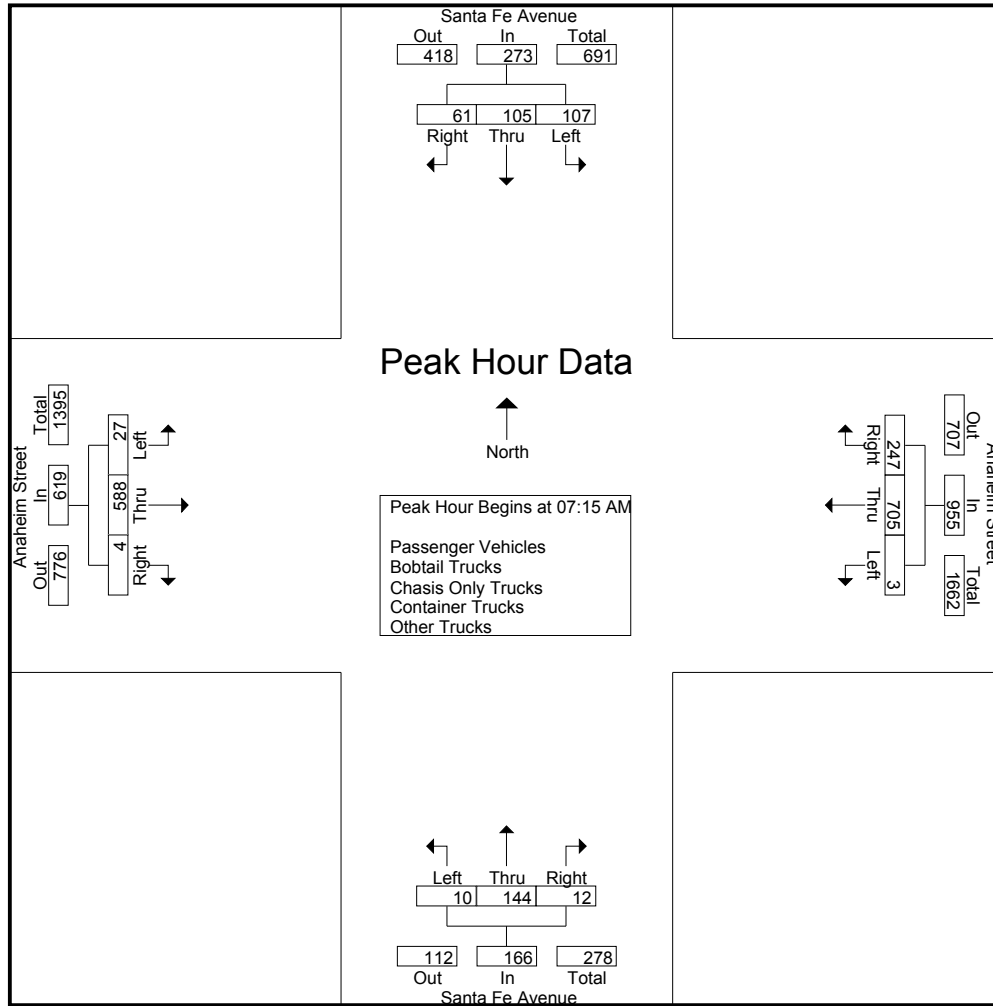
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	18	15	13	46	0	148	49	197	1	19	1	21	4	126	1	131	395
07:15 AM	25	23	16	64	0	163	85	248	2	46	3	51	2	167	0	169	532
07:30 AM	38	42	17	97	2	165	70	237	2	42	5	49	8	152	2	162	545
07:45 AM	29	26	17	72	0	180	49	229	1	26	1	28	7	137	1	145	474
Total	110	106	63	279	2	656	253	911	6	133	10	149	21	582	4	607	1946
08:00 AM	15	14	11	40	1	197	43	241	5	30	3	38	10	132	1	143	462
08:15 AM	16	25	14	55	0	160	45	205	2	33	6	41	17	121	2	140	441
08:30 AM	20	22	14	56	4	160	33	197	0	13	1	14	7	158	1	166	433
08:45 AM	26	14	19	59	4	135	30	169	2	22	2	26	11	126	3	140	394
Total	77	75	58	210	9	652	151	812	9	98	12	119	45	537	7	589	1730
Grand Total	187	181	121	489	11	1308	404	1723	15	231	22	268	66	1119	11	1196	3676
Apprch %	38.2	37	24.7		0.6	75.9	23.4		5.6	86.2	8.2		5.5	93.6	0.9		
Total %	5.1	4.9	3.3	13.3	0.3	35.6	11	46.9	0.4	6.3	0.6	7.3	1.8	30.4	0.3	32.5	
Passenger Vehicles	175	170	107	452	7	1132	398	1537	13	203	15	231	56	725	9	790	3010
% Passenger Vehicles	93.6	93.9	88.4	92.4	63.6	86.5	98.5	89.2	86.7	87.9	68.2	86.2	84.8	64.8	81.8	66.1	81.9
Bobtail Trucks	4	2	8	14	0	40	3	43	2	10	1	13	3	115	0	118	188
% Bobtail Trucks	2.1	1.1	6.6	2.9	0	3.1	0.7	2.5	13.3	4.3	4.5	4.9	4.5	10.3	0	9.9	5.1
Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
% Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.4	0.1
Container Trucks	5	7	2	14	0	40	0	40	0	16	1	17	5	189	0	194	265
% Container Trucks	2.7	3.9	1.7	2.9	0	3.1	0	2.3	0	6.9	4.5	6.3	7.6	16.9	0	16.2	7.2
Other Trucks	3	2	4	9	4	96	3	103	0	2	5	7	2	85	2	89	208
% Other Trucks	1.6	1.1	3.3	1.8	36.4	7.3	0.7	6	0	0.9	22.7	2.6	3	7.6	18.2	7.4	5.7

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	23	16	64	0	163	85	248	2	46	3	51	2	167	0	169	532
07:30 AM	38	42	17	97	2	165	70	237	2	42	5	49	8	152	2	162	545
07:45 AM	29	26	17	72	0	180	49	229	1	26	1	28	7	137	1	145	474
08:00 AM	15	14	11	40	1	197	43	241	5	30	3	38	10	132	1	143	462
Total Volume	107	105	61	273	3	705	247	955	10	144	12	166	27	588	4	619	2013
% App. Total	39.2	38.5	22.3		0.3	73.8	25.9		6	86.7	7.2		4.4	95	0.6		
PHF	.704	.625	.897	.704	.375	.895	.726	.963	.500	.783	.600	.814	.675	.880	.500	.916	.923

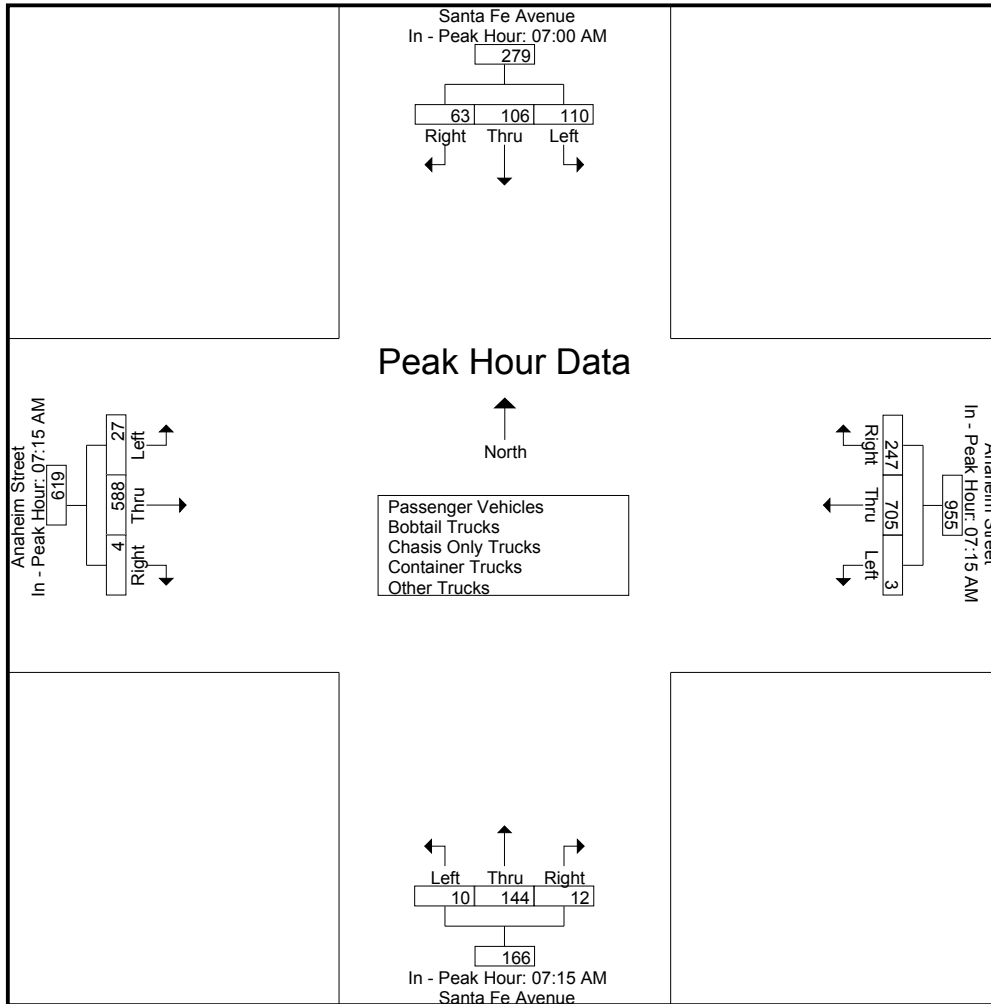
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	18	15	13	46	0	163	85	248	2	46	3	51	2	167	0	169
+15 mins.	25	23	16	64	2	165	70	237	2	42	5	49	8	152	2	162
+30 mins.	38	42	17	97	0	180	49	229	1	26	1	28	7	137	1	145
+45 mins.	29	26	17	72	1	197	43	241	5	30	3	38	10	132	1	143
Total Volume	110	106	63	279	3	705	247	955	10	144	12	166	27	588	4	619
% App. Total	39.4	38	22.6		0.3	73.8	25.9		6	86.7	7.2		4.4	95	0.6	
PHF	.724	.631	.926	.719	.375	.895	.726	.963	.500	.783	.600	.814	.675	.880	.500	.916



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

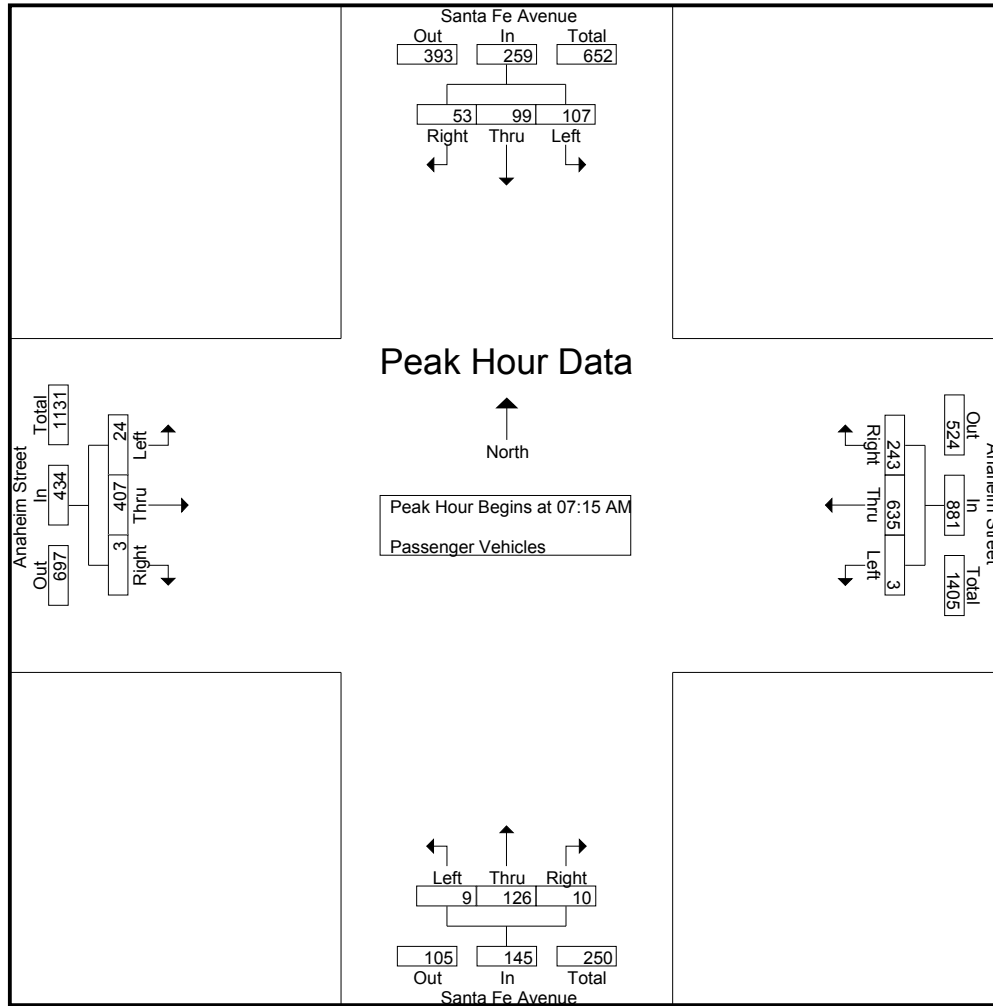
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	17	14	12	43	0	140	48	188	1	16	0	17	3	92	1	96	344
07:15 AM	25	22	14	61	0	148	85	233	1	40	2	43	2	125	0	127	464
07:30 AM	38	40	17	95	2	147	68	217	2	36	4	42	7	108	1	116	470
07:45 AM	29	25	13	67	0	168	49	217	1	23	1	25	7	89	1	97	406
Total	109	101	56	266	2	603	250	855	5	115	7	127	19	414	3	436	1684
08:00 AM	15	12	9	36	1	172	41	214	5	27	3	35	8	85	1	94	379
08:15 AM	13	23	10	46	0	135	45	180	2	30	3	35	15	76	1	92	353
08:30 AM	17	20	14	51	3	121	33	157	0	12	1	13	6	81	1	88	309
08:45 AM	21	14	18	53	1	101	29	131	1	19	1	21	8	69	3	80	285
Total	66	69	51	186	5	529	148	682	8	88	8	104	37	311	6	354	1326
Grand Total	175	170	107	452	7	1132	398	1537	13	203	15	231	56	725	9	790	3010
Apprch %	38.7	37.6	23.7		0.5	73.6	25.9		5.6	87.9	6.5		7.1	91.8	1.1		
Total %	5.8	5.6	3.6	15	0.2	37.6	13.2	51.1	0.4	6.7	0.5	7.7	1.9	24.1	0.3	26.2	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	22	14	61	0	148	85	233	1	40	2	43	2	125	0	127	464
07:30 AM	38	40	17	95	2	147	68	217	2	36	4	42	7	108	1	116	470
07:45 AM	29	25	13	67	0	168	49	217	1	23	1	25	7	89	1	97	406
08:00 AM	15	12	9	36	1	172	41	214	5	27	3	35	8	85	1	94	379
Total Volume	107	99	53	259	3	635	243	881	9	126	10	145	24	407	3	434	1719
% App. Total	41.3	38.2	20.5		0.3	72.1	27.6		6.2	86.9	6.9		5.5	93.8	0.7		
PHF	.704	.619	.779	.682	.375	.923	.715	.945	.450	.788	.625	.843	.750	.814	.750	.854	.914

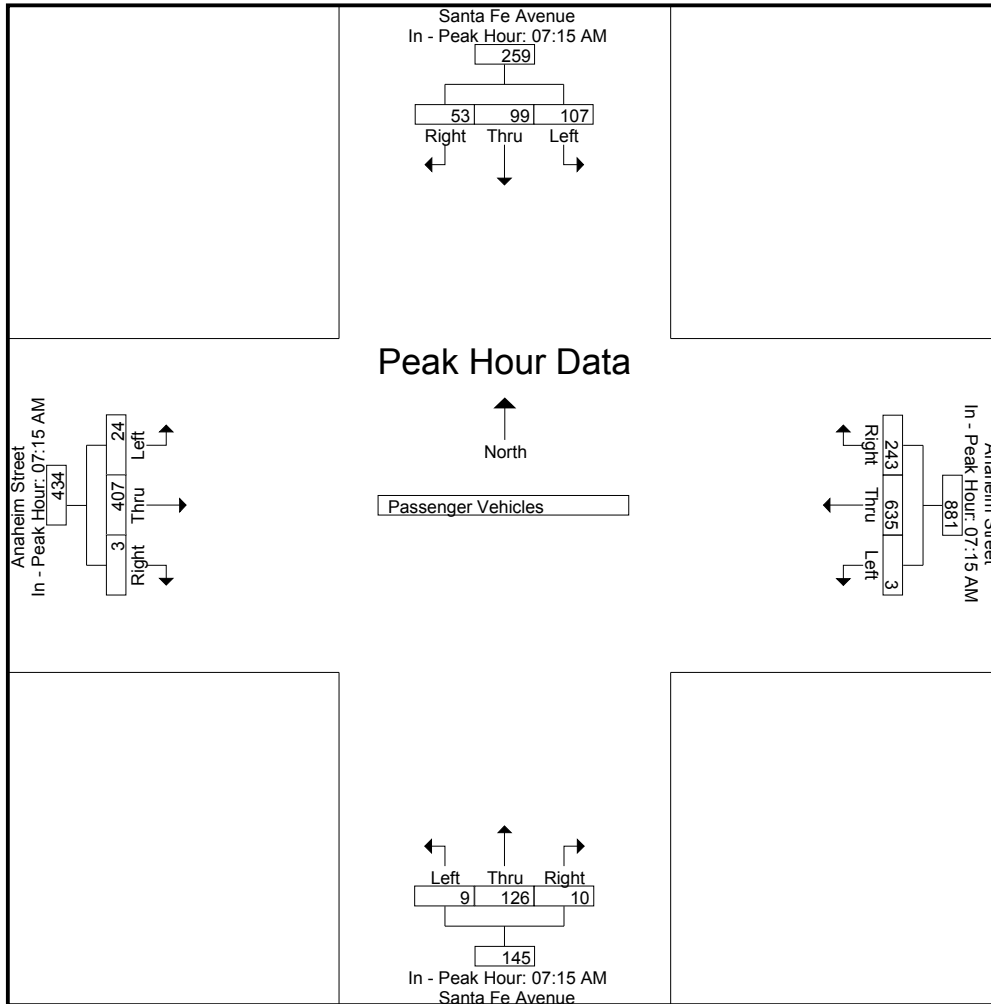
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	25	22	14	61	0	148	85	233	1	40	2	43	2	125	0	127
+15 mins.	38	40	17	95	2	147	68	217	2	36	4	42	7	108	1	116
+30 mins.	29	25	13	67	0	168	49	217	1	23	1	25	7	89	1	97
+45 mins.	15	12	9	36	1	172	41	214	5	27	3	35	8	85	1	94
Total Volume	107	99	53	259	3	635	243	881	9	126	10	145	24	407	3	434
% App. Total	41.3	38.2	20.5		0.3	72.1	27.6		6.2	86.9	6.9		5.5	93.8	0.7	
PHF	.704	.619	.779	.682	.375	.923	.715	.945	.450	.788	.625	.843	.750	.814	.750	.854



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
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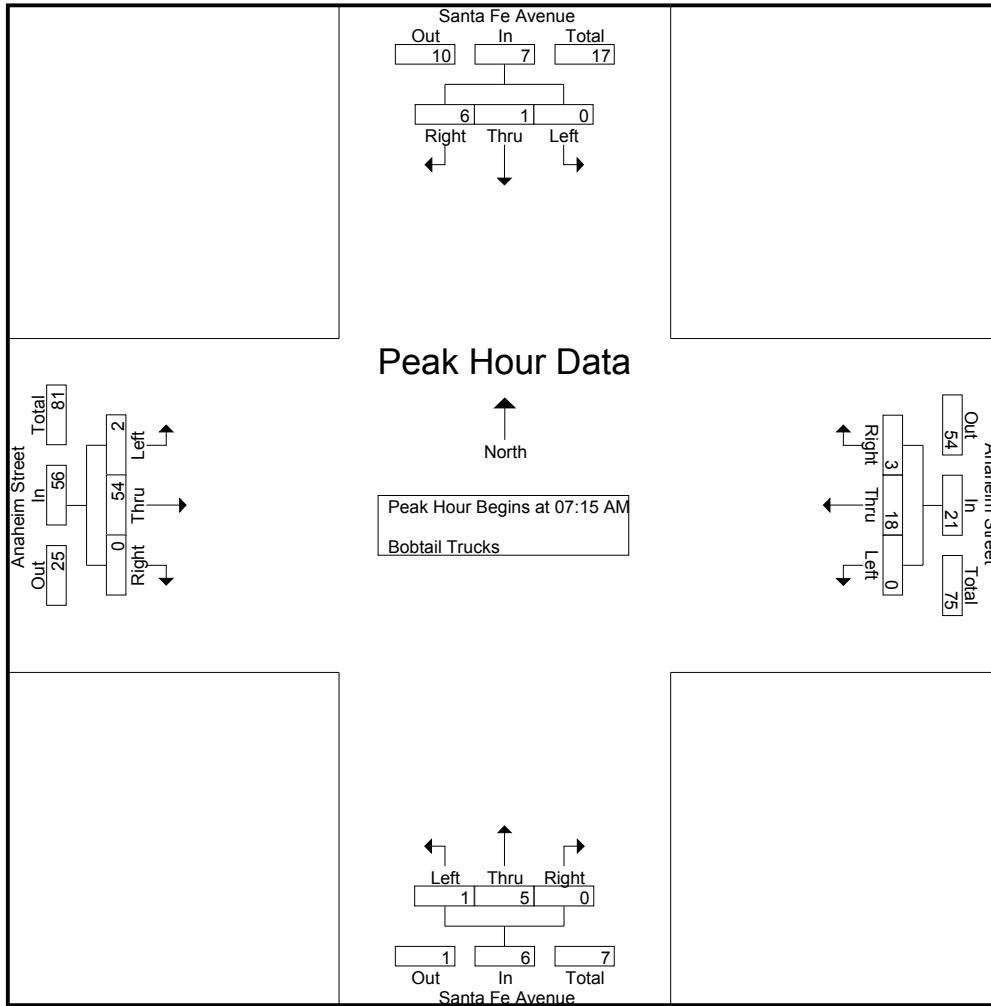
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	1	0	1	0	1	1	2	1	2	0	3	7
07:15 AM	0	0	1	1	0	5	0	5	1	2	0	3	0	12	0	12	21
07:30 AM	0	1	0	1	0	4	1	5	0	1	0	1	0	11	0	11	18
07:45 AM	0	0	3	3	0	2	0	2	0	1	0	1	0	13	0	13	19
Total	0	1	5	6	0	12	1	13	1	5	1	7	1	38	0	39	65
08:00 AM	0	0	2	2	0	7	2	9	0	1	0	1	2	18	0	20	32
08:15 AM	1	0	0	1	0	4	0	4	0	2	0	2	0	10	0	10	17
08:30 AM	1	1	0	2	0	9	0	9	0	0	0	0	0	30	0	30	41
08:45 AM	2	0	1	3	0	8	0	8	1	2	0	3	0	19	0	19	33
Total	4	1	3	8	0	28	2	30	1	5	0	6	2	77	0	79	123
Grand Total	4	2	8	14	0	40	3	43	2	10	1	13	3	115	0	118	188
Apprch %	28.6	14.3	57.1		0	93	7		15.4	76.9	7.7		2.5	97.5	0		
Total %	2.1	1.1	4.3	7.4	0	21.3	1.6	22.9	1.1	5.3	0.5	6.9	1.6	61.2	0	62.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	5	0	5	1	2	0	3	0	12	0	12	21
07:30 AM	0	1	0	1	0	4	1	5	0	1	0	1	0	11	0	11	18
07:45 AM	0	0	3	3	0	2	0	2	0	1	0	1	0	13	0	13	19
08:00 AM	0	0	2	2	0	7	2	9	0	1	0	1	2	18	0	20	32
Total Volume	0	1	6	7	0	18	3	21	1	5	0	6	2	54	0	56	90
% App. Total	0	14.3	85.7		0	85.7	14.3		16.7	83.3	0		3.6	96.4	0		
PHF	.000	.250	.500	.583	.000	.643	.375	.583	.250	.625	.000	.500	.250	.750	.000	.700	.703

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

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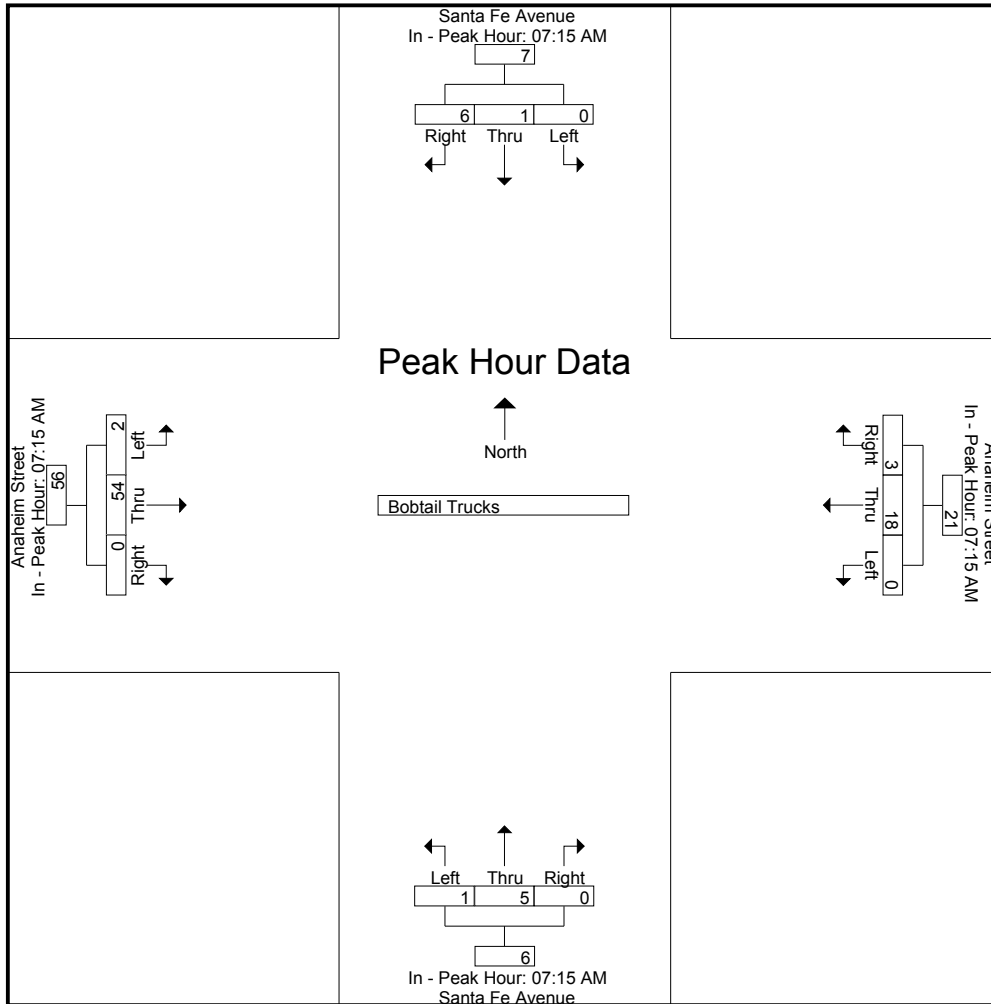


Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	5	0	5	1	2	0	3	0	12	0	12
+15 mins.	0	1	0	1	0	4	1	5	0	1	0	1	0	11	0	11
+30 mins.	0	0	3	3	0	2	0	2	0	1	0	1	0	13	0	13
+45 mins.	0	0	2	2	0	7	2	9	0	1	0	1	2	18	0	20
Total Volume	0	1	6	7	0	18	3	21	1	5	0	6	2	54	0	56
% App. Total	0	14.3	85.7		0	85.7	14.3		16.7	83.3	0		3.6	96.4	0	
PHF	.000	.250	.500	.583	.000	.643	.375	.583	.250	.625	.000	.500	.250	.750	.000	.700

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
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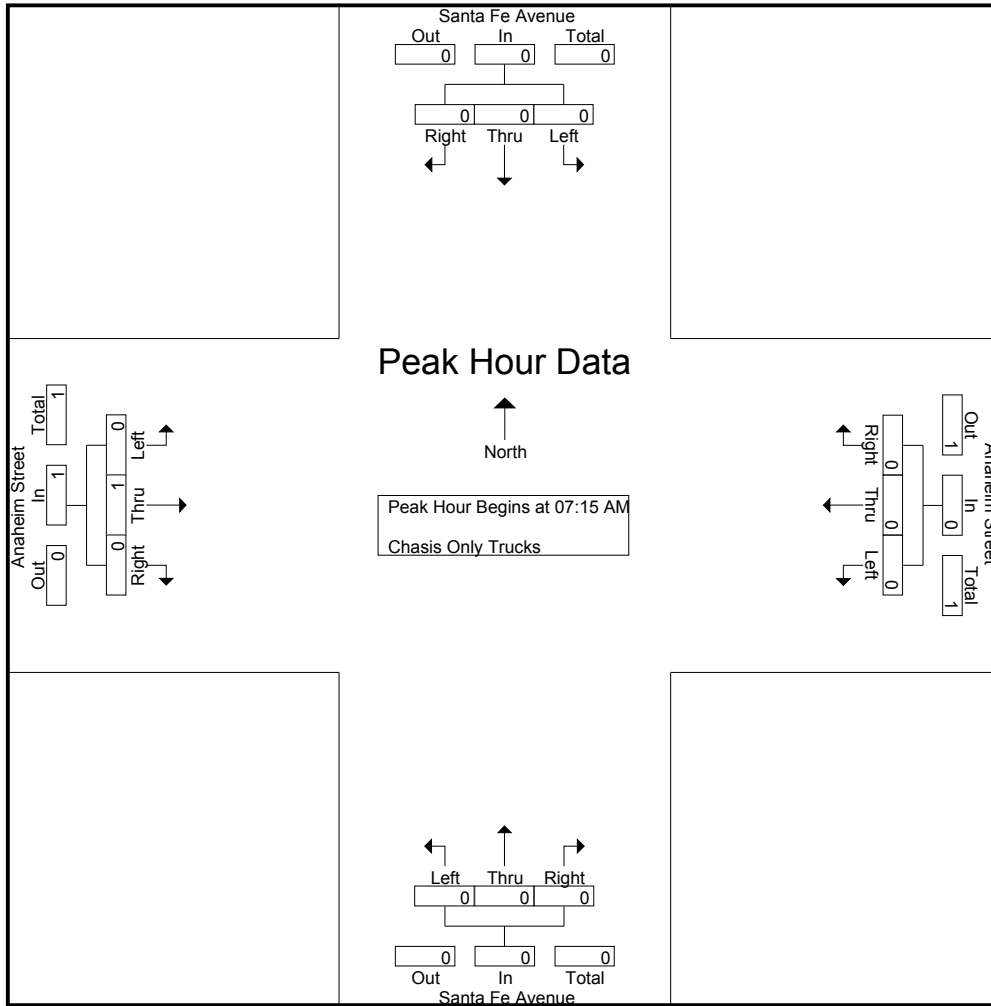
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

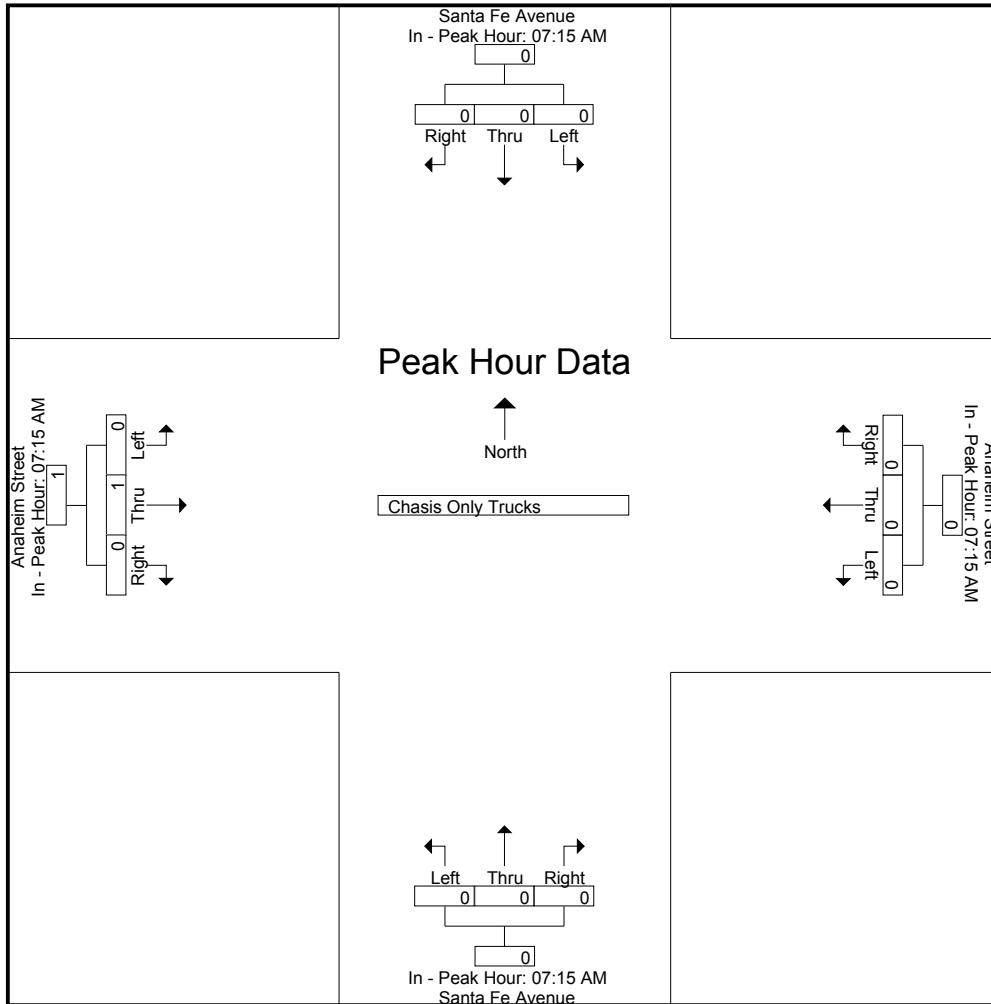
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
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 Start Date : 2/28/2012
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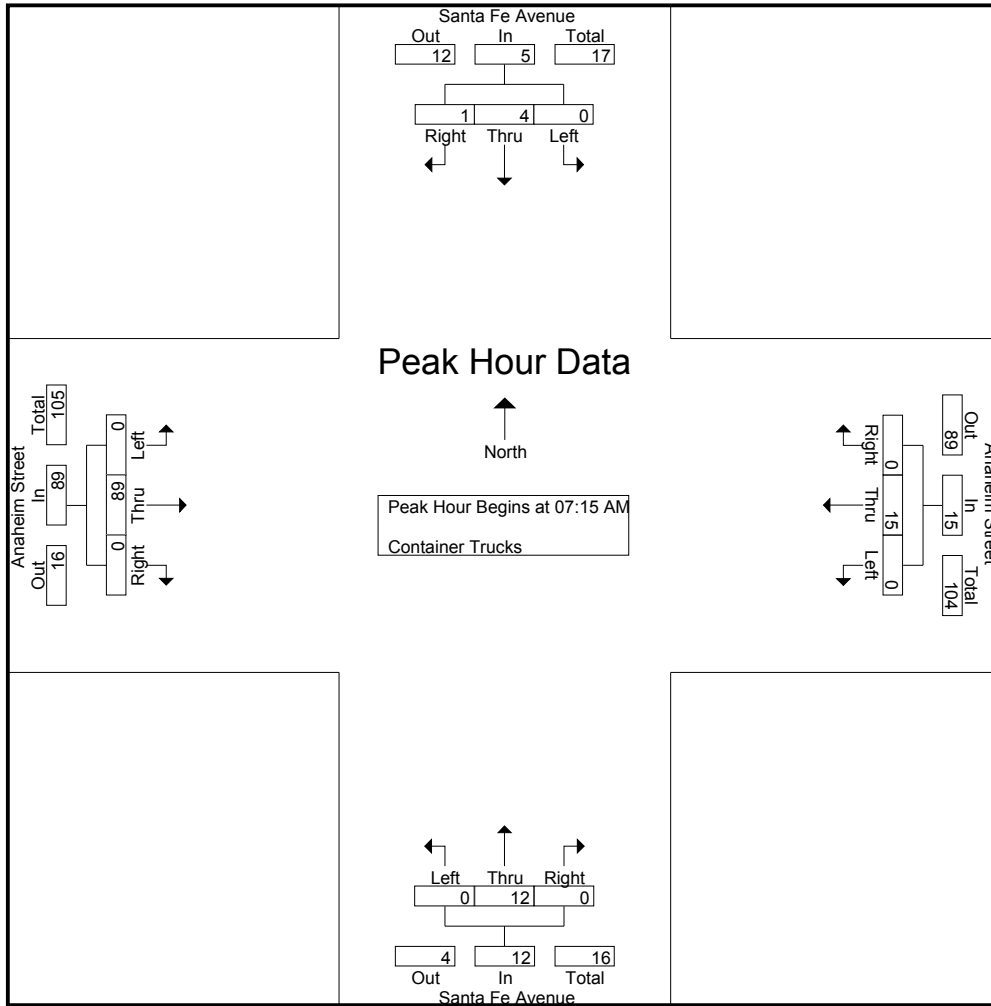
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	23	0	23	26
07:15 AM	0	1	1	2	0	4	0	4	0	3	0	3	0	22	0	22	31
07:30 AM	0	0	0	0	0	4	0	4	0	5	0	5	0	24	0	24	33
07:45 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	24	0	24	29
Total	0	3	1	4	0	10	0	10	0	12	0	12	0	93	0	93	119
08:00 AM	0	2	0	2	0	5	0	5	0	2	0	2	0	19	0	19	28
08:15 AM	1	2	1	4	0	5	0	5	0	1	1	2	1	20	0	21	32
08:30 AM	2	0	0	2	0	8	0	8	0	1	0	1	1	33	0	34	45
08:45 AM	2	0	0	2	0	12	0	12	0	0	0	0	3	24	0	27	41
Total	5	4	1	10	0	30	0	30	0	4	1	5	5	96	0	101	146
Grand Total	5	7	2	14	0	40	0	40	0	16	1	17	5	189	0	194	265
Apprch %	35.7	50	14.3		0	100	0		0	94.1	5.9		2.6	97.4	0		
Total %	1.9	2.6	0.8	5.3	0	15.1	0	15.1	0	6	0.4	6.4	1.9	71.3	0	73.2	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	1	2	0	4	0	4	0	3	0	3	0	22	0	22	31
07:30 AM	0	0	0	0	0	4	0	4	0	5	0	5	0	24	0	24	33
07:45 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	24	0	24	29
08:00 AM	0	2	0	2	0	5	0	5	0	2	0	2	0	19	0	19	28
Total Volume	0	4	1	5	0	15	0	15	0	12	0	12	0	89	0	89	121
% App. Total	0	80	20		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.250	.625	.000	.750	.000	.750	.000	.600	.000	.600	.000	.927	.000	.927	.917

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
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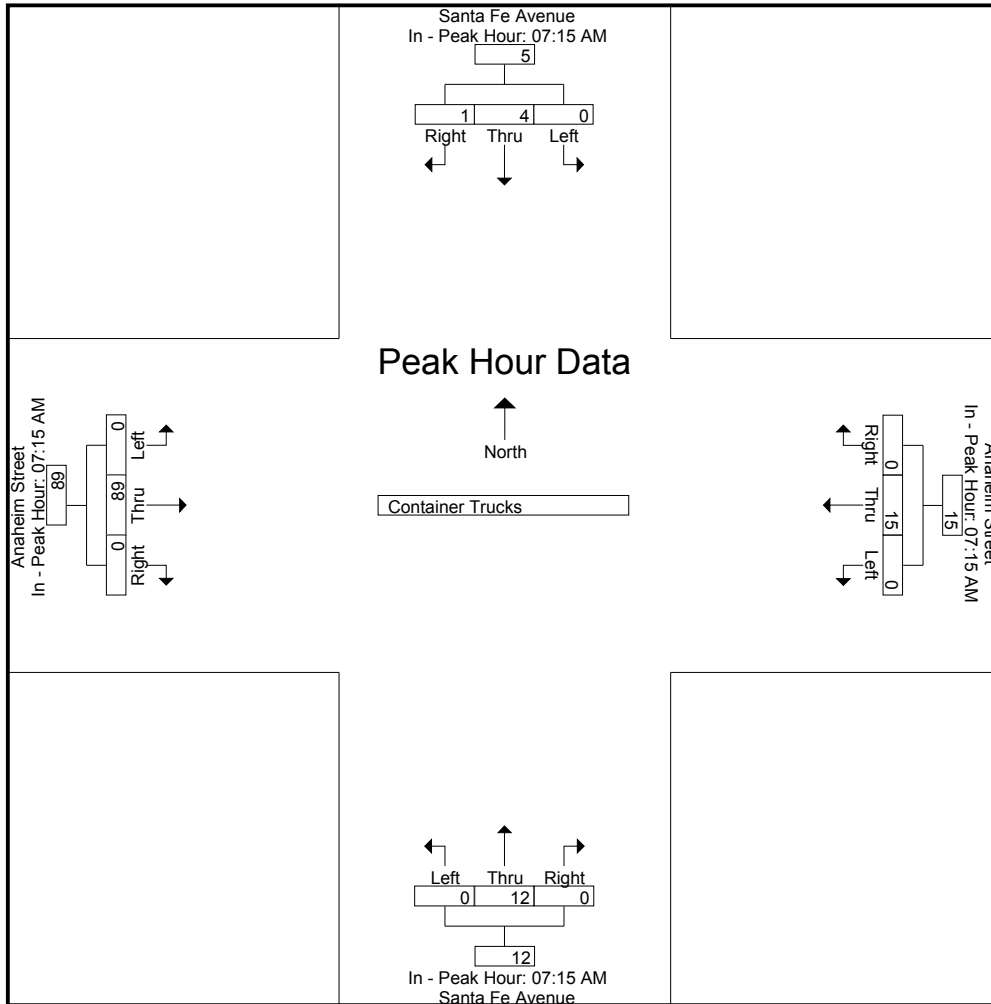


Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	1	2	0	4	0	4	0	3	0	3	0	22	0	22
+15 mins.	0	0	0	0	0	4	0	4	0	5	0	5	0	24	0	24
+30 mins.	0	1	0	1	0	2	0	2	0	2	0	2	0	24	0	24
+45 mins.	0	2	0	2	0	5	0	5	0	2	0	2	0	19	0	19
Total Volume	0	4	1	5	0	15	0	15	0	12	0	12	0	89	0	89
% App. Total	0	80	20		0	100	0		0	100	0		0	100	0	
PHF	.000	.500	.250	.625	.000	.750	.000	.750	.000	.600	.000	.600	.000	.927	.000	.927

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
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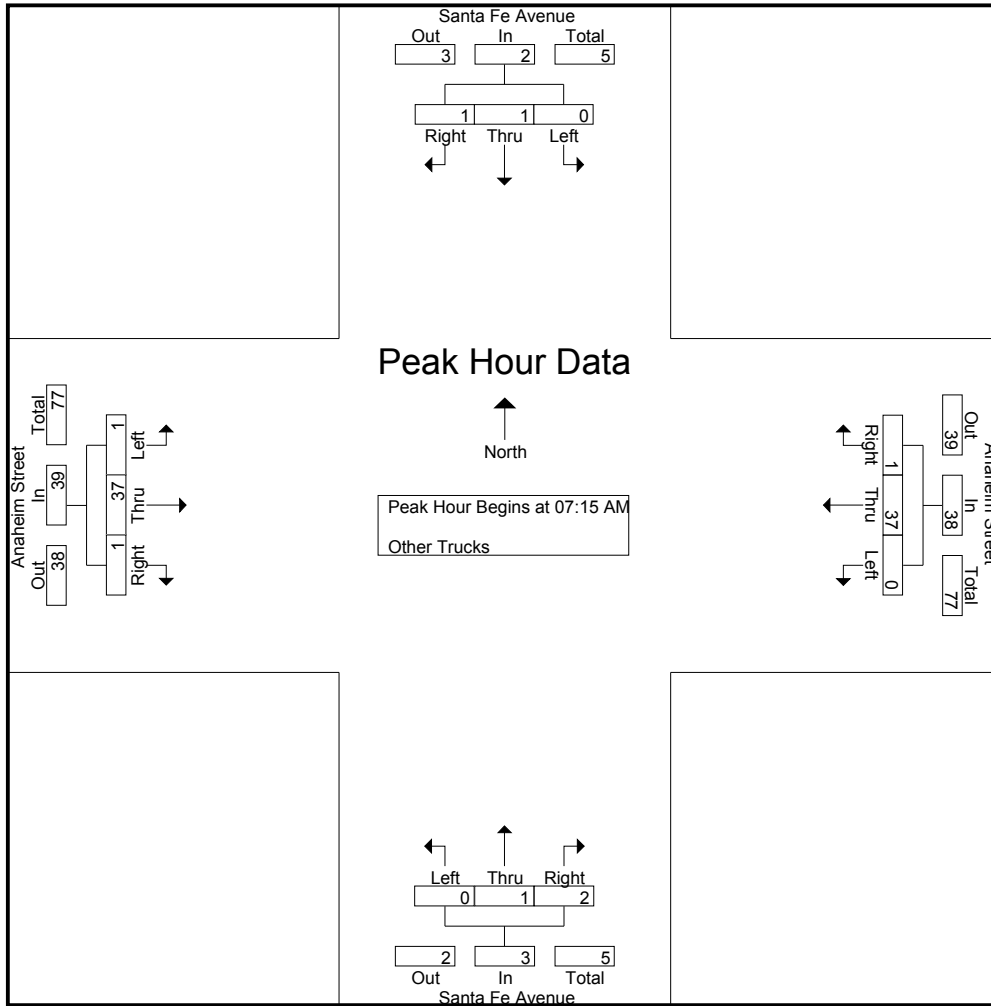
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	7	1	8	0	0	0	0	0	9	0	9	18
07:15 AM	0	0	0	0	0	6	0	6	0	1	1	2	0	8	0	8	16
07:30 AM	0	1	0	1	0	10	1	11	0	0	1	1	1	9	1	11	24
07:45 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11	20
Total	1	1	1	3	0	31	2	33	0	1	2	3	1	37	1	39	78
08:00 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
08:15 AM	1	0	3	4	0	16	0	16	0	0	2	2	1	13	1	15	37
08:30 AM	0	1	0	1	1	22	0	23	0	0	0	0	0	13	0	13	37
08:45 AM	1	0	0	1	3	14	1	18	0	1	1	2	0	13	0	13	34
Total	2	1	3	6	4	65	1	70	0	1	3	4	1	48	1	50	130
Grand Total	3	2	4	9	4	96	3	103	0	2	5	7	2	85	2	89	208
Apprch %	33.3	22.2	44.4		3.9	93.2	2.9		0	28.6	71.4		2.2	95.5	2.2		
Total %	1.4	1	1.9	4.3	1.9	46.2	1.4	49.5	0	1	2.4	3.4	1	40.9	1	42.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	6	0	6	0	1	1	2	0	8	0	8	16
07:30 AM	0	1	0	1	0	10	1	11	0	0	1	1	1	9	1	11	24
07:45 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11	20
08:00 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
Total Volume	0	1	1	2	0	37	1	38	0	1	2	3	1	37	1	39	82
% App. Total	0	50	50		0	97.4	2.6		0	33.3	66.7		2.6	94.9	2.6		
PHF	.000	.250	.250	.500	.000	.712	.250	.731	.000	.250	.500	.375	.250	.841	.250	.886	.854

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
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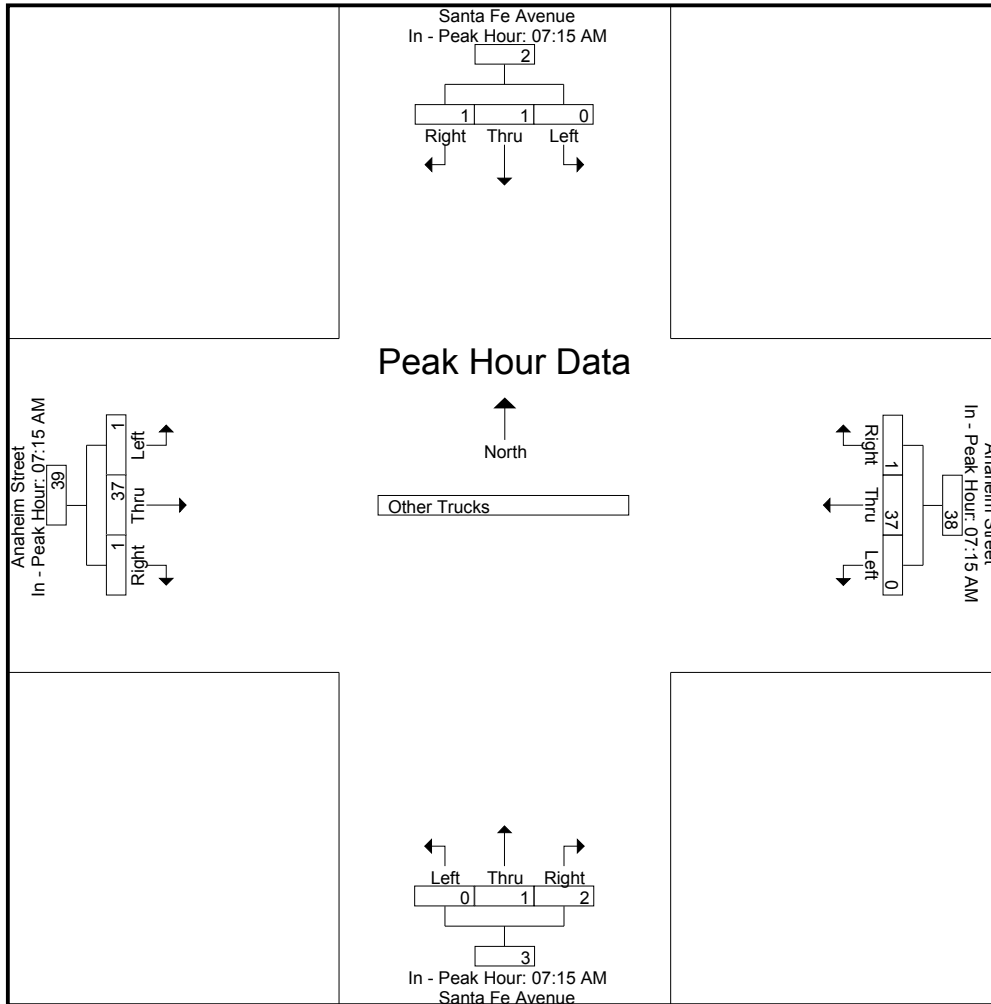


Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	6	0	6	0	1	1	2	0	8	0	8
+15 mins.	0	1	0	1	0	10	1	11	0	0	1	1	1	9	1	11
+30 mins.	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11
+45 mins.	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9
Total Volume	0	1	1	2	0	37	1	38	0	1	2	3	1	37	1	39
% App. Total	0	50	50		0	97.4	2.6		0	33.3	66.7		2.6	94.9	2.6	
PHF	.000	.250	.250	.500	.000	.712	.250	.731	.000	.250	.500	.375	.250	.841	.250	.886

City of Long Beach
N/S: Santa Fe Avenue
E/W: Anaheim Street
Weather: Sunny

File Name : LBCSFANAM
Site Code : 0000063
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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

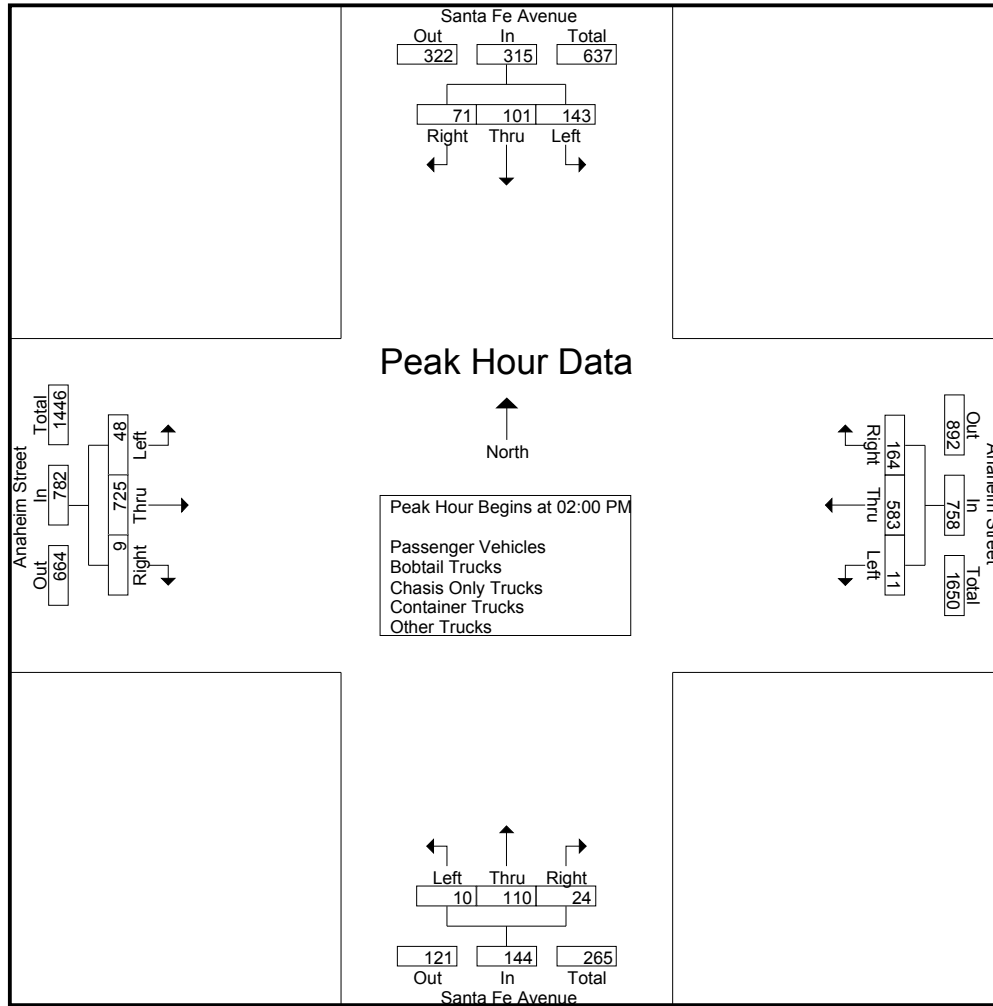
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	22	18	44	4	131	27	162	1	21	8	30	13	150	2	165	401
01:15 PM	26	13	24	63	6	144	36	186	1	7	8	16	15	158	0	173	438
01:30 PM	35	15	22	72	1	158	32	191	4	27	6	37	12	165	2	179	479
01:45 PM	23	19	17	59	4	149	44	197	2	24	7	33	14	174	0	188	477
Total	88	69	81	238	15	582	139	736	8	79	29	116	54	647	4	705	1795
02:00 PM	40	24	14	78	1	156	36	193	2	25	8	35	10	180	2	192	498
02:15 PM	36	20	21	77	3	148	47	198	4	29	5	38	9	183	3	195	508
02:30 PM	32	27	19	78	3	126	38	167	1	30	5	36	15	178	2	195	476
02:45 PM	35	30	17	82	4	153	43	200	3	26	6	35	14	184	2	200	517
Total	143	101	71	315	11	583	164	758	10	110	24	144	48	725	9	782	1999
Grand Total	231	170	152	553	26	1165	303	1494	18	189	53	260	102	1372	13	1487	3794
Apprch %	41.8	30.7	27.5		1.7	78	20.3		6.9	72.7	20.4		6.9	92.3	0.9		
Total %	6.1	4.5	4	14.6	0.7	30.7	8	39.4	0.5	5	1.4	6.9	2.7	36.2	0.3	39.2	
Passenger Vehicles	209	159	134	502	21	815	278	1114	16	168	50	234	89	976	13	1078	2928
% Passenger Vehicles	90.5	93.5	88.2	90.8	80.8	70	91.7	74.6	88.9	88.9	94.3	90	87.3	71.1	100	72.5	77.2
Bobtail Trucks	5	4	9	18	2	107	13	122	2	7	1	10	7	101	0	108	258
% Bobtail Trucks	2.2	2.4	5.9	3.3	7.7	9.2	4.3	8.2	11.1	3.7	1.9	3.8	6.9	7.4	0	7.3	6.8
Chasis Only Trucks	0	0	0	0	0	15	0	15	0	1	0	1	1	20	0	21	37
% Chasis Only Trucks	0	0	0	0	0	1.3	0	1	0	0.5	0	0.4	1	1.5	0	1.4	1
Container Trucks	9	3	1	13	0	110	4	114	0	6	1	7	2	161	0	163	297
% Container Trucks	3.9	1.8	0.7	2.4	0	9.4	1.3	7.6	0	3.2	1.9	2.7	2	11.7	0	11	7.8
Other Trucks	8	4	8	20	3	118	8	129	0	7	1	8	3	114	0	117	274
% Other Trucks	3.5	2.4	5.3	3.6	11.5	10.1	2.6	8.6	0	3.7	1.9	3.1	2.9	8.3	0	7.9	7.2

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	40	24	14	78	1	156	36	193	2	25	8	35	10	180	2	192	498
02:15 PM	36	20	21	77	3	148	47	198	4	29	5	38	9	183	3	195	508
02:30 PM	32	27	19	78	3	126	38	167	1	30	5	36	15	178	2	195	476
02:45 PM	35	30	17	82	4	153	43	200	3	26	6	35	14	184	2	200	517
Total Volume	143	101	71	315	11	583	164	758	10	110	24	144	48	725	9	782	1999
% App. Total	45.4	32.1	22.5		1.5	76.9	21.6		6.9	76.4	16.7		6.1	92.7	1.2		
PHF	.894	.842	.845	.960	.688	.934	.872	.948	.625	.917	.750	.947	.800	.985	.750	.978	.967

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
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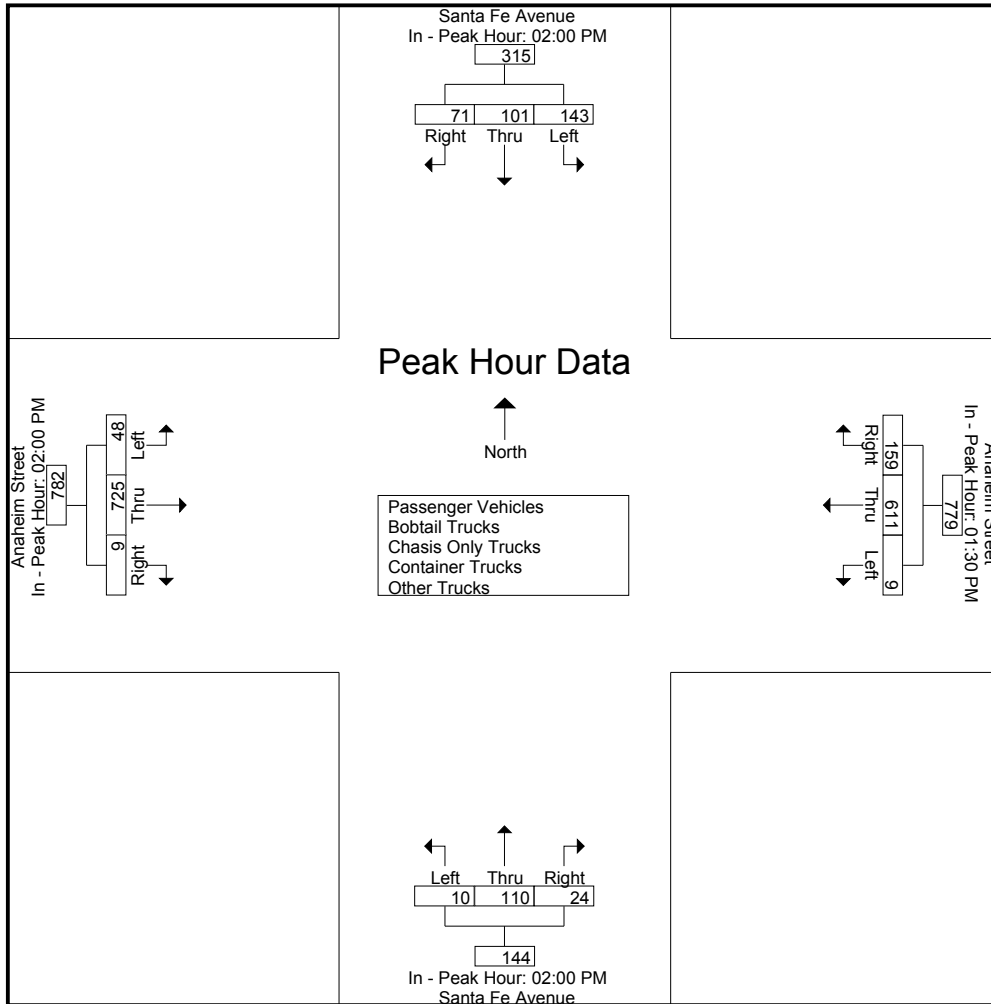
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				01:30 PM				02:00 PM				02:00 PM			
+0 mins.	40	24	14	78	1	158	32	191	2	25	8	35	10	180	2	192
+15 mins.	36	20	21	77	4	149	44	197	4	29	5	38	9	183	3	195
+30 mins.	32	27	19	78	1	156	36	193	1	30	5	36	15	178	2	195
+45 mins.	35	30	17	82	3	148	47	198	3	26	6	35	14	184	2	200
Total Volume	143	101	71	315	9	611	159	779	10	110	24	144	48	725	9	782
% App. Total	45.4	32.1	22.5		1.2	78.4	20.4		6.9	76.4	16.7		6.1	92.7	1.2	
PHF	.894	.842	.845	.960	.563	.967	.846	.984	.625	.917	.750	.947	.800	.985	.750	.978

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

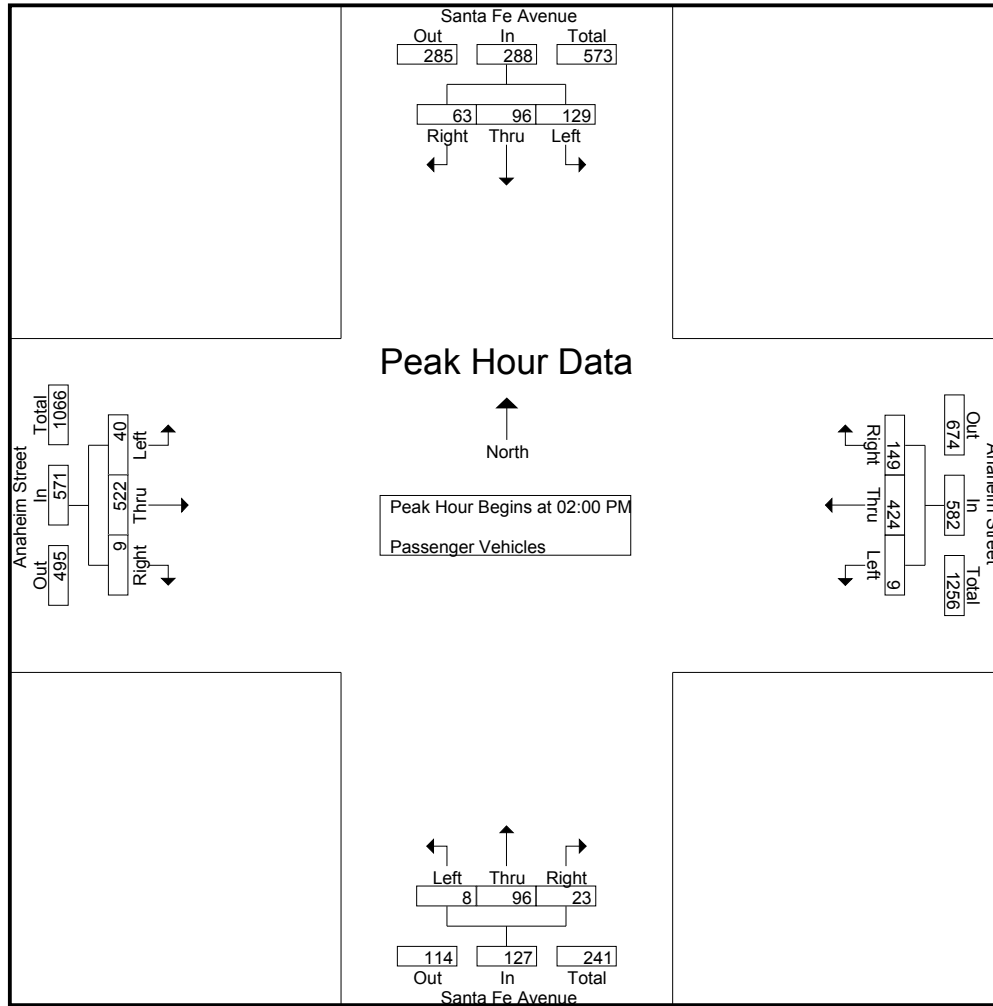
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	20	15	36	4	96	25	125	1	19	8	28	11	99	2	112	301
01:15 PM	24	11	22	57	5	99	32	136	1	7	7	15	13	112	0	125	333
01:30 PM	33	14	19	66	1	104	31	136	4	25	6	35	12	122	2	136	373
01:45 PM	22	18	15	55	2	92	41	135	2	21	6	29	13	121	0	134	353
Total	80	63	71	214	12	391	129	532	8	72	27	107	49	454	4	507	1360
02:00 PM	37	21	11	69	1	119	29	149	0	24	8	32	9	131	2	142	392
02:15 PM	35	18	20	73	2	106	44	152	4	24	4	32	9	128	3	140	397
02:30 PM	26	27	16	69	2	96	35	133	1	24	5	30	12	125	2	139	371
02:45 PM	31	30	16	77	4	103	41	148	3	24	6	33	10	138	2	150	408
Total	129	96	63	288	9	424	149	582	8	96	23	127	40	522	9	571	1568
Grand Total	209	159	134	502	21	815	278	1114	16	168	50	234	89	976	13	1078	2928
Apprch %	41.6	31.7	26.7		1.9	73.2	25		6.8	71.8	21.4		8.3	90.5	1.2		
Total %	7.1	5.4	4.6	17.1	0.7	27.8	9.5	38	0.5	5.7	1.7	8	3	33.3	0.4	36.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	37	21	11	69	1	119	29	149	0	24	8	32	9	131	2	142	392
02:15 PM	35	18	20	73	2	106	44	152	4	24	4	32	9	128	3	140	397
02:30 PM	26	27	16	69	2	96	35	133	1	24	5	30	12	125	2	139	371
02:45 PM	31	30	16	77	4	103	41	148	3	24	6	33	10	138	2	150	408
Total Volume	129	96	63	288	9	424	149	582	8	96	23	127	40	522	9	571	1568
% App. Total	44.8	33.3	21.9		1.5	72.9	25.6		6.3	75.6	18.1		7	91.4	1.6		
PHF	.872	.800	.788	.935	.563	.891	.847	.957	.500	1.00	.719	.962	.833	.946	.750	.952	.961

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

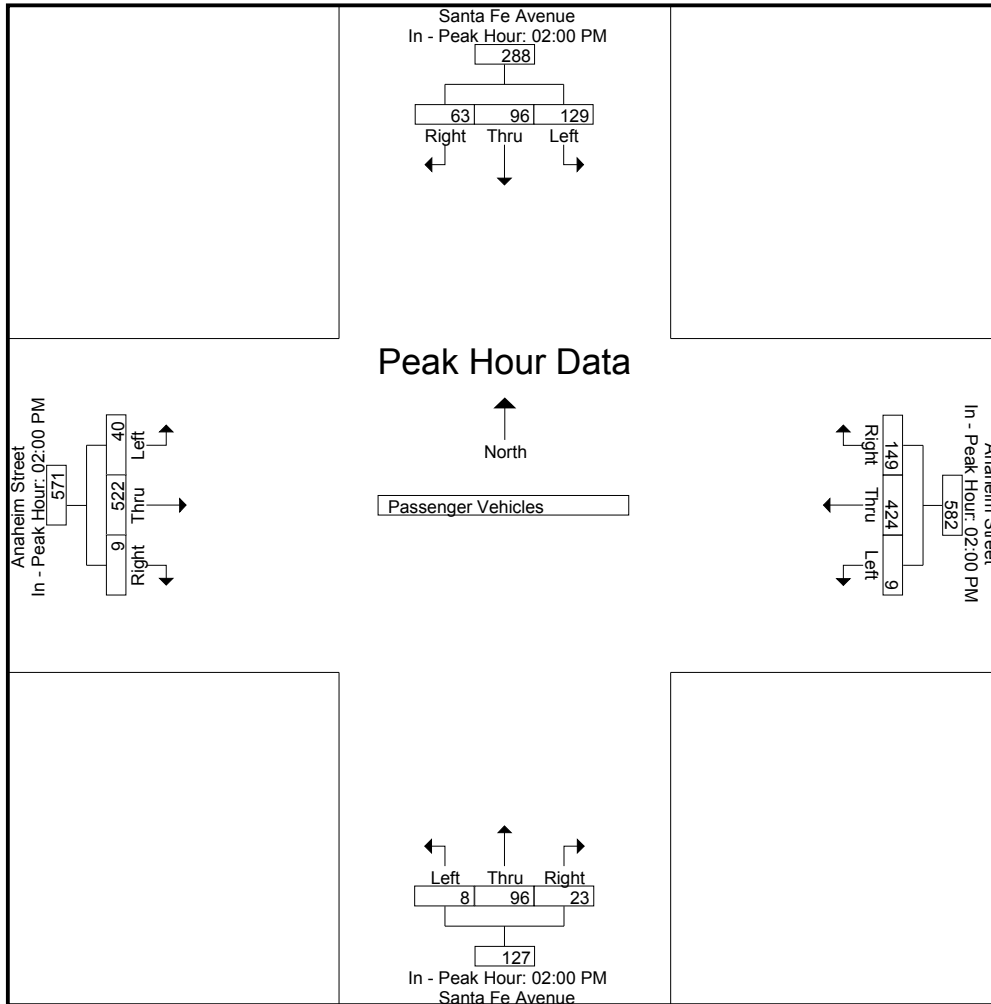
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 Site Code : 0000063
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	37	21	11	69	1	119	29	149	0	24	8	32	9	131	2	142
+15 mins.	35	18	20	73	2	106	44	152	4	24	4	32	9	128	3	140
+30 mins.	26	27	16	69	2	96	35	133	1	24	5	30	12	125	2	139
+45 mins.	31	30	16	77	4	103	41	148	3	24	6	33	10	138	2	150
Total Volume	129	96	63	288	9	424	149	582	8	96	23	127	40	522	9	571
% App. Total	44.8	33.3	21.9		1.5	72.9	25.6		6.3	75.6	18.1		7	91.4	1.6	
PHF	.872	.800	.788	.935	.563	.891	.847	.957	.500	1.000	.719	.962	.833	.946	.750	.952



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

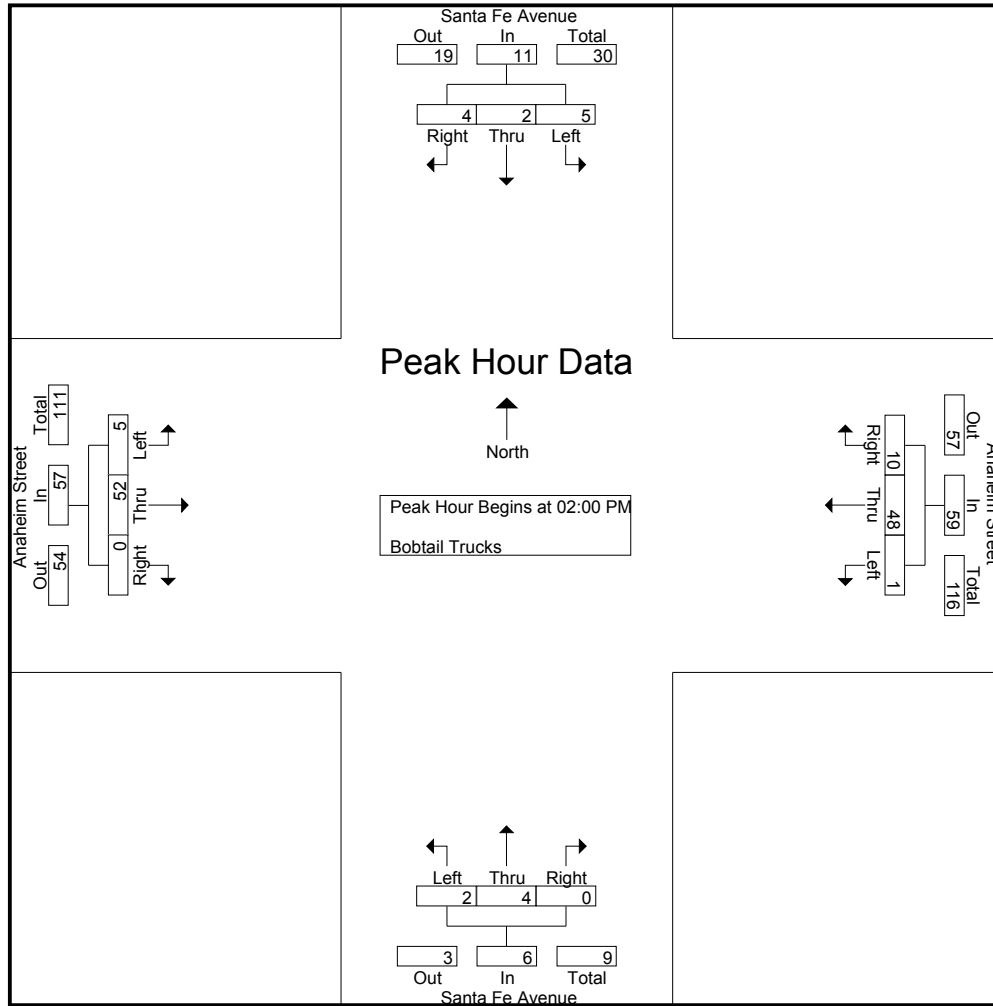
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	2	3	0	7	0	7	0	1	0	1	1	9	0	10	21
01:15 PM	0	1	1	2	0	10	3	13	0	0	0	0	1	11	0	12	27
01:30 PM	0	0	2	2	0	17	0	17	0	2	0	2	0	13	0	13	34
01:45 PM	0	0	0	0	1	25	0	26	0	0	1	1	0	16	0	16	43
Total	0	2	5	7	1	59	3	63	0	3	1	4	2	49	0	51	125
02:00 PM	1	2	2	5	0	10	7	17	2	0	0	2	0	10	0	10	34
02:15 PM	1	0	0	1	0	12	2	14	0	2	0	2	0	15	0	15	32
02:30 PM	2	0	1	3	1	13	1	15	0	1	0	1	1	13	0	14	33
02:45 PM	1	0	1	2	0	13	0	13	0	1	0	1	4	14	0	18	34
Total	5	2	4	11	1	48	10	59	2	4	0	6	5	52	0	57	133
Grand Total	5	4	9	18	2	107	13	122	2	7	1	10	7	101	0	108	258
Apprch %	27.8	22.2	50		1.6	87.7	10.7		20	70	10		6.5	93.5	0		
Total %	1.9	1.6	3.5	7	0.8	41.5	5	47.3	0.8	2.7	0.4	3.9	2.7	39.1	0	41.9	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	2	2	5	0	10	7	17	2	0	0	2	0	10	0	10	34
02:15 PM	1	0	0	1	0	12	2	14	0	2	0	2	0	15	0	15	32
02:30 PM	2	0	1	3	1	13	1	15	0	1	0	1	1	13	0	14	33
02:45 PM	1	0	1	2	0	13	0	13	0	1	0	1	4	14	0	18	34
Total Volume	5	2	4	11	1	48	10	59	2	4	0	6	5	52	0	57	133
% App. Total	45.5	18.2	36.4		1.7	81.4	16.9		33.3	66.7	0		8.8	91.2	0		
PHF	.625	.250	.500	.550	.250	.923	.357	.868	.250	.500	.000	.750	.313	.867	.000	.792	.978

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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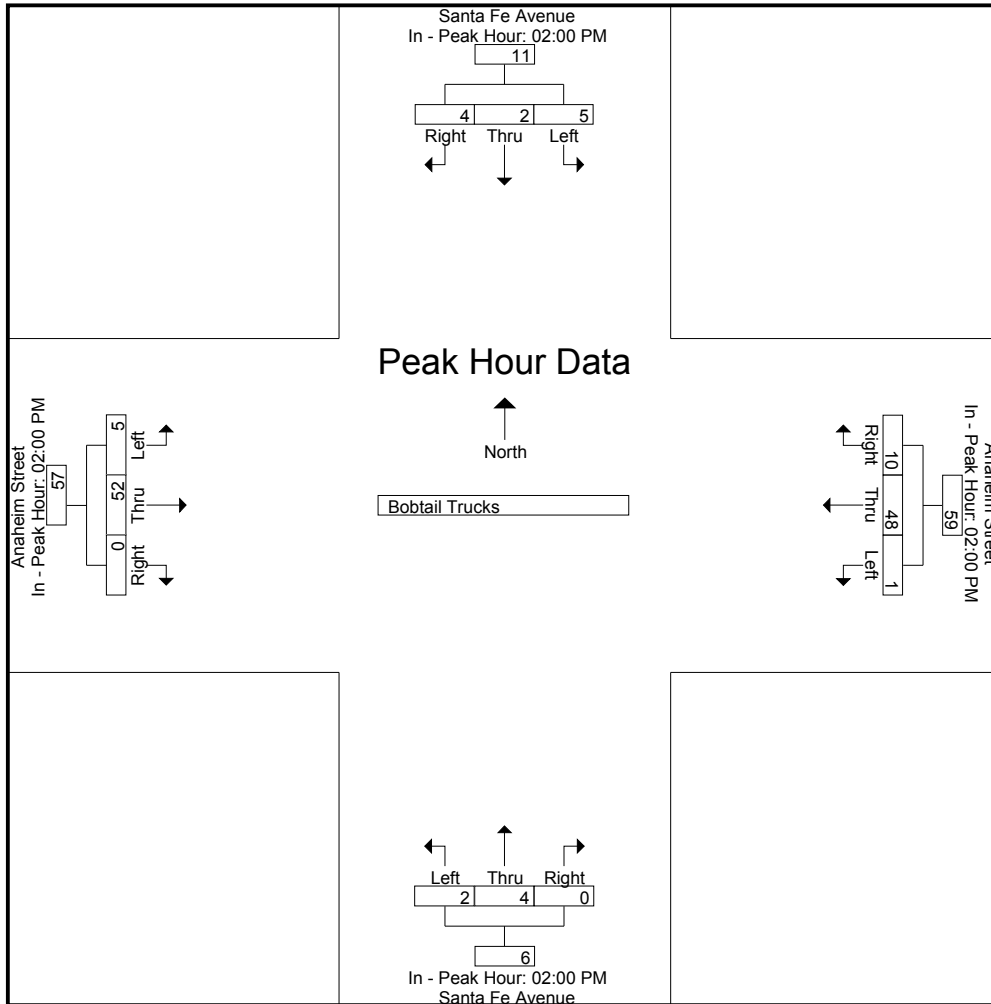
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	2	2	5	0	10	7	17	2	0	0	2	0	10	0	10
+15 mins.	1	0	0	1	0	12	2	14	0	2	0	2	0	15	0	15
+30 mins.	2	0	1	3	1	13	1	15	0	1	0	1	1	13	0	14
+45 mins.	1	0	1	2	0	13	0	13	0	1	0	1	4	14	0	18
Total Volume	5	2	4	11	1	48	10	59	2	4	0	6	5	52	0	57
% App. Total	45.5	18.2	36.4		1.7	81.4	16.9		33.3	66.7	0		8.8	91.2	0	
PHF	.625	.250	.500	.550	.250	.923	.357	.868	.250	.500	.000	.750	.313	.867	.000	.792

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

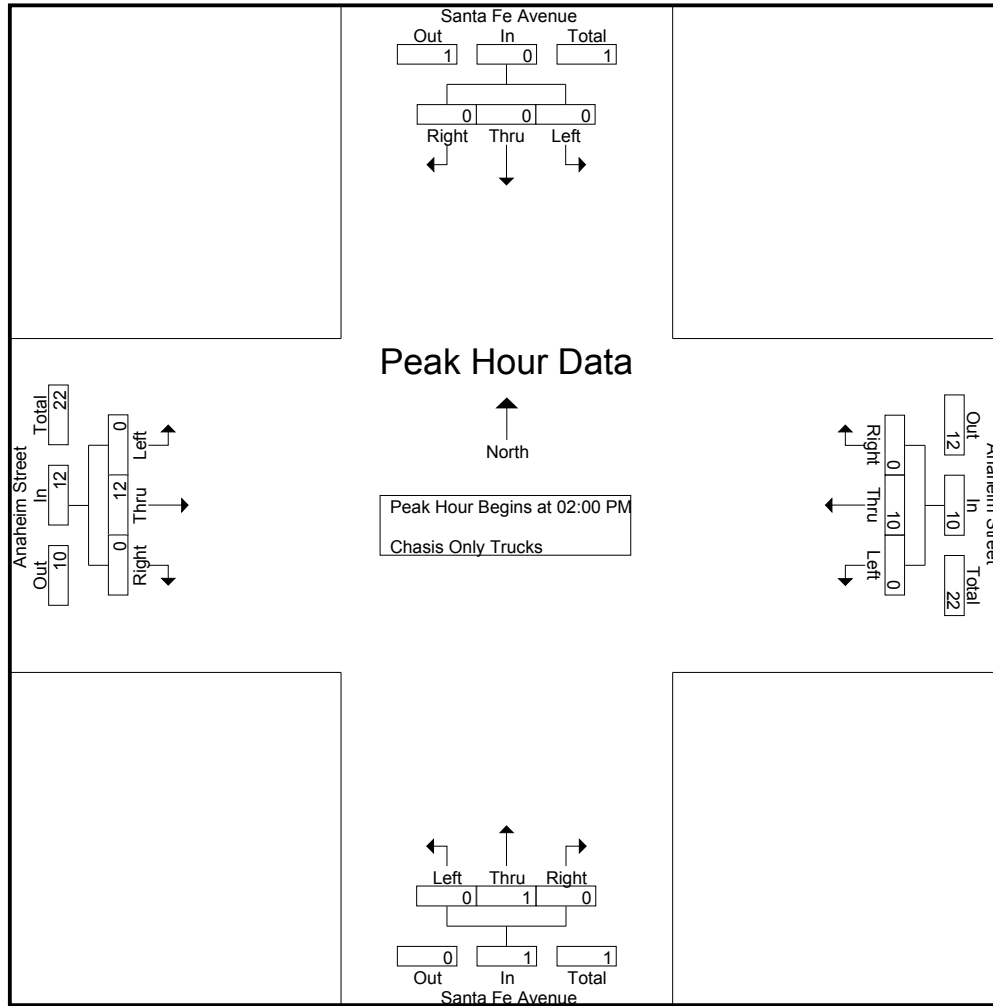
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
01:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	5	0	5	0	0	0	0	1	8	0	9	14
02:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
02:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	10	0	10	0	1	0	1	0	12	0	12	23
Grand Total	0	0	0	0	0	15	0	15	0	1	0	1	1	20	0	21	37
Apprch %	0	0	0		0	100	0		0	100	0		4.8	95.2	0		
Total %	0	0	0		0	40.5	0	40.5	0	2.7	0	2.7	2.7	54.1	0	56.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
02:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	12	0	12	23
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.357	.000	.357	.000	.250	.000	.250	.000	.429	.000	.429	.639

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
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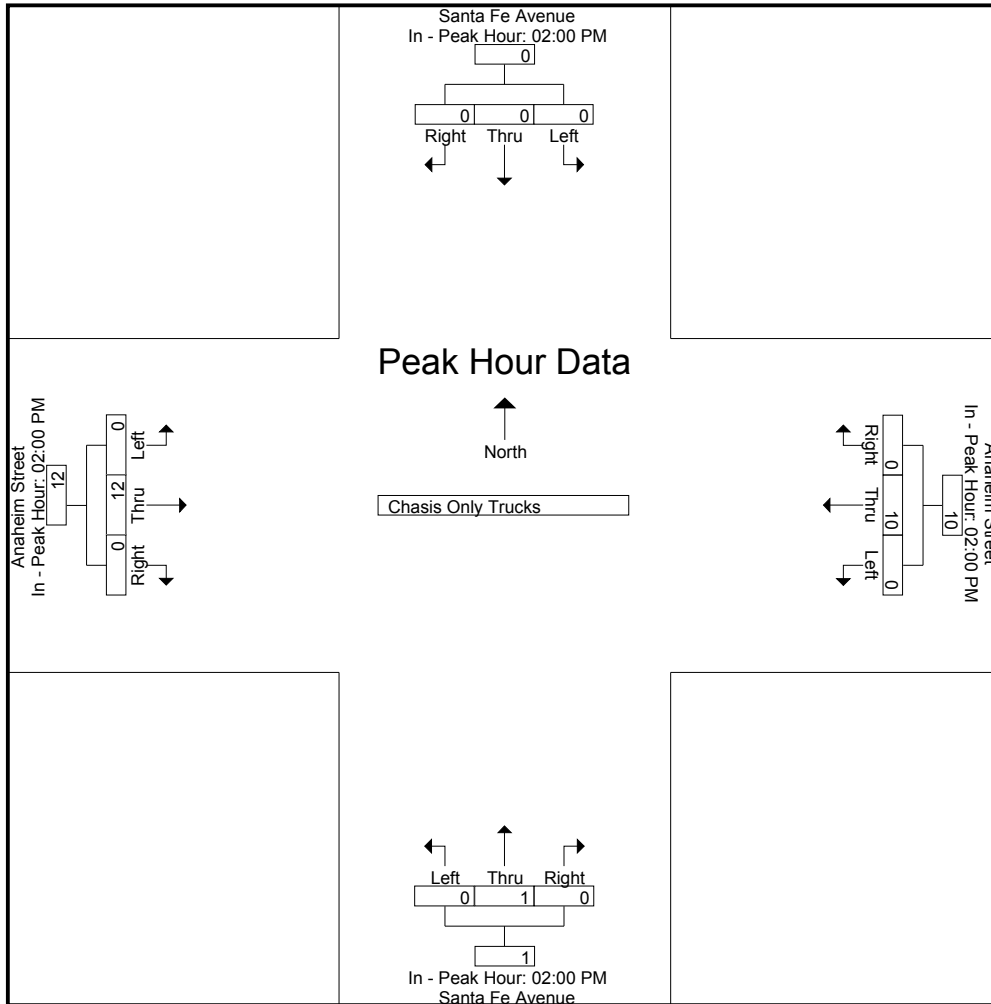
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	12	0	12
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.357	.000	.357	.000	.250	.000	.250	.000	.429	.000	.429

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

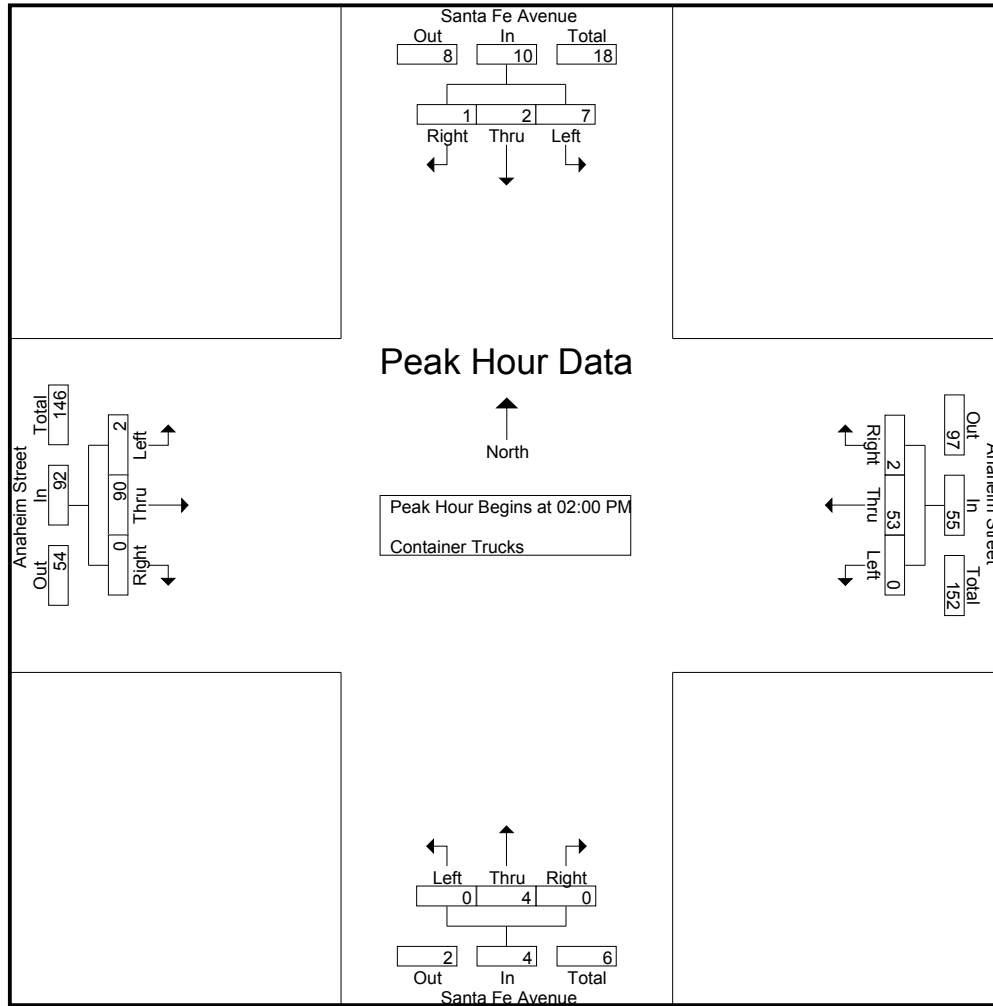
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	0	0	1	0	11	0	11	0	0	0	0	0	19	0	19	31
01:15 PM	0	0	0	0	0	9	0	9	0	0	1	1	0	19	0	19	29
01:30 PM	1	0	0	1	0	16	0	16	0	0	0	0	0	15	0	15	32
01:45 PM	0	1	0	1	0	21	2	23	0	2	0	2	0	18	0	18	44
Total	2	1	0	3	0	57	2	59	0	2	1	3	0	71	0	71	136
02:00 PM	1	0	0	1	0	17	0	17	0	0	0	0	1	25	0	26	44
02:15 PM	0	2	0	2	0	17	0	17	0	0	0	0	0	22	0	22	41
02:30 PM	3	0	1	4	0	4	2	6	0	3	0	3	1	20	0	21	34
02:45 PM	3	0	0	3	0	15	0	15	0	1	0	1	0	23	0	23	42
Total	7	2	1	10	0	53	2	55	0	4	0	4	2	90	0	92	161
Grand Total	9	3	1	13	0	110	4	114	0	6	1	7	2	161	0	163	297
Apprch %	69.2	23.1	7.7		0	96.5	3.5		0	85.7	14.3		1.2	98.8	0		
Total %	3	1	0.3	4.4	0	37	1.3	38.4	0	2	0.3	2.4	0.7	54.2	0	54.9	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	0	0	1	0	17	0	17	0	0	0	0	1	25	0	26	44
02:15 PM	0	2	0	2	0	17	0	17	0	0	0	0	0	22	0	22	41
02:30 PM	3	0	1	4	0	4	2	6	0	3	0	3	1	20	0	21	34
02:45 PM	3	0	0	3	0	15	0	15	0	1	0	1	0	23	0	23	42
Total Volume	7	2	1	10	0	53	2	55	0	4	0	4	2	90	0	92	161
% App. Total	70	20	10		0	96.4	3.6		0	100	0		2.2	97.8	0		
PHF	.583	.250	.250	.625	.000	.779	.250	.809	.000	.333	.000	.333	.500	.900	.000	.885	.915

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



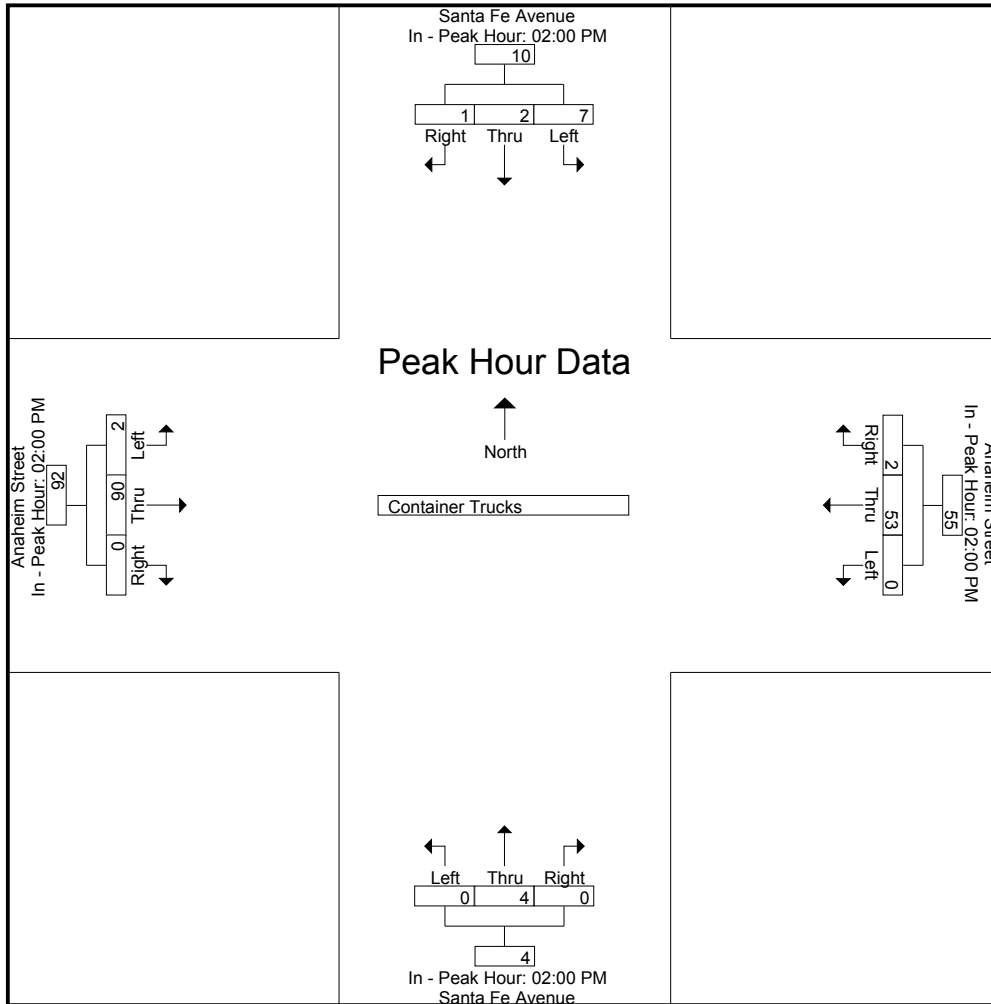
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	0	0	1	0	17	0	17	0	0	0	0	1	25	0	26
+15 mins.	0	2	0	2	0	17	0	17	0	0	0	0	0	22	0	22
+30 mins.	3	0	1	4	0	4	2	6	0	3	0	3	1	20	0	21
+45 mins.	3	0	0	3	0	15	0	15	0	1	0	1	0	23	0	23
Total Volume	7	2	1	10	0	53	2	55	0	4	0	4	2	90	0	92
% App. Total	70	20	10		0	96.4	3.6		0	100	0		2.2	97.8	0	
PHF	.583	.250	.250	.625	.000	.779	.250	.809	.000	.333	.000	.333	.500	.900	.000	.885

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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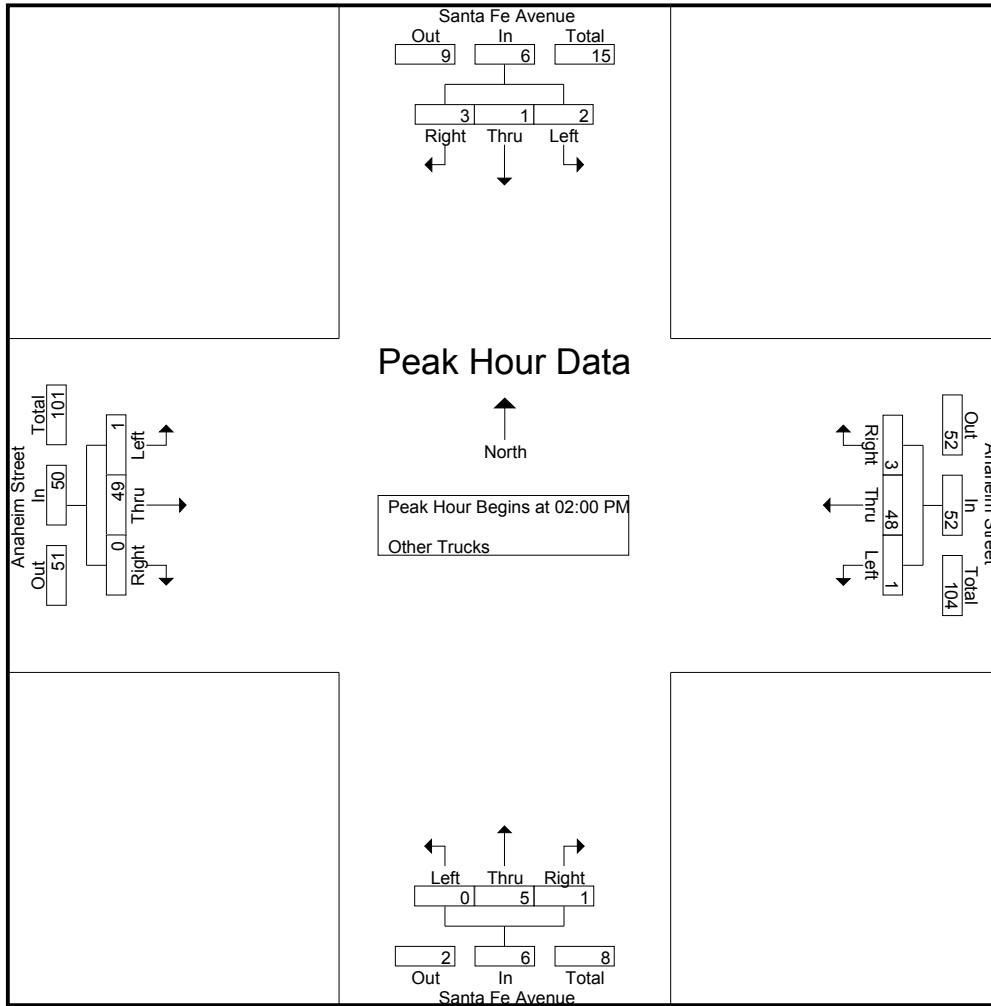
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	2	1	1	4	0	15	2	17	0	1	0	1	1	21	0	22	44
01:15 PM	2	1	1	4	1	26	1	28	0	0	0	0	1	12	0	13	45
01:30 PM	1	1	1	3	0	18	1	19	0	0	0	0	0	13	0	13	35
01:45 PM	1	0	2	3	1	11	1	13	0	1	0	1	0	19	0	19	36
Total	6	3	5	14	2	70	5	77	0	2	0	2	2	65	0	67	160
02:00 PM	1	1	1	3	0	10	0	10	0	0	0	0	0	12	0	12	25
02:15 PM	0	0	1	1	1	11	1	13	0	3	1	4	0	11	0	11	29
02:30 PM	1	0	1	2	0	12	0	12	0	2	0	2	1	17	0	18	34
02:45 PM	0	0	0	0	0	15	2	17	0	0	0	0	0	9	0	9	26
Total	2	1	3	6	1	48	3	52	0	5	1	6	1	49	0	50	114
Grand Total	8	4	8	20	3	118	8	129	0	7	1	8	3	114	0	117	274
Apprch %	40	20	40		2.3	91.5	6.2		0	87.5	12.5		2.6	97.4	0		
Total %	2.9	1.5	2.9	7.3	1.1	43.1	2.9	47.1	0	2.6	0.4	2.9	1.1	41.6	0	42.7	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	1	1	3	0	10	0	10	0	0	0	0	0	12	0	12	25
02:15 PM	0	0	1	1	1	11	1	13	0	3	1	4	0	11	0	11	29
02:30 PM	1	0	1	2	0	12	0	12	0	2	0	2	1	17	0	18	34
02:45 PM	0	0	0	0	0	15	2	17	0	0	0	0	0	9	0	9	26
Total Volume	2	1	3	6	1	48	3	52	0	5	1	6	1	49	0	50	114
% App. Total	33.3	16.7	50		1.9	92.3	5.8		0	83.3	16.7		2	98	0		
PHF	.500	.250	.750	.500	.250	.800	.375	.765	.000	.417	.250	.375	.250	.721	.000	.694	.838

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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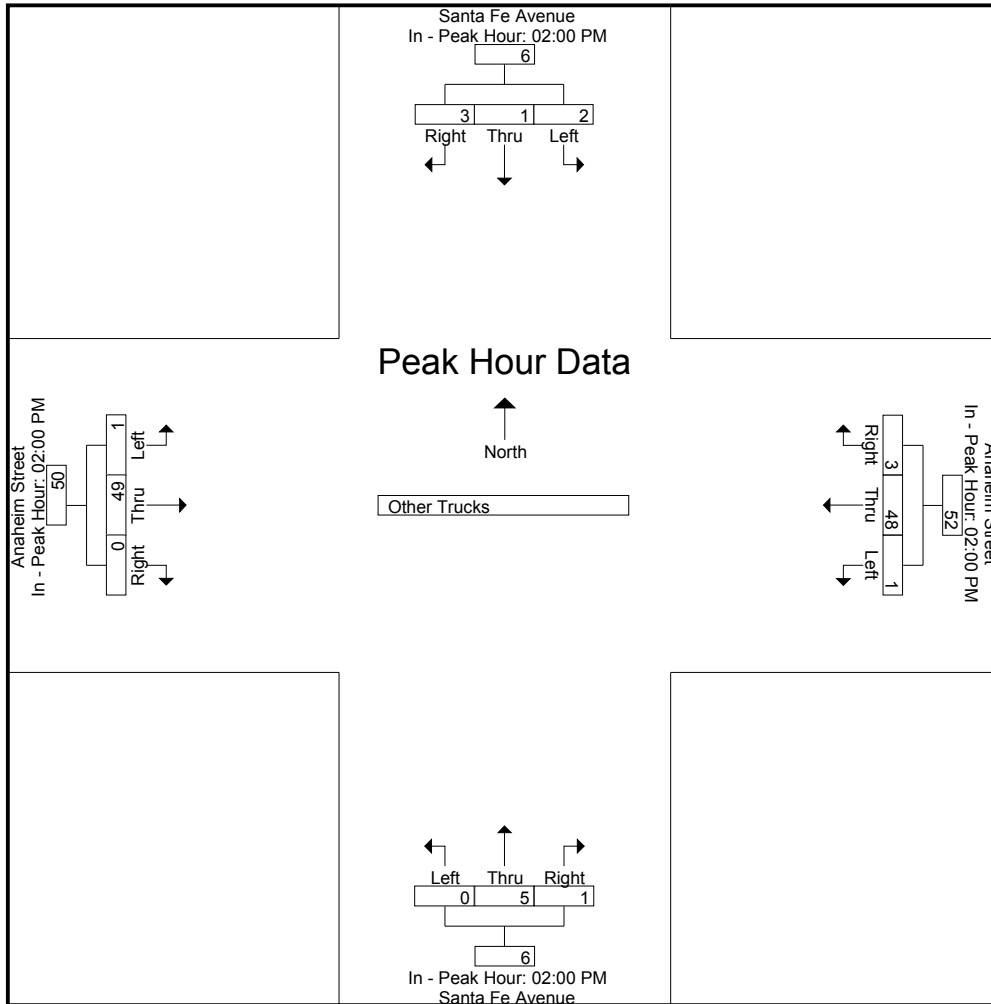
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	1	1	3	0	10	0	10	0	0	0	0	0	12	0	12
+15 mins.	0	0	1	1	1	11	1	13	0	3	1	4	0	11	0	11
+30 mins.	1	0	1	2	0	12	0	12	0	2	0	2	1	17	0	18
+45 mins.	0	0	0	0	0	15	2	17	0	0	0	0	0	9	0	9
Total Volume	2	1	3	6	1	48	3	52	0	5	1	6	1	49	0	50
% App. Total	33.3	16.7	50		1.9	92.3	5.8		0	83.3	16.7		2	98	0	
PHF	.500	.250	.750	.500	.250	.800	.375	.765	.000	.417	.250	.375	.250	.721	.000	.694

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	39	19	96	0	171	32	203	2	26	7	35	16	224	1	241	575
04:15 PM	41	44	16	101	3	184	35	222	5	24	3	32	16	231	1	248	603
04:30 PM	32	34	23	89	3	178	37	218	8	46	13	67	15	259	0	274	648
04:45 PM	34	36	19	89	1	162	27	190	2	45	4	51	22	256	1	279	609
Total	145	153	77	375	7	695	131	833	17	141	27	185	69	970	3	1042	2435
05:00 PM	50	28	14	92	1	140	40	181	2	34	6	42	19	295	2	316	631
05:15 PM	37	29	18	84	1	130	38	169	1	30	7	38	17	269	1	287	578
05:30 PM	44	26	17	87	1	120	24	145	1	24	6	31	16	223	0	239	502
05:45 PM	30	21	13	64	2	128	25	155	3	14	2	19	15	195	0	210	448
Total	161	104	62	327	5	518	127	650	7	102	21	130	67	982	3	1052	2159
Grand Total	306	257	139	702	12	1213	258	1483	24	243	48	315	136	1952	6	2094	4594
Apprch %	43.6	36.6	19.8		0.8	81.8	17.4		7.6	77.1	15.2		6.5	93.2	0.3		
Total %	6.7	5.6	3	15.3	0.3	26.4	5.6	32.3	0.5	5.3	1	6.9	3	42.5	0.1	45.6	
Passenger Vehicles	289	253	120	662	10	942	245	1197	20	233	43	296	119	1619	5	1743	3898
% Passenger Vehicles	94.4	98.4	86.3	94.3	83.3	77.7	95	80.7	83.3	95.9	89.6	94	87.5	82.9	83.3	83.2	84.8
Bobtail Trucks	6	2	6	14	2	124	8	134	2	8	2	12	11	125	1	137	297
% Bobtail Trucks	2	0.8	4.3	2	16.7	10.2	3.1	9	8.3	3.3	4.2	3.8	8.1	6.4	16.7	6.5	6.5
Chasis Only Trucks	0	0	0	0	0	10	0	10	1	1	0	2	0	21	0	21	33
% Chasis Only Trucks	0	0	0	0	0	0.8	0	0.7	4.2	0.4	0	0.6	0	1.1	0	1	0.7
Container Trucks	11	0	8	19	0	83	2	85	1	1	3	5	3	142	0	145	254
% Container Trucks	3.6	0	5.8	2.7	0	6.8	0.8	5.7	4.2	0.4	6.2	1.6	2.2	7.3	0	6.9	5.5
Other Trucks	0	2	5	7	0	54	3	57	0	0	0	0	3	45	0	48	112
% Other Trucks	0	0.8	3.6	1	0	4.5	1.2	3.8	0	0	0	0	2.2	2.3	0	2.3	2.4

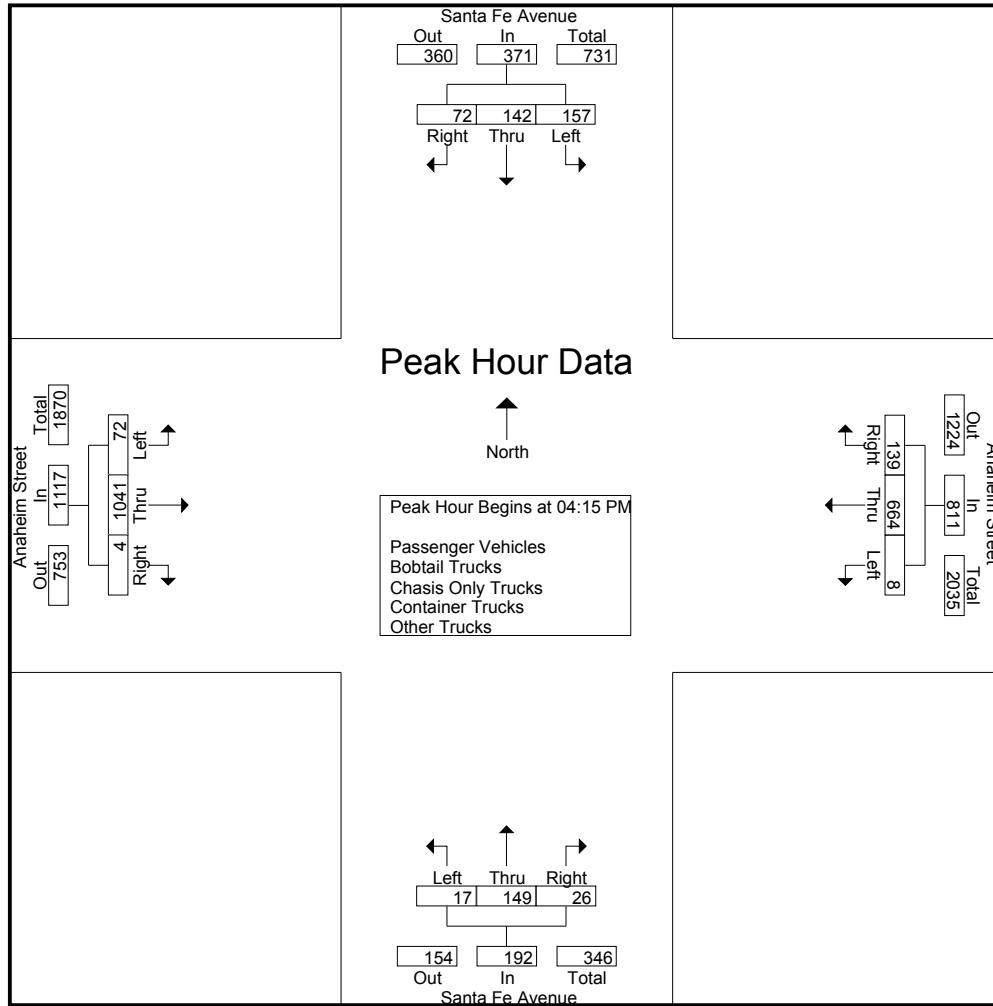
Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	41	44	16	101	3	184	35	222	5	24	3	32	16	231	1	248	603
04:30 PM	32	34	23	89	3	178	37	218	8	46	13	67	15	259	0	274	648
04:45 PM	34	36	19	89	1	162	27	190	2	45	4	51	22	256	1	279	609
05:00 PM	50	28	14	92	1	140	40	181	2	34	6	42	19	295	2	316	631
Total Volume	157	142	72	371	8	664	139	811	17	149	26	192	72	1041	4	1117	2491
% App. Total	42.3	38.3	19.4		1	81.9	17.1		8.9	77.6	13.5		6.4	93.2	0.4		
PHF	.785	.807	.783	.918	.667	.902	.869	.913	.531	.810	.500	.716	.818	.882	.500	.884	.961

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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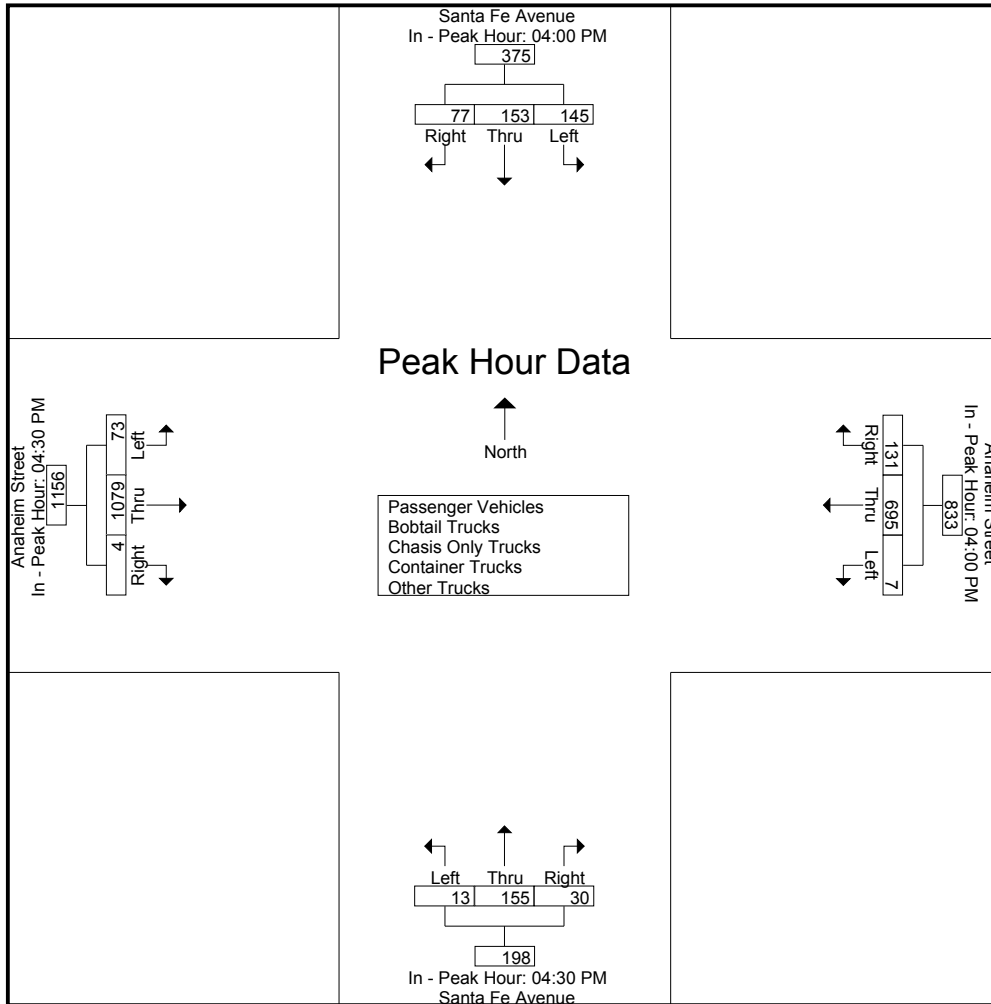
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	38	39	19	96	0	171	32	203	8	46	13	67	15	259	0	274
+15 mins.	41	44	16	101	3	184	35	222	2	45	4	51	22	256	1	279
+30 mins.	32	34	23	89	3	178	37	218	2	34	6	42	19	295	2	316
+45 mins.	34	36	19	89	1	162	27	190	1	30	7	38	17	269	1	287
Total Volume	145	153	77	375	7	695	131	833	13	155	30	198	73	1079	4	1156
% App. Total	38.7	40.8	20.5		0.8	83.4	15.7		6.6	78.3	15.2		6.3	93.3	0.3	
PHF	.884	.869	.837	.928	.583	.944	.885	.938	.406	.842	.577	.739	.830	.914	.500	.915

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

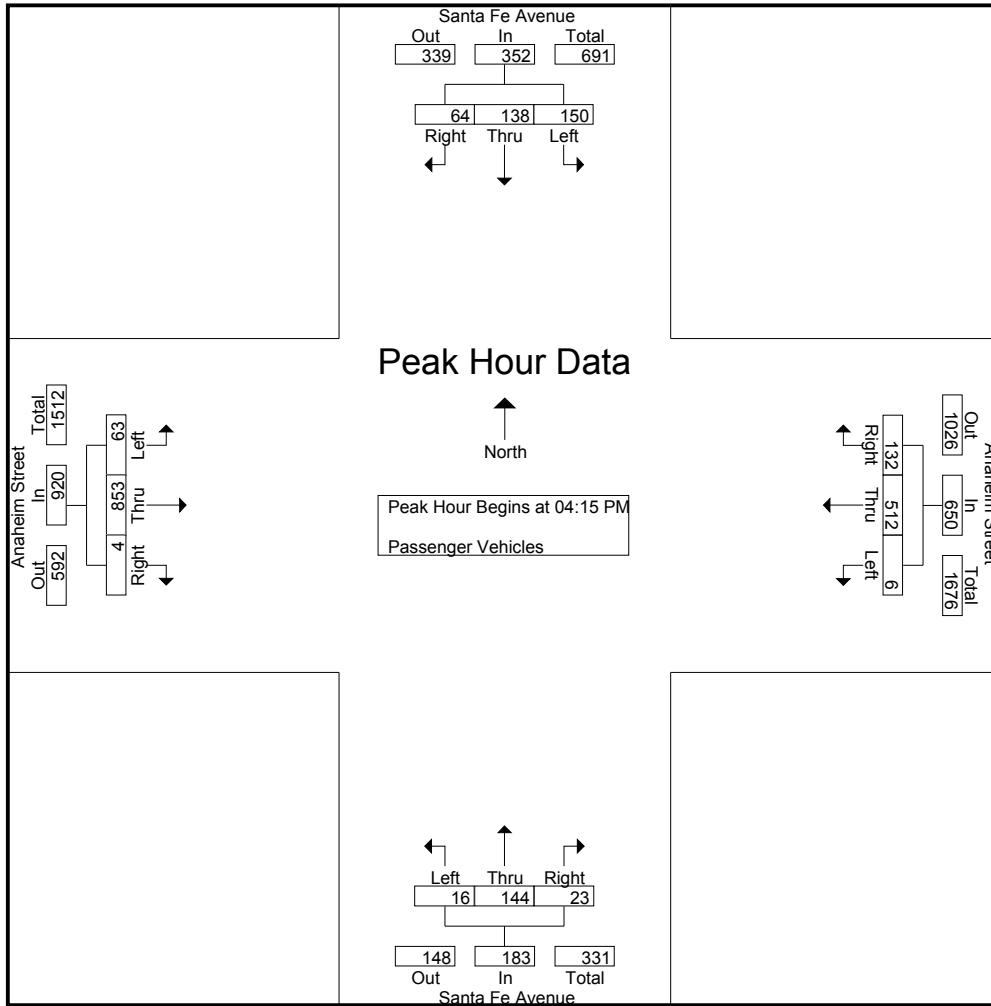
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	34	39	15	88	0	125	29	154	2	23	6	31	13	181	1	195	468
04:15 PM	38	43	14	95	3	136	35	174	5	24	2	31	13	192	1	206	506
04:30 PM	29	33	21	83	1	139	35	175	7	44	11	62	15	215	0	230	550
04:45 PM	34	35	18	87	1	125	26	152	2	44	4	50	19	205	1	225	514
Total	135	150	68	353	5	525	125	655	16	135	23	174	60	793	3	856	2038
05:00 PM	49	27	11	87	1	112	36	149	2	32	6	40	16	241	2	259	535
05:15 PM	35	29	17	81	1	105	38	144	0	28	7	35	15	225	0	240	500
05:30 PM	40	26	14	80	1	98	22	121	1	24	5	30	15	198	0	213	444
05:45 PM	30	21	10	61	2	102	24	128	1	14	2	17	13	162	0	175	381
Total	154	103	52	309	5	417	120	542	4	98	20	122	59	826	2	887	1860
Grand Total	289	253	120	662	10	942	245	1197	20	233	43	296	119	1619	5	1743	3898
Apprch %	43.7	38.2	18.1		0.8	78.7	20.5		6.8	78.7	14.5		6.8	92.9	0.3		
Total %	7.4	6.5	3.1	17	0.3	24.2	6.3	30.7	0.5	6	1.1	7.6	3.1	41.5	0.1	44.7	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	38	43	14	95	3	136	35	174	5	24	2	31	13	192	1	206	506
04:30 PM	29	33	21	83	1	139	35	175	7	44	11	62	15	215	0	230	550
04:45 PM	34	35	18	87	1	125	26	152	2	44	4	50	19	205	1	225	514
05:00 PM	49	27	11	87	1	112	36	149	2	32	6	40	16	241	2	259	535
Total Volume	150	138	64	352	6	512	132	650	16	144	23	183	63	853	4	920	2105
% App. Total	42.6	39.2	18.2		0.9	78.8	20.3		8.7	78.7	12.6		6.8	92.7	0.4		
PHF	.765	.802	.762	.926	.500	.921	.917	.929	.571	.818	.523	.738	.829	.885	.500	.888	.957

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

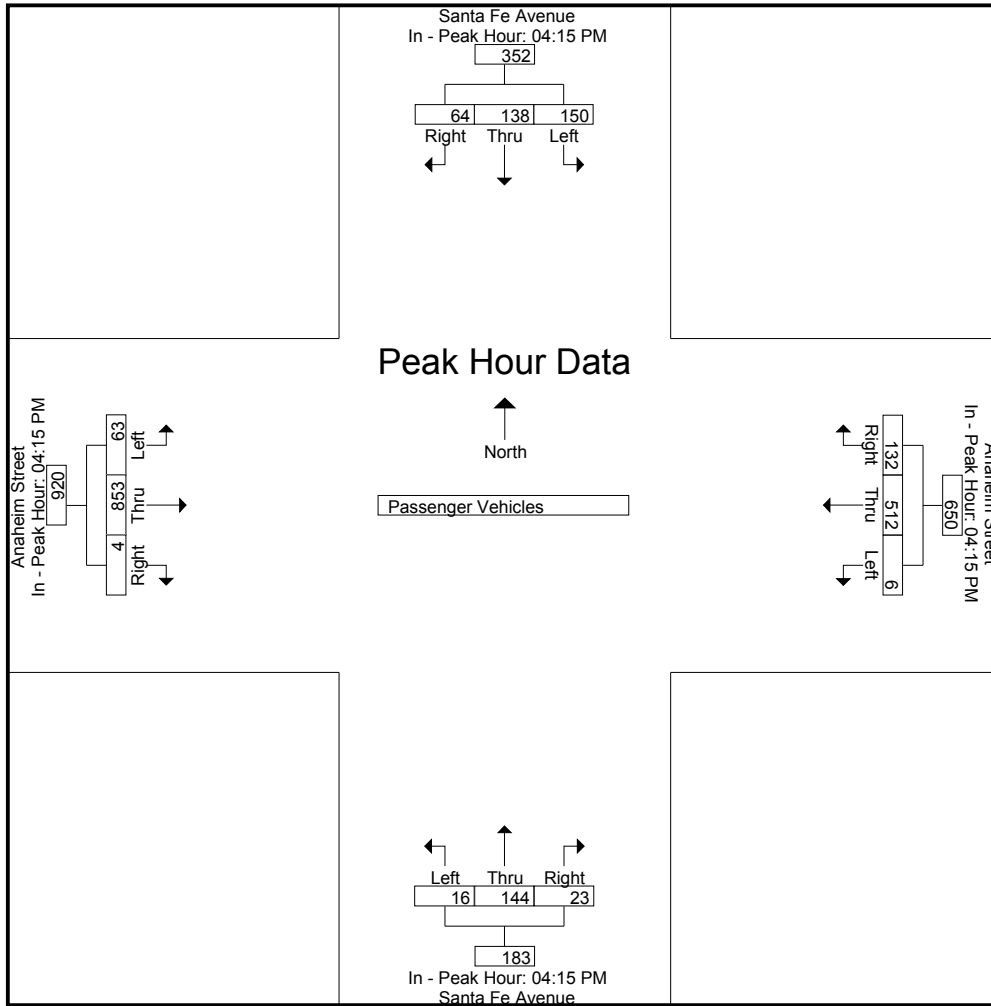
File Name : LBCSFANPM
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	38	43	14	95	3	136	35	174	5	24	2	31	13	192	1	206
+15 mins.	29	33	21	83	1	139	35	175	7	44	11	62	15	215	0	230
+30 mins.	34	35	18	87	1	125	26	152	2	44	4	50	19	205	1	225
+45 mins.	49	27	11	87	1	112	36	149	2	32	6	40	16	241	2	259
Total Volume	150	138	64	352	6	512	132	650	16	144	23	183	63	853	4	920
% App. Total	42.6	39.2	18.2		0.9	78.8	20.3		8.7	78.7	12.6		6.8	92.7	0.4	
PHF	.765	.802	.762	.926	.500	.921	.917	.929	.571	.818	.523	.738	.829	.885	.500	.888



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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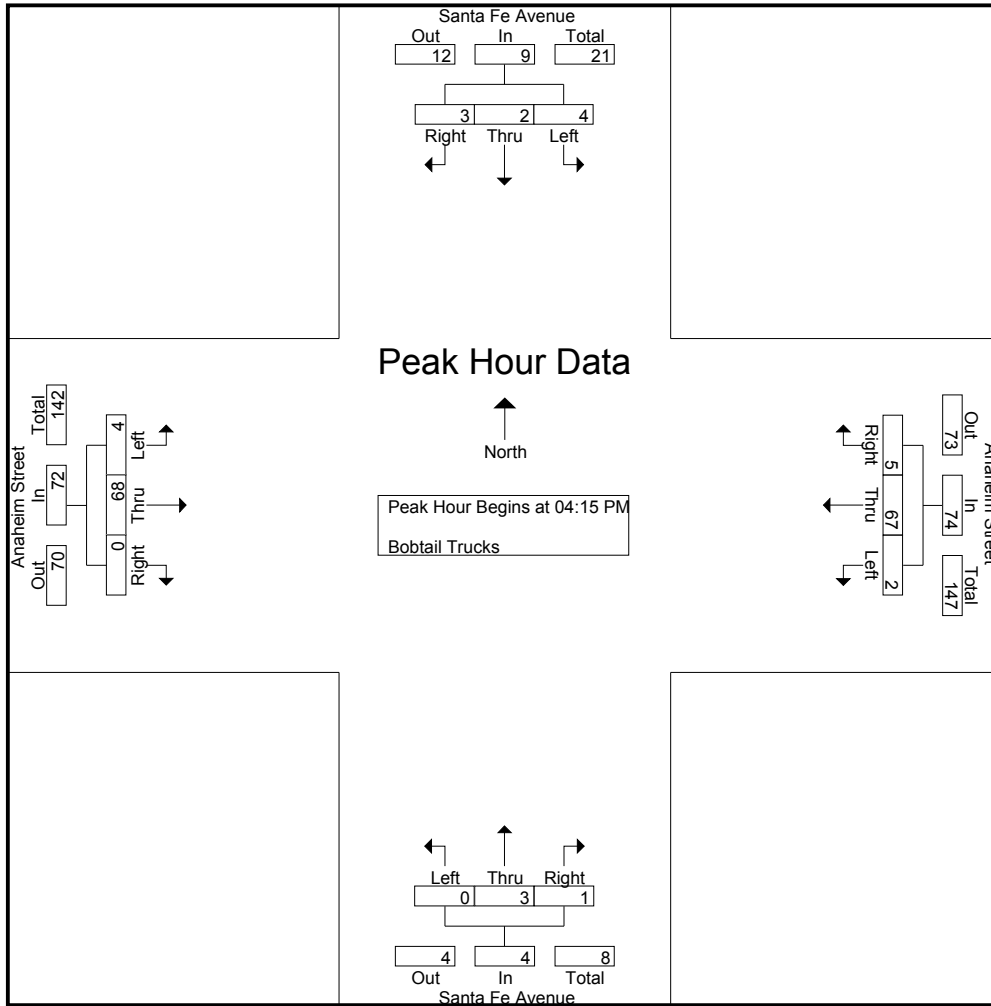
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	1	3	0	28	1	29	0	3	0	3	3	16	0	19	54
04:15 PM	2	0	0	2	0	24	0	24	0	0	0	0	1	13	0	14	40
04:30 PM	2	1	1	4	2	14	1	17	0	1	1	2	0	14	0	14	37
04:45 PM	0	1	0	1	0	17	1	18	0	1	0	1	1	15	0	16	36
Total	6	2	2	10	2	83	3	88	0	5	1	6	5	58	0	63	167
05:00 PM	0	0	2	2	0	12	3	15	0	1	0	1	2	26	0	28	46
05:15 PM	0	0	0	0	0	5	0	5	0	2	0	2	2	18	1	21	28
05:30 PM	0	0	1	1	0	13	1	14	0	0	1	1	1	10	0	11	27
05:45 PM	0	0	1	1	0	11	1	12	2	0	0	2	1	13	0	14	29
Total	0	0	4	4	0	41	5	46	2	3	1	6	6	67	1	74	130
Grand Total	6	2	6	14	2	124	8	134	2	8	2	12	11	125	1	137	297
Apprch %	42.9	14.3	42.9		1.5	92.5	6		16.7	66.7	16.7		8	91.2	0.7		
Total %	2	0.7	2	4.7	0.7	41.8	2.7	45.1	0.7	2.7	0.7	4	3.7	42.1	0.3	46.1	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	0	2	0	24	0	24	0	0	0	0	1	13	0	14	40
04:30 PM	2	1	1	4	2	14	1	17	0	1	1	2	0	14	0	14	37
04:45 PM	0	1	0	1	0	17	1	18	0	1	0	1	1	15	0	16	36
05:00 PM	0	0	2	2	0	12	3	15	0	1	0	1	2	26	0	28	46
Total Volume	4	2	3	9	2	67	5	74	0	3	1	4	4	68	0	72	159
% App. Total	44.4	22.2	33.3		2.7	90.5	6.8		0	75	25		5.6	94.4	0		
PHF	.500	.500	.375	.563	.250	.698	.417	.771	.000	.750	.250	.500	.500	.654	.000	.643	.864

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

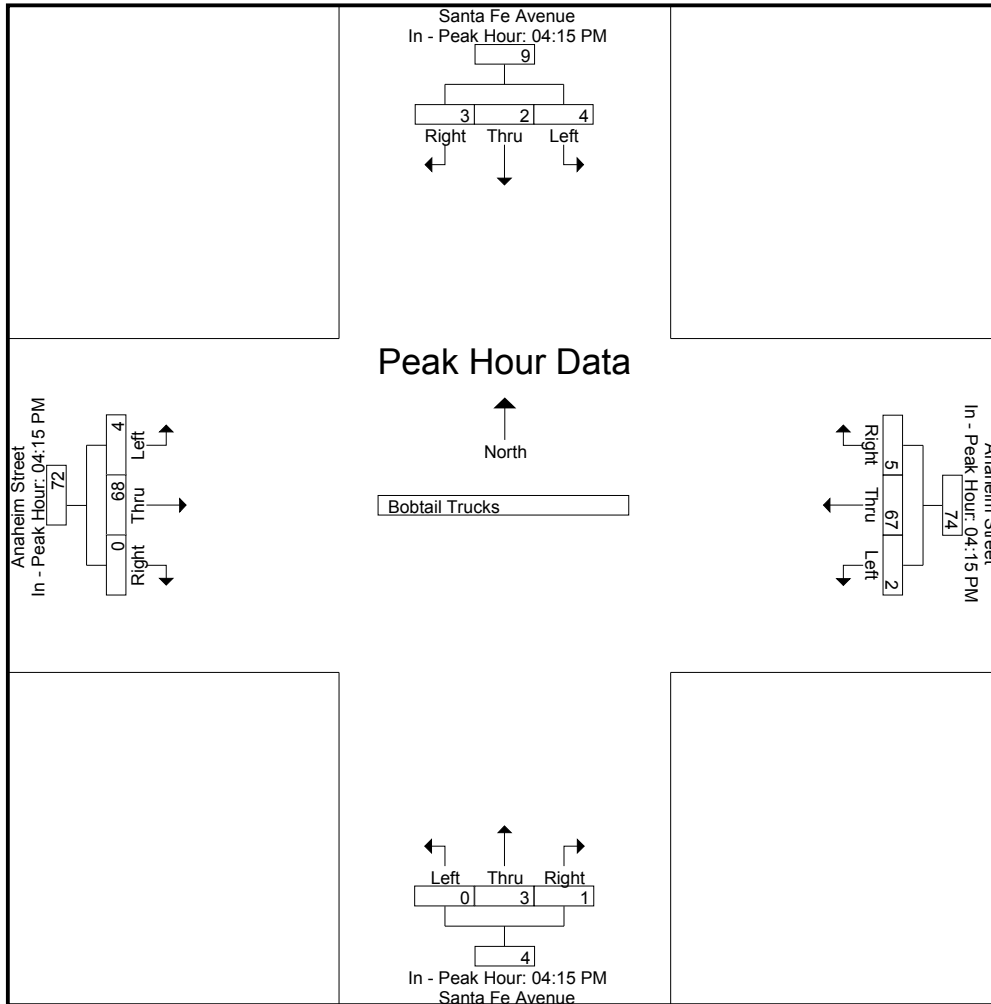
File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	0	2	0	24	0	24	0	0	0	0	1	13	0	14
+15 mins.	2	1	1	4	2	14	1	17	0	1	1	2	0	14	0	14
+30 mins.	0	1	0	1	0	17	1	18	0	1	0	1	1	15	0	16
+45 mins.	0	0	2	2	0	12	3	15	0	1	0	1	2	26	0	28
Total Volume	4	2	3	9	2	67	5	74	0	3	1	4	4	68	0	72
% App. Total	44.4	22.2	33.3		2.7	90.5	6.8		0	75	25		5.6	94.4	0	
PHF	.500	.500	.375	.563	.250	.698	.417	.771	.000	.750	.250	.500	.500	.654	.000	.643



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

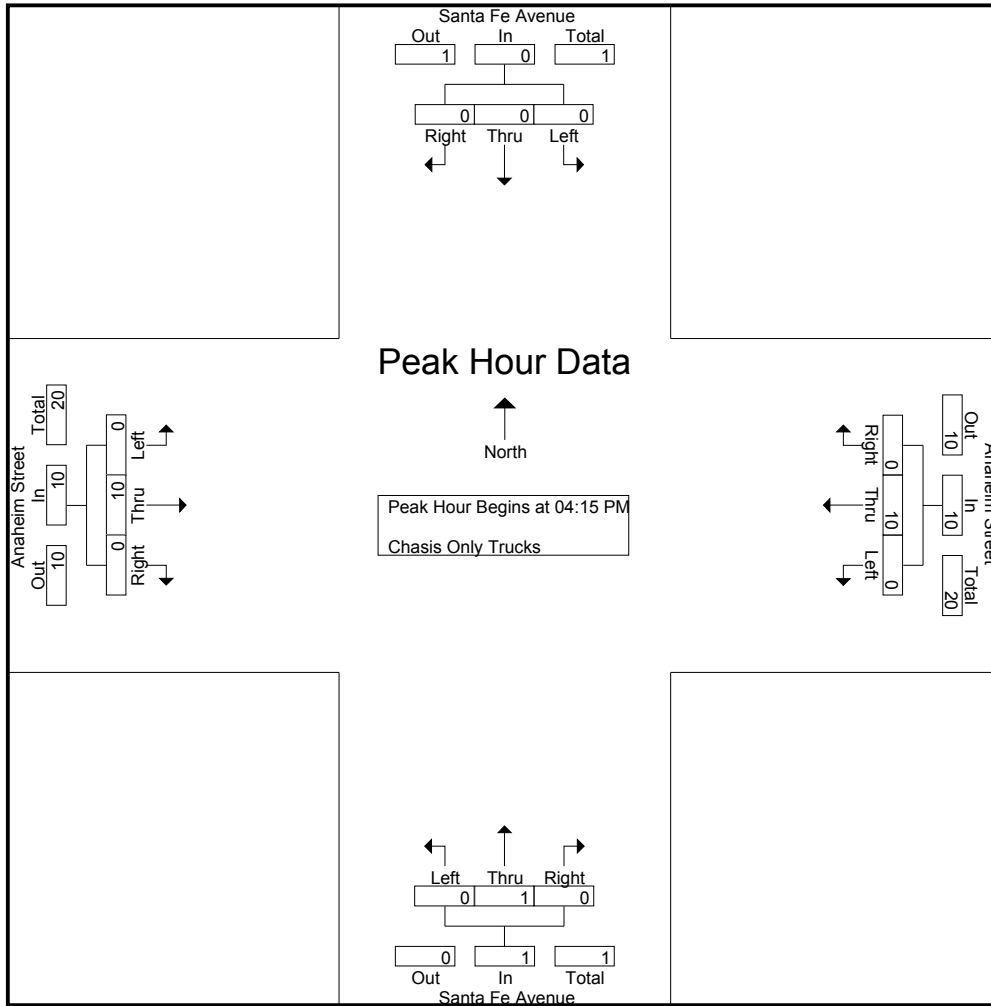
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	14	0	14	24
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	1	1	0	2	0	7	0	7	9
Grand Total	0	0	0	0	0	10	0	10	1	1	0	2	0	21	0	21	33
Apprch %	0	0	0		0	100	0		50	50	0		0	100	0		
Total %	0	0	0		0	30.3	0	30.3	3	3	0	6.1	0	63.6	0	63.6	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	10	0	10	21
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.250	.000	.250	.000	.357	.000	.357	.656

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



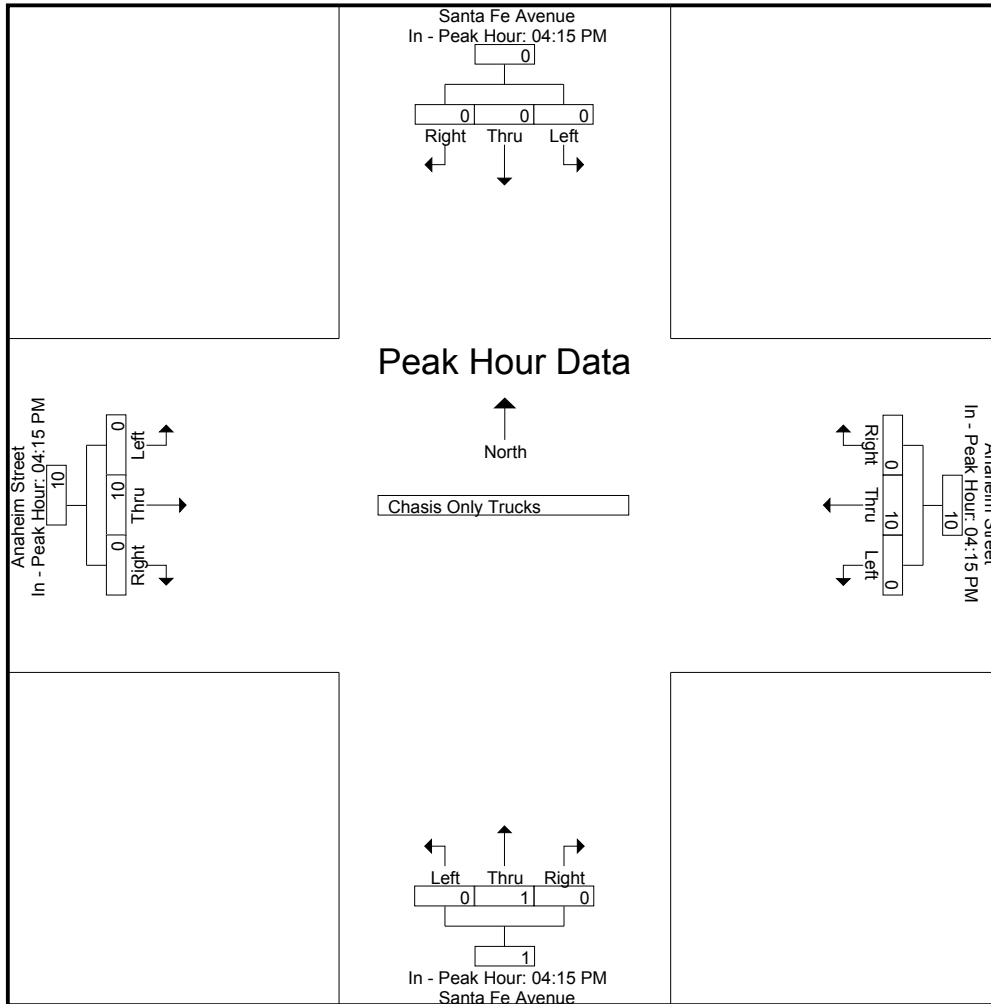
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	10	0	10
% App. Total	0	0	0	0	0	100	0	100	0	100	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.250	.000	.250	.000	.357	.000	.357

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

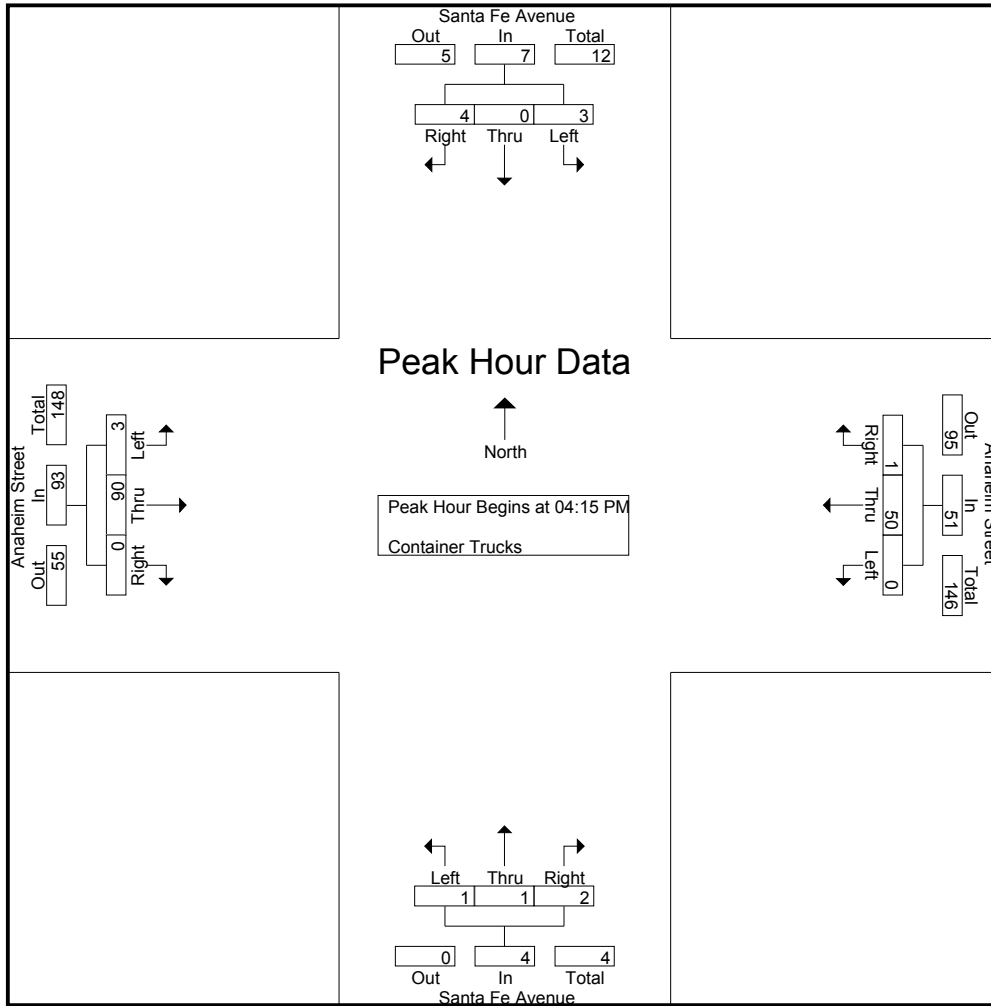
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	2	4	0	9	1	10	0	0	1	1	0	16	0	16	31
04:15 PM	1	0	2	3	0	15	0	15	0	0	1	1	0	21	0	21	40
04:30 PM	1	0	1	2	0	15	1	16	1	1	1	3	0	20	0	20	41
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	2	25	0	27	39
Total	4	0	5	9	0	51	2	53	1	1	3	5	2	82	0	84	151
05:00 PM	1	0	1	2	0	8	0	8	0	0	0	0	1	24	0	25	35
05:15 PM	2	0	0	2	0	10	0	10	0	0	0	0	0	15	0	15	27
05:30 PM	4	0	0	4	0	8	0	8	0	0	0	0	0	11	0	11	23
05:45 PM	0	0	2	2	0	6	0	6	0	0	0	0	0	10	0	10	18
Total	7	0	3	10	0	32	0	32	0	0	0	0	1	60	0	61	103
Grand Total	11	0	8	19	0	83	2	85	1	1	3	5	3	142	0	145	254
Apprch %	57.9	0	42.1		0	97.6	2.4		20	20	60		2.1	97.9	0		
Total %	4.3	0	3.1	7.5	0	32.7	0.8	33.5	0.4	0.4	1.2	2	1.2	55.9	0	57.1	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	2	3	0	15	0	15	0	0	1	1	0	21	0	21	40
04:30 PM	1	0	1	2	0	15	1	16	1	1	1	3	0	20	0	20	41
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	2	25	0	27	39
05:00 PM	1	0	1	2	0	8	0	8	0	0	0	0	1	24	0	25	35
Total Volume	3	0	4	7	0	50	1	51	1	1	2	4	3	90	0	93	155
% App. Total	42.9	0	57.1		0	98	2		25	25	50		3.2	96.8	0		
PHF	.750	.000	.500	.583	.000	.833	.250	.797	.250	.250	.500	.333	.375	.900	.000	.861	.945

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

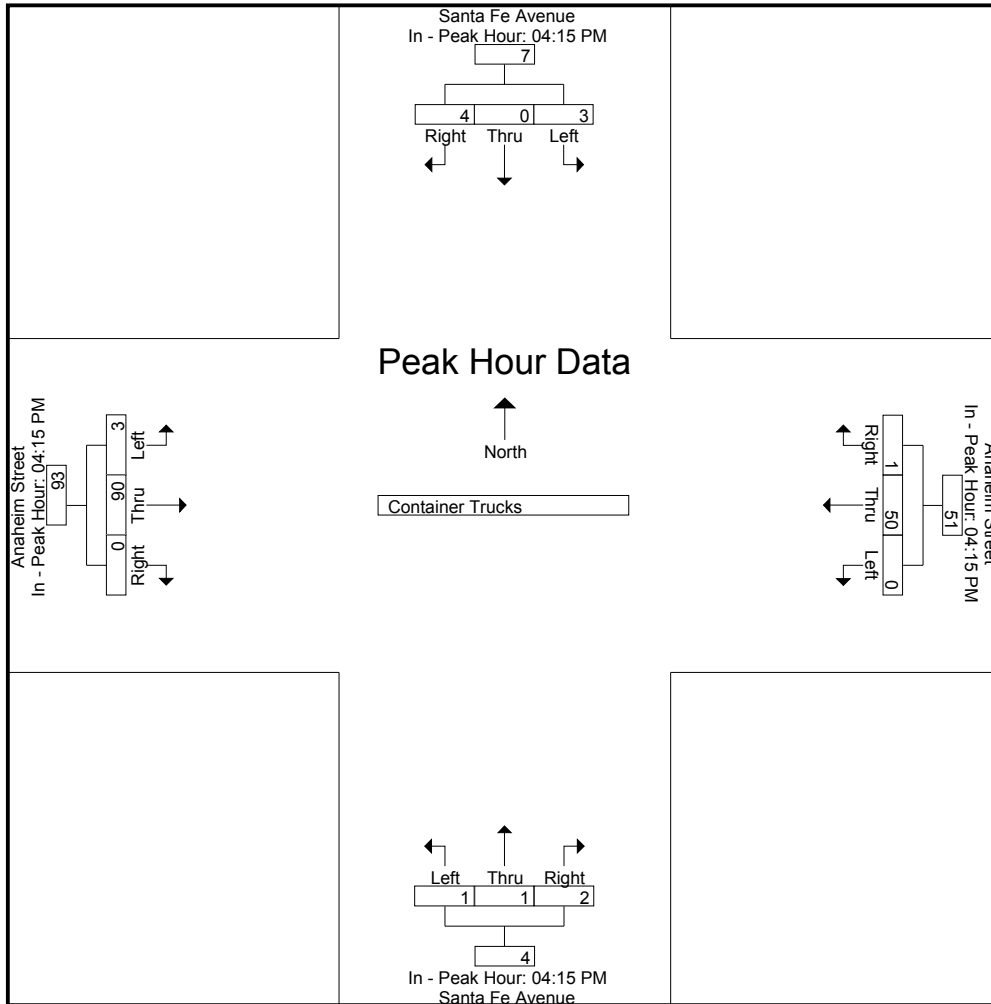
File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	2	3	0	15	0	15	0	0	1	1	0	21	0	21
+15 mins.	1	0	1	2	0	15	1	16	1	1	1	3	0	20	0	20
+30 mins.	0	0	0	0	0	12	0	12	0	0	0	0	2	25	0	27
+45 mins.	1	0	1	2	0	8	0	8	0	0	0	0	1	24	0	25
Total Volume	3	0	4	7	0	50	1	51	1	1	2	4	3	90	0	93
% App. Total	42.9	0	57.1		0	98	2		25	25	50		3.2	96.8	0	
PHF	.750	.000	.500	.583	.000	.833	.250	.797	.250	.250	.500	.333	.375	.900	.000	.861



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

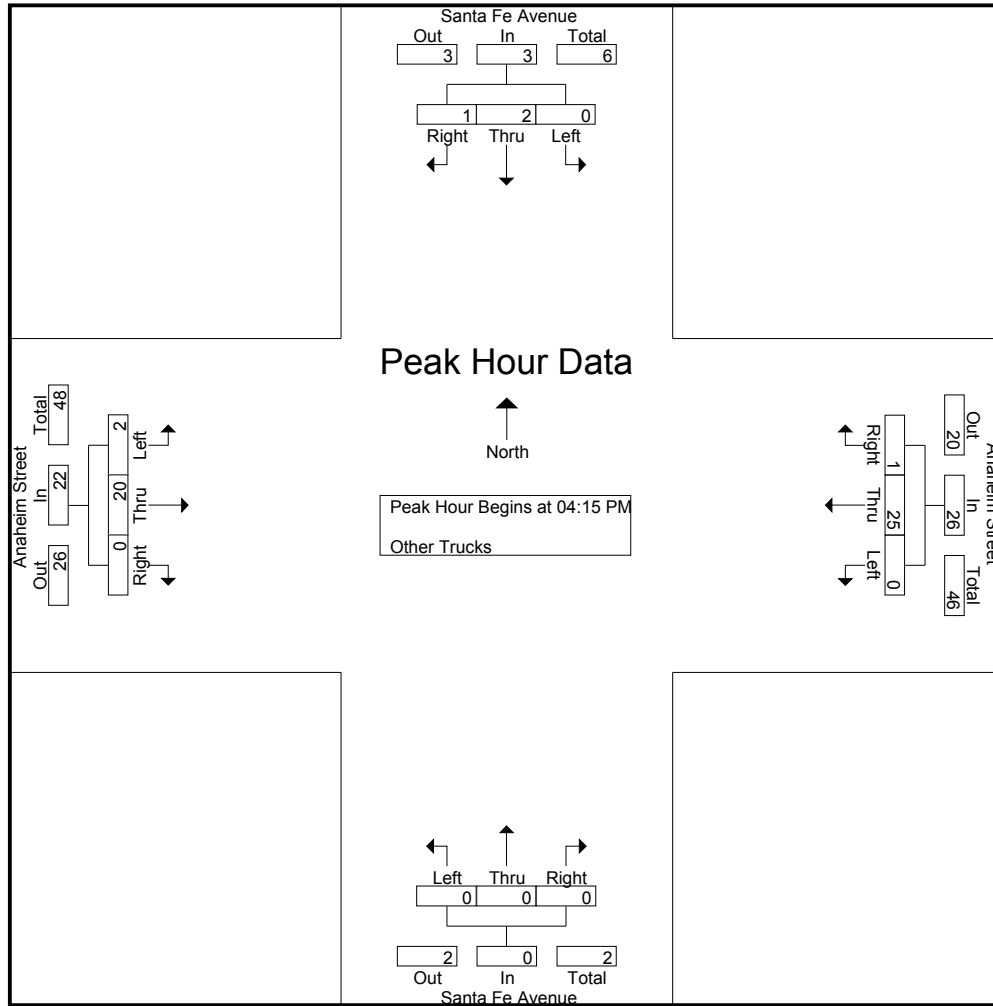
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	9	1	10	0	0	0	0	0	7	0	7	18
04:15 PM	0	1	0	1	0	3	0	3	0	0	0	0	2	5	0	7	11
04:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
04:45 PM	0	0	1	1	0	7	0	7	0	0	0	0	0	4	0	4	12
Total	0	1	2	3	0	26	1	27	0	0	0	0	2	23	0	25	55
05:00 PM	0	1	0	1	0	8	1	9	0	0	0	0	0	4	0	4	14
05:15 PM	0	0	1	1	0	10	0	10	0	0	0	0	0	10	0	10	21
05:30 PM	0	0	2	2	0	1	1	2	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	9	0	9	0	0	0	0	1	8	0	9	18
Total	0	1	3	4	0	28	2	30	0	0	0	0	1	22	0	23	57
Grand Total	0	2	5	7	0	54	3	57	0	0	0	0	3	45	0	48	112
Apprch %	0	28.6	71.4		0	94.7	5.3		0	0	0		6.2	93.8	0		
Total %	0	1.8	4.5	6.2	0	48.2	2.7	50.9	0	0	0	0	2.7	40.2	0	42.9	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	3	0	3	0	0	0	0	2	5	0	7	11
04:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
04:45 PM	0	0	1	1	0	7	0	7	0	0	0	0	0	4	0	4	12
05:00 PM	0	1	0	1	0	8	1	9	0	0	0	0	0	4	0	4	14
Total Volume	0	2	1	3	0	25	1	26	0	0	0	0	2	20	0	22	51
% App. Total	0	66.7	33.3		0	96.2	3.8		0	0	0		9.1	90.9	0		
PHF	.000	.500	.250	.750	.000	.781	.250	.722	.000	.000	.000	.000	.250	.714	.000	.786	.911

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

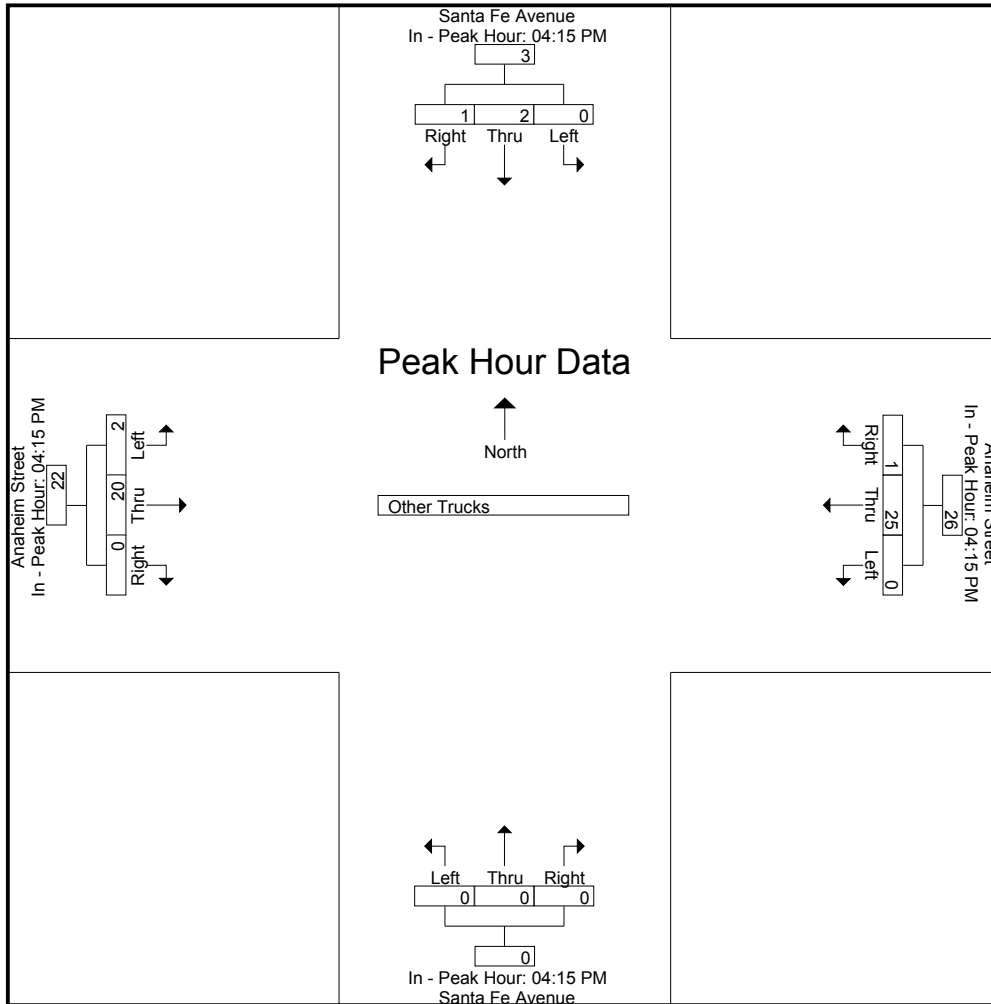
File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	0	3	0	3	0	0	0	0	2	5	0	7
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7
+30 mins.	0	0	1	1	0	7	0	7	0	0	0	0	0	4	0	4
+45 mins.	0	1	0	1	0	8	1	9	0	0	0	0	0	4	0	4
Total Volume	0	2	1	3	0	25	1	26	0	0	0	0	2	20	0	22
% App. Total	0	66.7	33.3		0	96.2	3.8		0	0	0		9.1	90.9	0	
PHF	.000	.500	.250	.750	.000	.781	.250	.722	.000	.000	.000	.000	.250	.714	.000	.786



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
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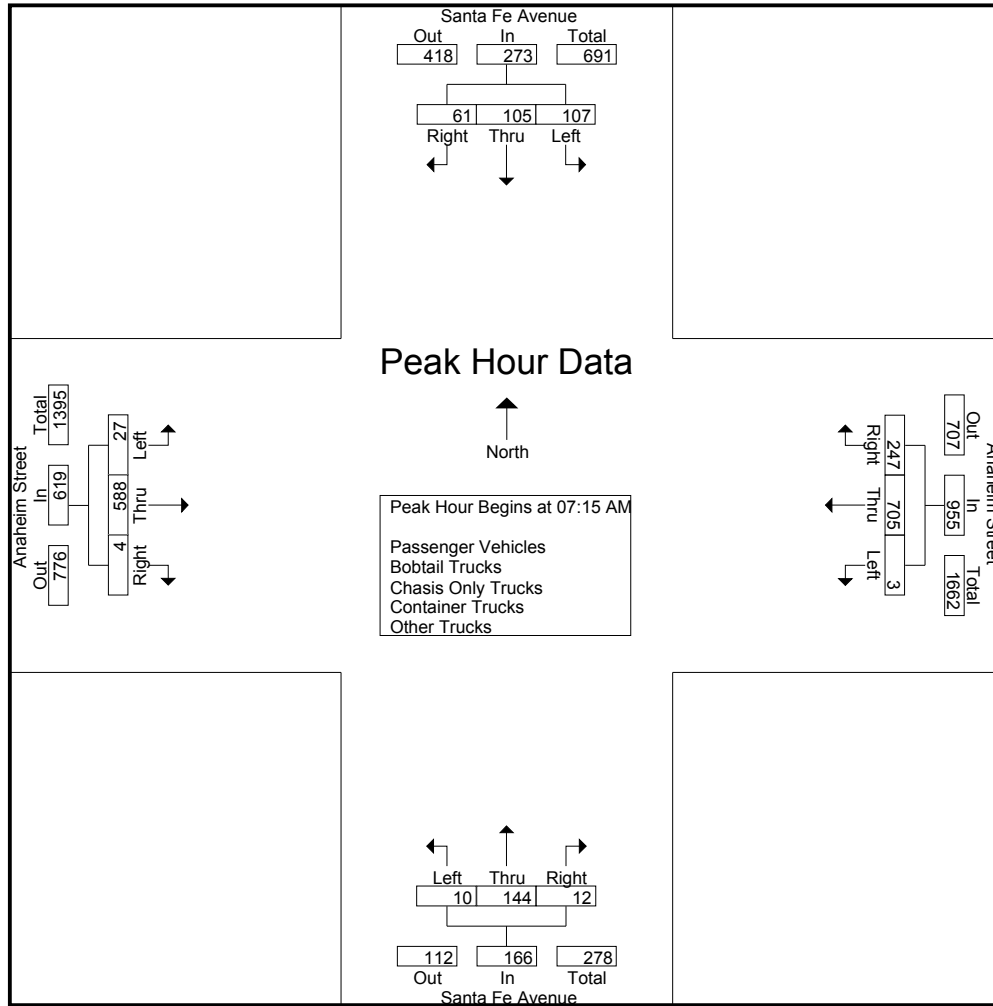
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	18	15	13	46	0	148	49	197	1	19	1	21	4	126	1	131	395
07:15 AM	25	23	16	64	0	163	85	248	2	46	3	51	2	167	0	169	532
07:30 AM	38	42	17	97	2	165	70	237	2	42	5	49	8	152	2	162	545
07:45 AM	29	26	17	72	0	180	49	229	1	26	1	28	7	137	1	145	474
Total	110	106	63	279	2	656	253	911	6	133	10	149	21	582	4	607	1946
08:00 AM	15	14	11	40	1	197	43	241	5	30	3	38	10	132	1	143	462
08:15 AM	16	25	14	55	0	160	45	205	2	33	6	41	17	121	2	140	441
08:30 AM	20	22	14	56	4	160	33	197	0	13	1	14	7	158	1	166	433
08:45 AM	26	14	19	59	4	135	30	169	2	22	2	26	11	126	3	140	394
Total	77	75	58	210	9	652	151	812	9	98	12	119	45	537	7	589	1730
Grand Total	187	181	121	489	11	1308	404	1723	15	231	22	268	66	1119	11	1196	3676
Apprch %	38.2	37	24.7		0.6	75.9	23.4		5.6	86.2	8.2		5.5	93.6	0.9		
Total %	5.1	4.9	3.3	13.3	0.3	35.6	11	46.9	0.4	6.3	0.6	7.3	1.8	30.4	0.3	32.5	
Passenger Vehicles	175	170	107	452	7	1132	398	1537	13	203	15	231	56	725	9	790	3010
% Passenger Vehicles	93.6	93.9	88.4	92.4	63.6	86.5	98.5	89.2	86.7	87.9	68.2	86.2	84.8	64.8	81.8	66.1	81.9
Bobtail Trucks	4	2	8	14	0	40	3	43	2	10	1	13	3	115	0	118	188
% Bobtail Trucks	2.1	1.1	6.6	2.9	0	3.1	0.7	2.5	13.3	4.3	4.5	4.9	4.5	10.3	0	9.9	5.1
Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
% Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.4	0.1
Container Trucks	5	7	2	14	0	40	0	40	0	16	1	17	5	189	0	194	265
% Container Trucks	2.7	3.9	1.7	2.9	0	3.1	0	2.3	0	6.9	4.5	6.3	7.6	16.9	0	16.2	7.2
Other Trucks	3	2	4	9	4	96	3	103	0	2	5	7	2	85	2	89	208
% Other Trucks	1.6	1.1	3.3	1.8	36.4	7.3	0.7	6	0	0.9	22.7	2.6	3	7.6	18.2	7.4	5.7

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	23	16	64	0	163	85	248	2	46	3	51	2	167	0	169	532
07:30 AM	38	42	17	97	2	165	70	237	2	42	5	49	8	152	2	162	545
07:45 AM	29	26	17	72	0	180	49	229	1	26	1	28	7	137	1	145	474
08:00 AM	15	14	11	40	1	197	43	241	5	30	3	38	10	132	1	143	462
Total Volume	107	105	61	273	3	705	247	955	10	144	12	166	27	588	4	619	2013
% App. Total	39.2	38.5	22.3		0.3	73.8	25.9		6	86.7	7.2		4.4	95	0.6		
PHF	.704	.625	.897	.704	.375	.895	.726	.963	.500	.783	.600	.814	.675	.880	.500	.916	.923

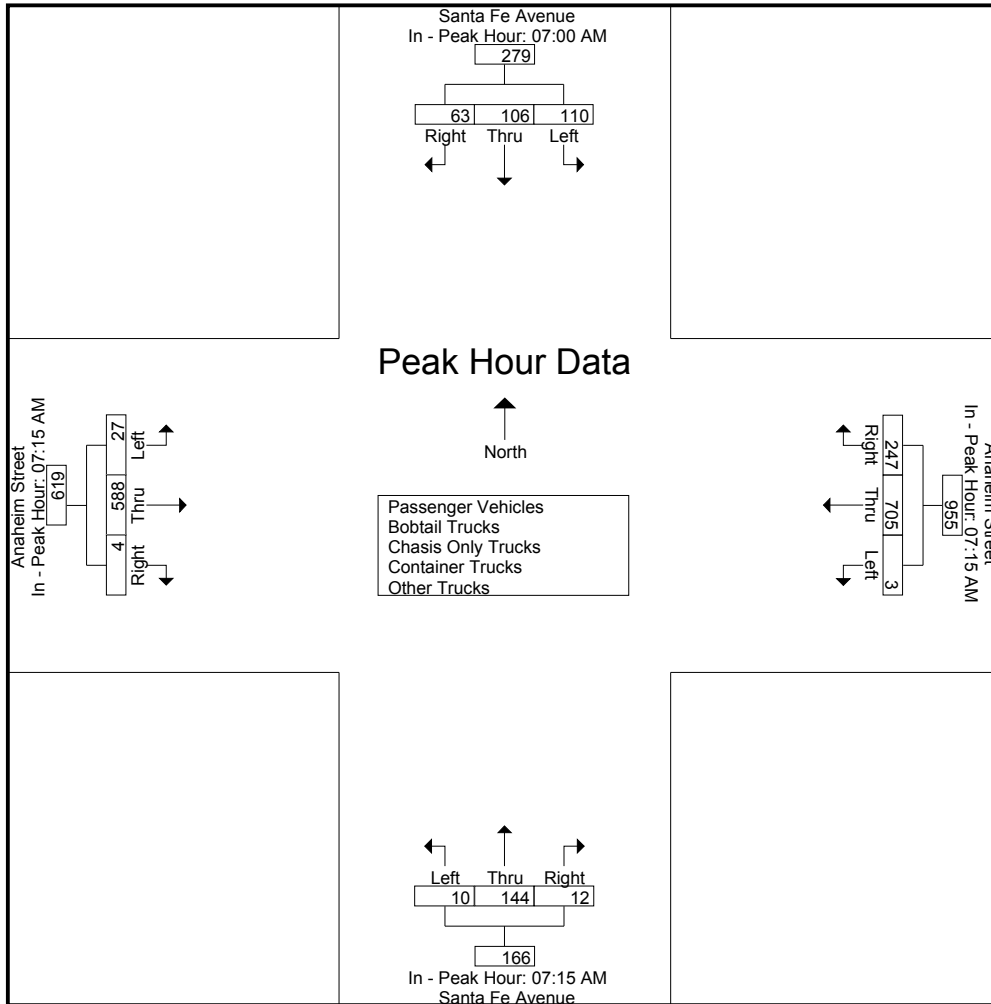
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	18	15	13	46	0	163	85	248	2	46	3	51	2	167	0	169
+15 mins.	25	23	16	64	2	165	70	237	2	42	5	49	8	152	2	162
+30 mins.	38	42	17	97	0	180	49	229	1	26	1	28	7	137	1	145
+45 mins.	29	26	17	72	1	197	43	241	5	30	3	38	10	132	1	143
Total Volume	110	106	63	279	3	705	247	955	10	144	12	166	27	588	4	619
% App. Total	39.4	38	22.6		0.3	73.8	25.9		6	86.7	7.2		4.4	95	0.6	
PHF	.724	.631	.926	.719	.375	.895	.726	.963	.500	.783	.600	.814	.675	.880	.500	.916



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
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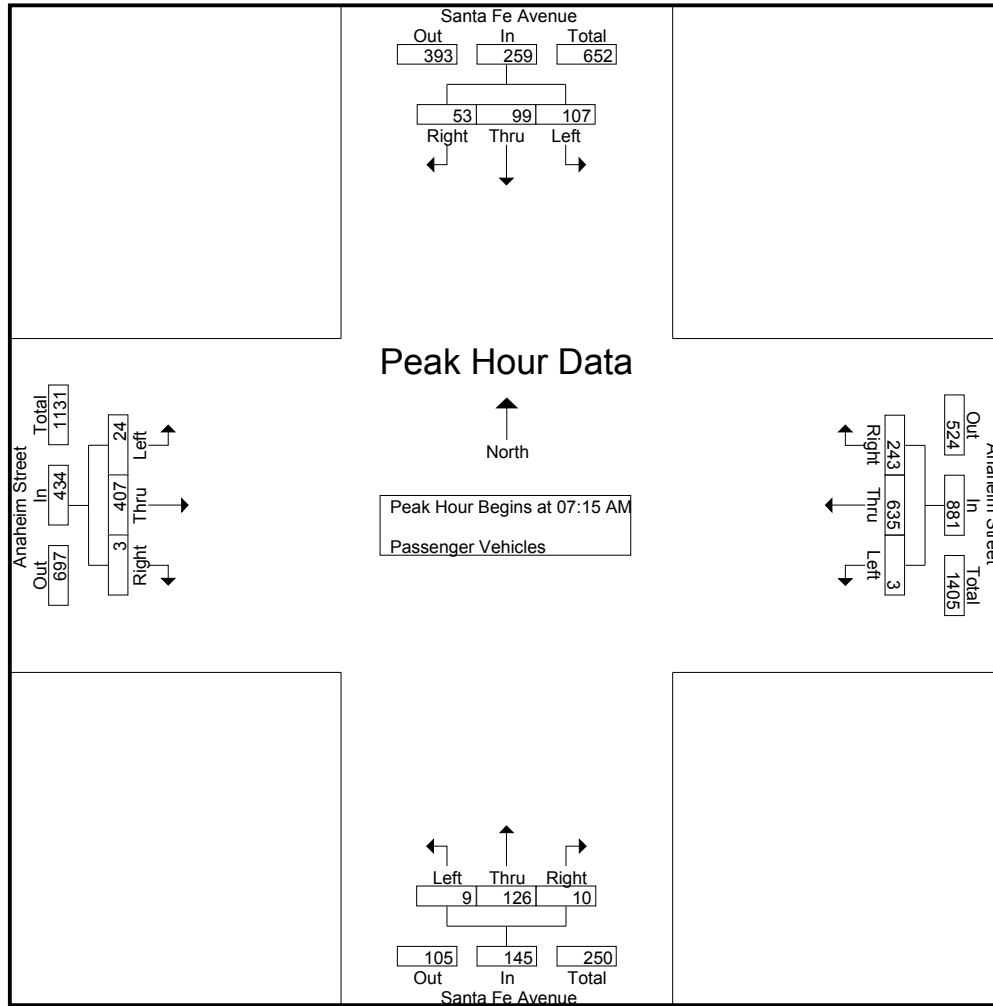
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	17	14	12	43	0	140	48	188	1	16	0	17	3	92	1	96	344
07:15 AM	25	22	14	61	0	148	85	233	1	40	2	43	2	125	0	127	464
07:30 AM	38	40	17	95	2	147	68	217	2	36	4	42	7	108	1	116	470
07:45 AM	29	25	13	67	0	168	49	217	1	23	1	25	7	89	1	97	406
Total	109	101	56	266	2	603	250	855	5	115	7	127	19	414	3	436	1684
08:00 AM	15	12	9	36	1	172	41	214	5	27	3	35	8	85	1	94	379
08:15 AM	13	23	10	46	0	135	45	180	2	30	3	35	15	76	1	92	353
08:30 AM	17	20	14	51	3	121	33	157	0	12	1	13	6	81	1	88	309
08:45 AM	21	14	18	53	1	101	29	131	1	19	1	21	8	69	3	80	285
Total	66	69	51	186	5	529	148	682	8	88	8	104	37	311	6	354	1326
Grand Total	175	170	107	452	7	1132	398	1537	13	203	15	231	56	725	9	790	3010
Apprch %	38.7	37.6	23.7		0.5	73.6	25.9		5.6	87.9	6.5		7.1	91.8	1.1		
Total %	5.8	5.6	3.6	15	0.2	37.6	13.2	51.1	0.4	6.7	0.5	7.7	1.9	24.1	0.3	26.2	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	22	14	61	0	148	85	233	1	40	2	43	2	125	0	127	464
07:30 AM	38	40	17	95	2	147	68	217	2	36	4	42	7	108	1	116	470
07:45 AM	29	25	13	67	0	168	49	217	1	23	1	25	7	89	1	97	406
08:00 AM	15	12	9	36	1	172	41	214	5	27	3	35	8	85	1	94	379
Total Volume	107	99	53	259	3	635	243	881	9	126	10	145	24	407	3	434	1719
% App. Total	41.3	38.2	20.5		0.3	72.1	27.6		6.2	86.9	6.9		5.5	93.8	0.7		
PHF	.704	.619	.779	.682	.375	.923	.715	.945	.450	.788	.625	.843	.750	.814	.750	.854	.914

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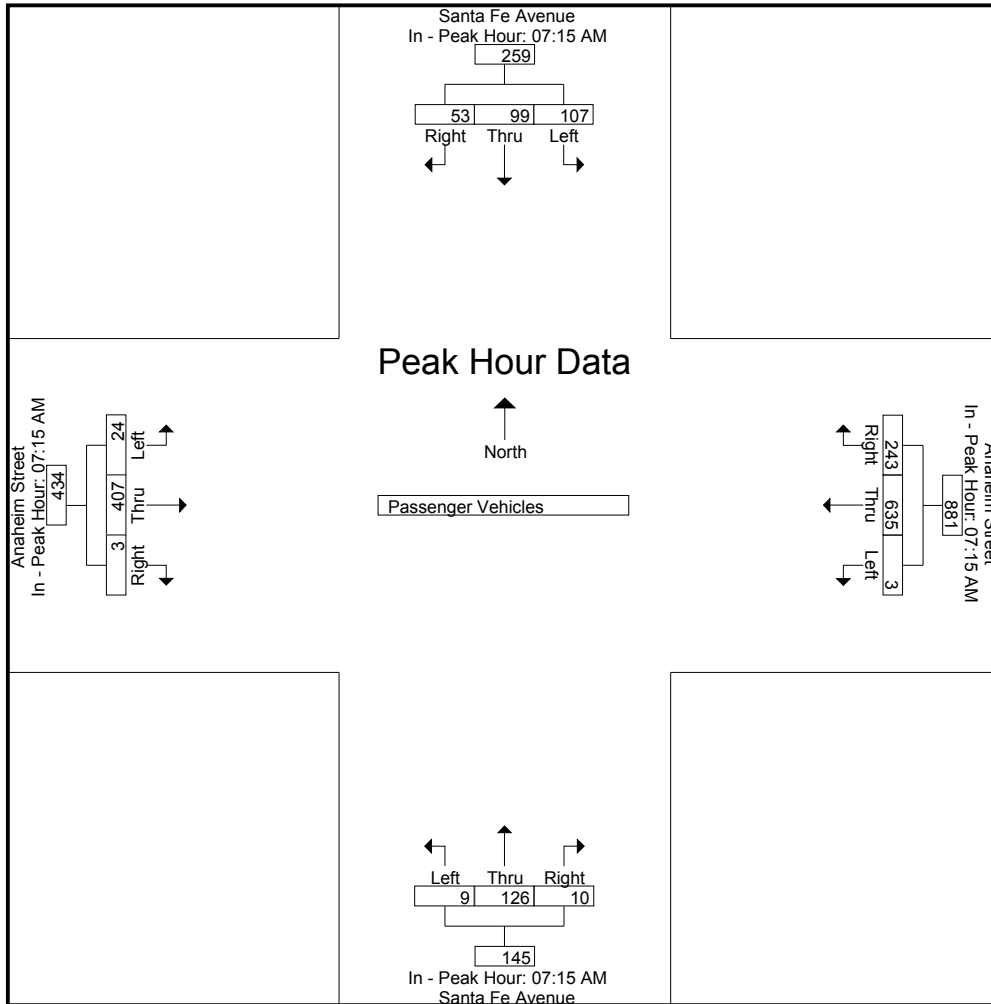


Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	25	22	14	61	0	148	85	233	1	40	2	43	2	125	0	127
+15 mins.	38	40	17	95	2	147	68	217	2	36	4	42	7	108	1	116
+30 mins.	29	25	13	67	0	168	49	217	1	23	1	25	7	89	1	97
+45 mins.	15	12	9	36	1	172	41	214	5	27	3	35	8	85	1	94
Total Volume	107	99	53	259	3	635	243	881	9	126	10	145	24	407	3	434
% App. Total	41.3	38.2	20.5		0.3	72.1	27.6		6.2	86.9	6.9		5.5	93.8	0.7	
PHF	.704	.619	.779	.682	.375	.923	.715	.945	.450	.788	.625	.843	.750	.814	.750	.854

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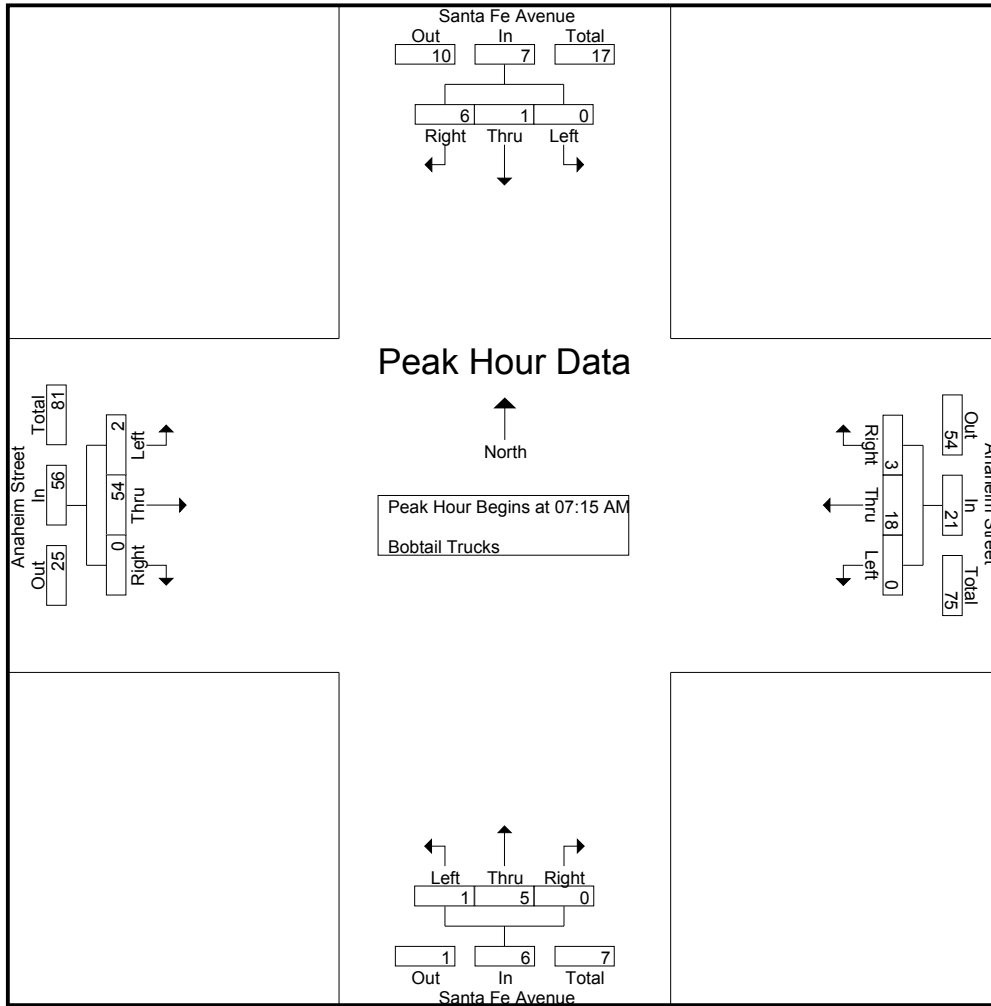
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	1	0	1	0	1	1	2	1	2	0	3	7
07:15 AM	0	0	1	1	0	5	0	5	1	2	0	3	0	12	0	12	21
07:30 AM	0	1	0	1	0	4	1	5	0	1	0	1	0	11	0	11	18
07:45 AM	0	0	3	3	0	2	0	2	0	1	0	1	0	13	0	13	19
Total	0	1	5	6	0	12	1	13	1	5	1	7	1	38	0	39	65
08:00 AM	0	0	2	2	0	7	2	9	0	1	0	1	2	18	0	20	32
08:15 AM	1	0	0	1	0	4	0	4	0	2	0	2	0	10	0	10	17
08:30 AM	1	1	0	2	0	9	0	9	0	0	0	0	0	30	0	30	41
08:45 AM	2	0	1	3	0	8	0	8	1	2	0	3	0	19	0	19	33
Total	4	1	3	8	0	28	2	30	1	5	0	6	2	77	0	79	123
Grand Total	4	2	8	14	0	40	3	43	2	10	1	13	3	115	0	118	188
Apprch %	28.6	14.3	57.1		0	93	7		15.4	76.9	7.7		2.5	97.5	0		
Total %	2.1	1.1	4.3	7.4	0	21.3	1.6	22.9	1.1	5.3	0.5	6.9	1.6	61.2	0	62.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	5	0	5	1	2	0	3	0	12	0	12	21
07:30 AM	0	1	0	1	0	4	1	5	0	1	0	1	0	11	0	11	18
07:45 AM	0	0	3	3	0	2	0	2	0	1	0	1	0	13	0	13	19
08:00 AM	0	0	2	2	0	7	2	9	0	1	0	1	2	18	0	20	32
Total Volume	0	1	6	7	0	18	3	21	1	5	0	6	2	54	0	56	90
% App. Total	0	14.3	85.7		0	85.7	14.3		16.7	83.3	0		3.6	96.4	0		
PHF	.000	.250	.500	.583	.000	.643	.375	.583	.250	.625	.000	.500	.250	.750	.000	.700	.703

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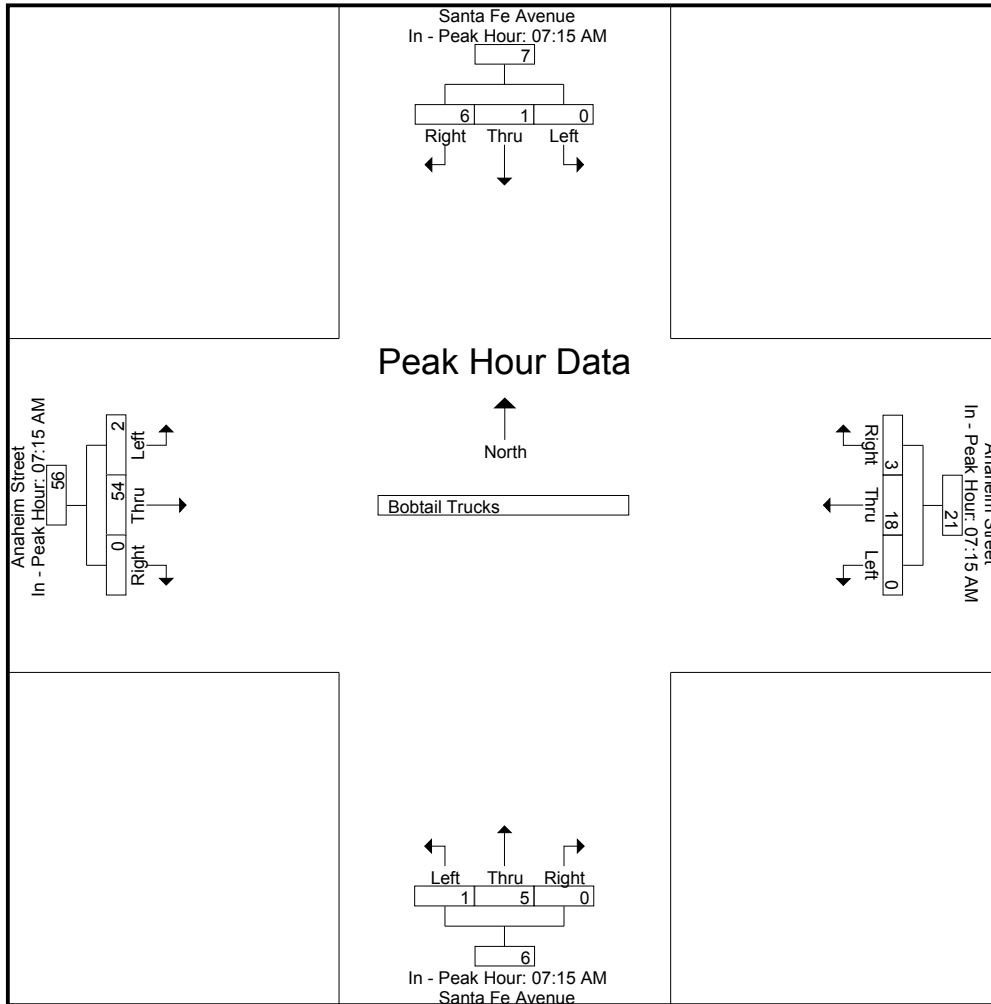


Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	5	0	5	1	2	0	3	0	12	0	12
+15 mins.	0	1	0	1	0	4	1	5	0	1	0	1	0	11	0	11
+30 mins.	0	0	3	3	0	2	0	2	0	1	0	1	0	13	0	13
+45 mins.	0	0	2	2	0	7	2	9	0	1	0	1	2	18	0	20
Total Volume	0	1	6	7	0	18	3	21	1	5	0	6	2	54	0	56
% App. Total	0	14.3	85.7		0	85.7	14.3		16.7	83.3	0		3.6	96.4	0	
PHF	.000	.250	.500	.583	.000	.643	.375	.583	.250	.625	.000	.500	.250	.750	.000	.700

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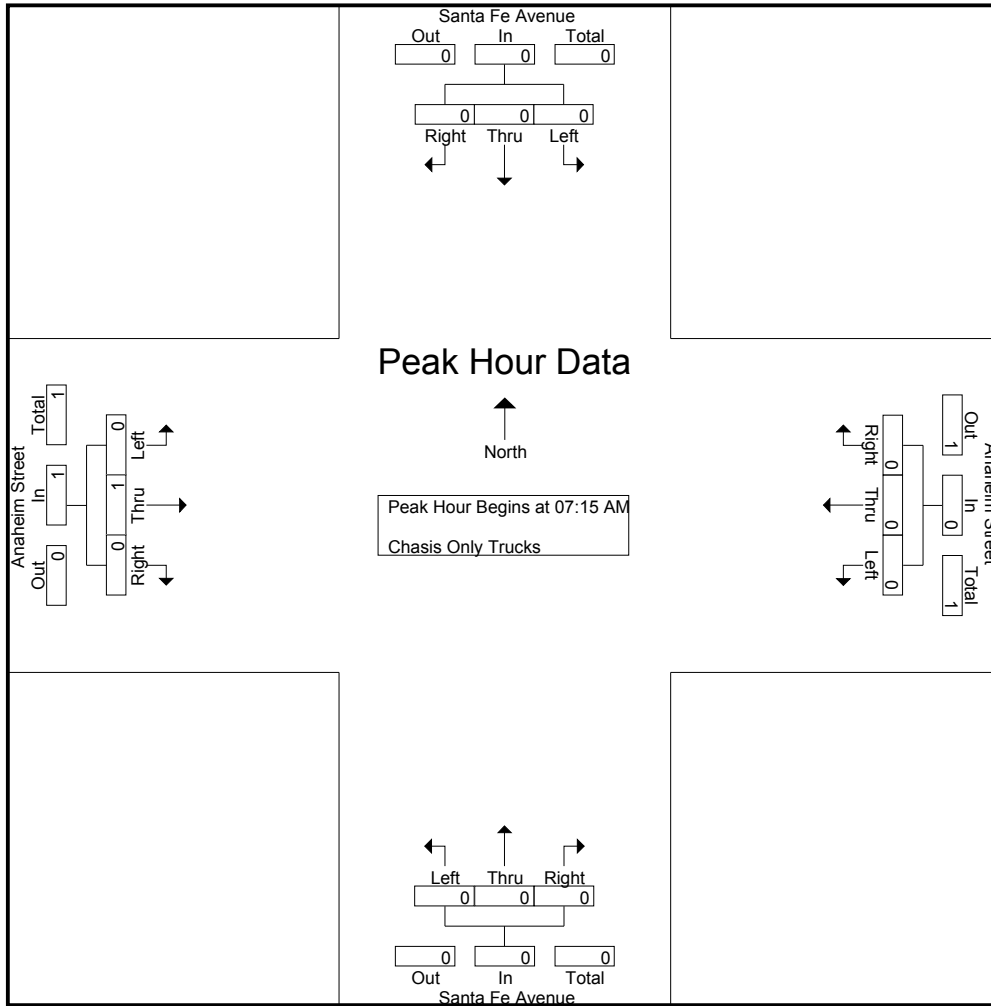
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

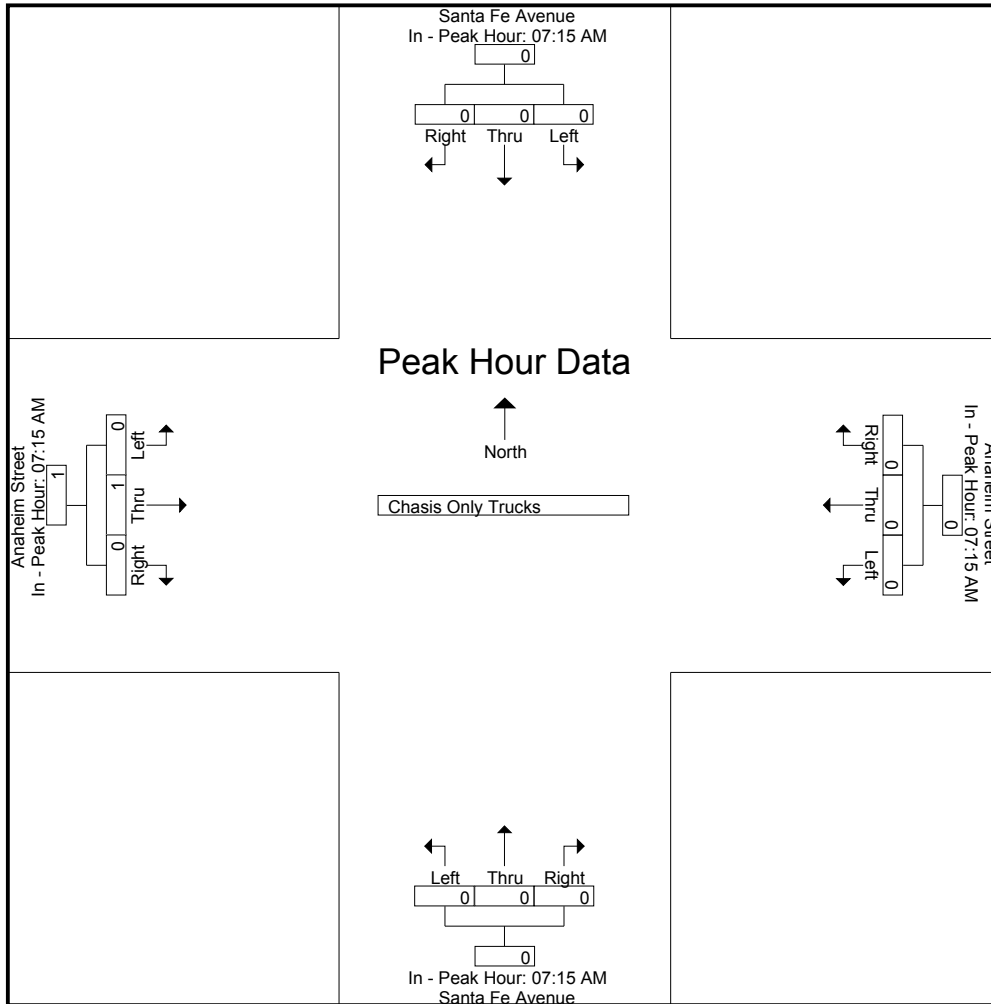
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250



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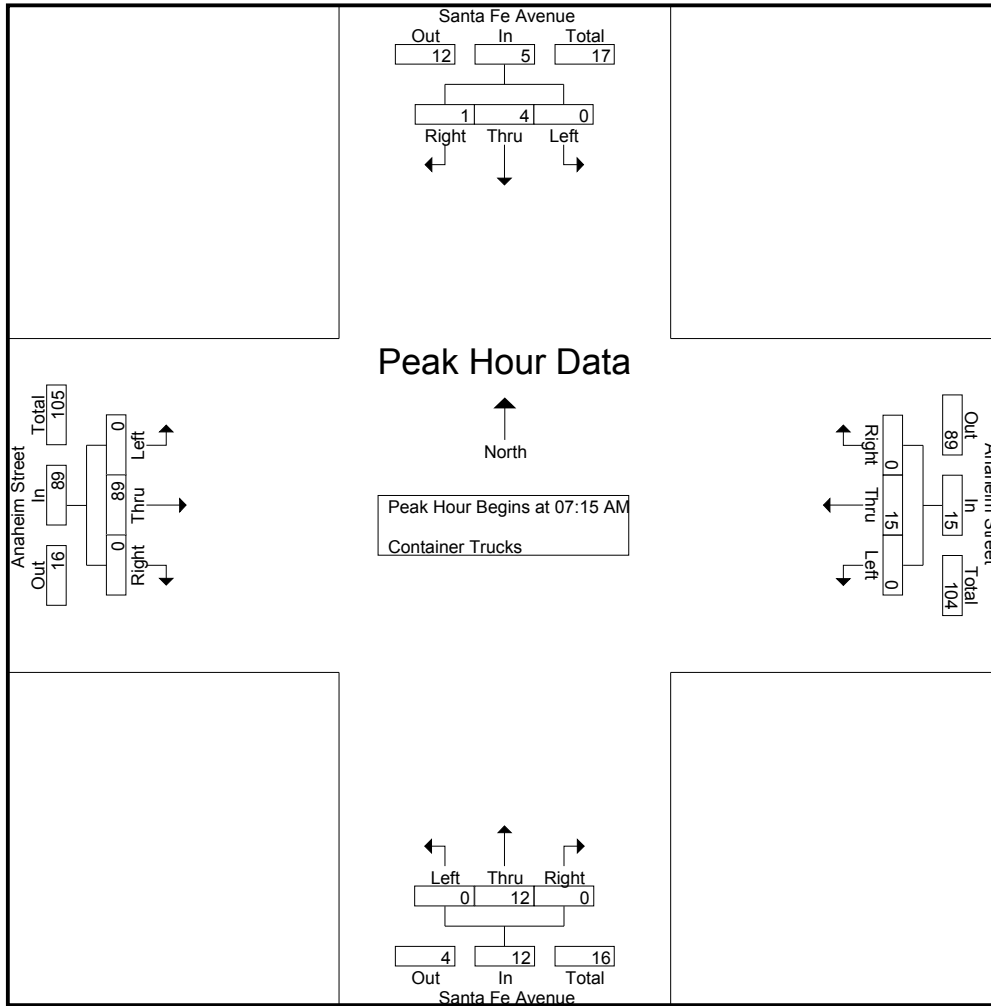
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	23	0	23	26
07:15 AM	0	1	1	2	0	4	0	4	0	3	0	3	0	22	0	22	31
07:30 AM	0	0	0	0	0	4	0	4	0	5	0	5	0	24	0	24	33
07:45 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	24	0	24	29
Total	0	3	1	4	0	10	0	10	0	12	0	12	0	93	0	93	119
08:00 AM	0	2	0	2	0	5	0	5	0	2	0	2	0	19	0	19	28
08:15 AM	1	2	1	4	0	5	0	5	0	1	1	2	1	20	0	21	32
08:30 AM	2	0	0	2	0	8	0	8	0	1	0	1	1	33	0	34	45
08:45 AM	2	0	0	2	0	12	0	12	0	0	0	0	3	24	0	27	41
Total	5	4	1	10	0	30	0	30	0	4	1	5	5	96	0	101	146
Grand Total	5	7	2	14	0	40	0	40	0	16	1	17	5	189	0	194	265
Apprch %	35.7	50	14.3		0	100	0		0	94.1	5.9		2.6	97.4	0		
Total %	1.9	2.6	0.8	5.3	0	15.1	0	15.1	0	6	0.4	6.4	1.9	71.3	0	73.2	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	1	2	0	4	0	4	0	3	0	3	0	22	0	22	31
07:30 AM	0	0	0	0	0	4	0	4	0	5	0	5	0	24	0	24	33
07:45 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	24	0	24	29
08:00 AM	0	2	0	2	0	5	0	5	0	2	0	2	0	19	0	19	28
Total Volume	0	4	1	5	0	15	0	15	0	12	0	12	0	89	0	89	121
% App. Total	0	80	20		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.250	.625	.000	.750	.000	.750	.000	.600	.000	.600	.000	.927	.000	.927	.917

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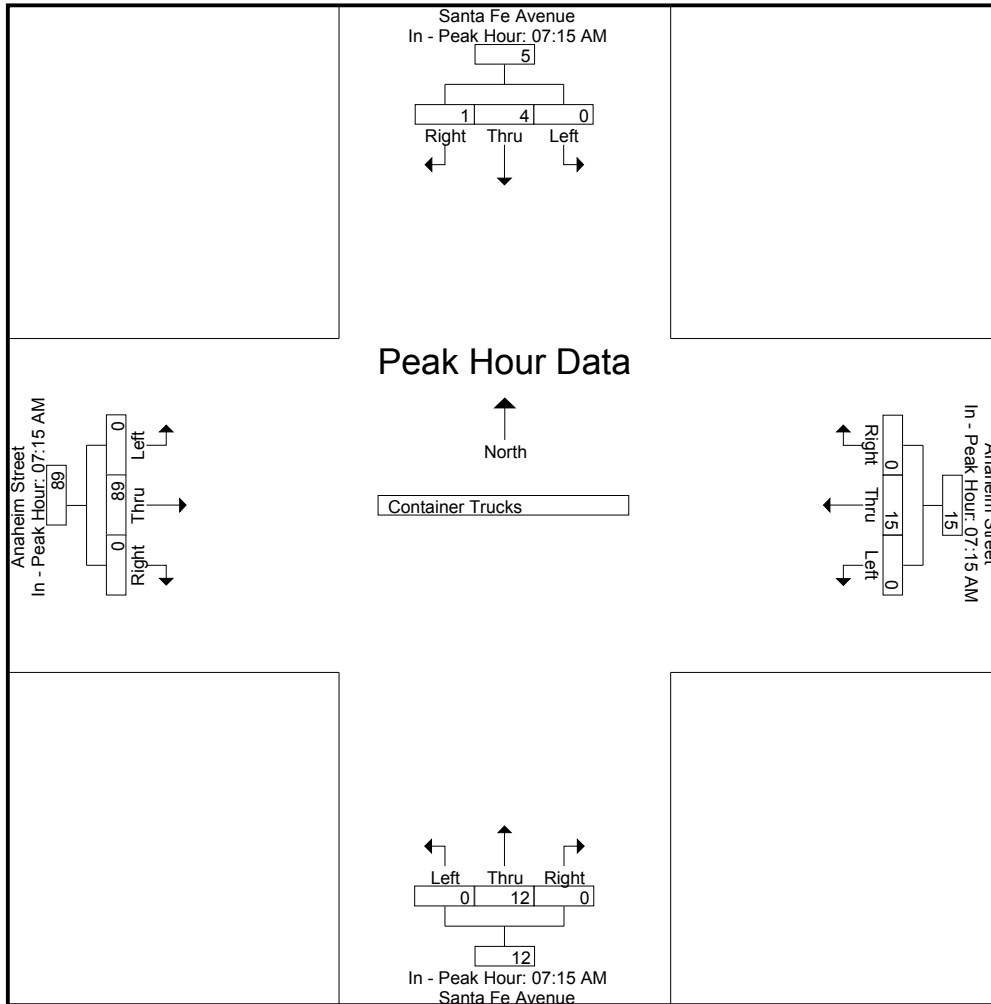


Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	1	2	0	4	0	4	0	3	0	3	0	22	0	22
+15 mins.	0	0	0	0	0	4	0	4	0	5	0	5	0	24	0	24
+30 mins.	0	1	0	1	0	2	0	2	0	2	0	2	0	24	0	24
+45 mins.	0	2	0	2	0	5	0	5	0	2	0	2	0	19	0	19
Total Volume	0	4	1	5	0	15	0	15	0	12	0	12	0	89	0	89
% App. Total	0	80	20		0	100	0		0	100	0		0	100	0	
PHF	.000	.500	.250	.625	.000	.750	.000	.750	.000	.600	.000	.600	.000	.927	.000	.927

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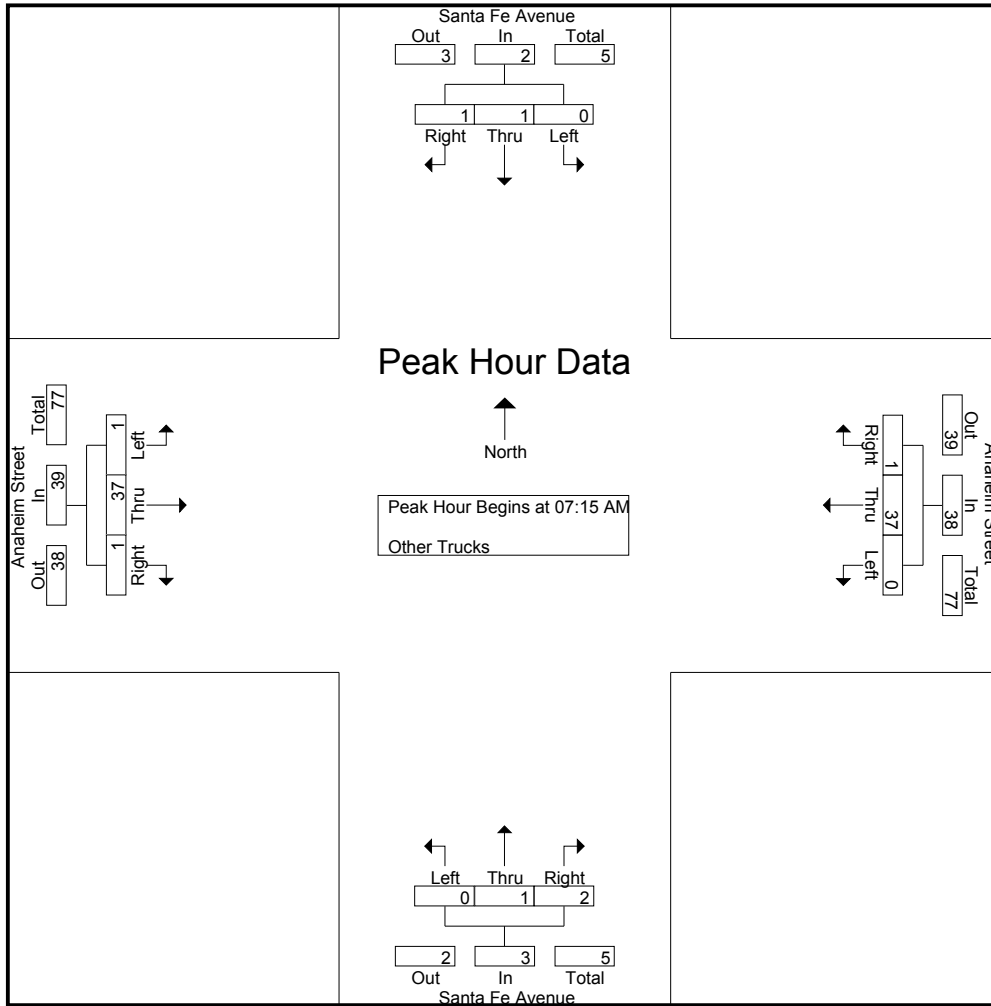
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	7	1	8	0	0	0	0	0	9	0	9	18
07:15 AM	0	0	0	0	0	6	0	6	0	1	1	2	0	8	0	8	16
07:30 AM	0	1	0	1	0	10	1	11	0	0	1	1	1	9	1	11	24
07:45 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11	20
Total	1	1	1	3	0	31	2	33	0	1	2	3	1	37	1	39	78
08:00 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
08:15 AM	1	0	3	4	0	16	0	16	0	0	2	2	1	13	1	15	37
08:30 AM	0	1	0	1	1	22	0	23	0	0	0	0	0	13	0	13	37
08:45 AM	1	0	0	1	3	14	1	18	0	1	1	2	0	13	0	13	34
Total	2	1	3	6	4	65	1	70	0	1	3	4	1	48	1	50	130
Grand Total	3	2	4	9	4	96	3	103	0	2	5	7	2	85	2	89	208
Apprch %	33.3	22.2	44.4		3.9	93.2	2.9		0	28.6	71.4		2.2	95.5	2.2		
Total %	1.4	1	1.9	4.3	1.9	46.2	1.4	49.5	0	1	2.4	3.4	1	40.9	1	42.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	6	0	6	0	1	1	2	0	8	0	8	16
07:30 AM	0	1	0	1	0	10	1	11	0	0	1	1	1	9	1	11	24
07:45 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11	20
08:00 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
Total Volume	0	1	1	2	0	37	1	38	0	1	2	3	1	37	1	39	82
% App. Total	0	50	50		0	97.4	2.6		0	33.3	66.7		2.6	94.9	2.6		
PHF	.000	.250	.250	.500	.000	.712	.250	.731	.000	.250	.500	.375	.250	.841	.250	.886	.854

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2

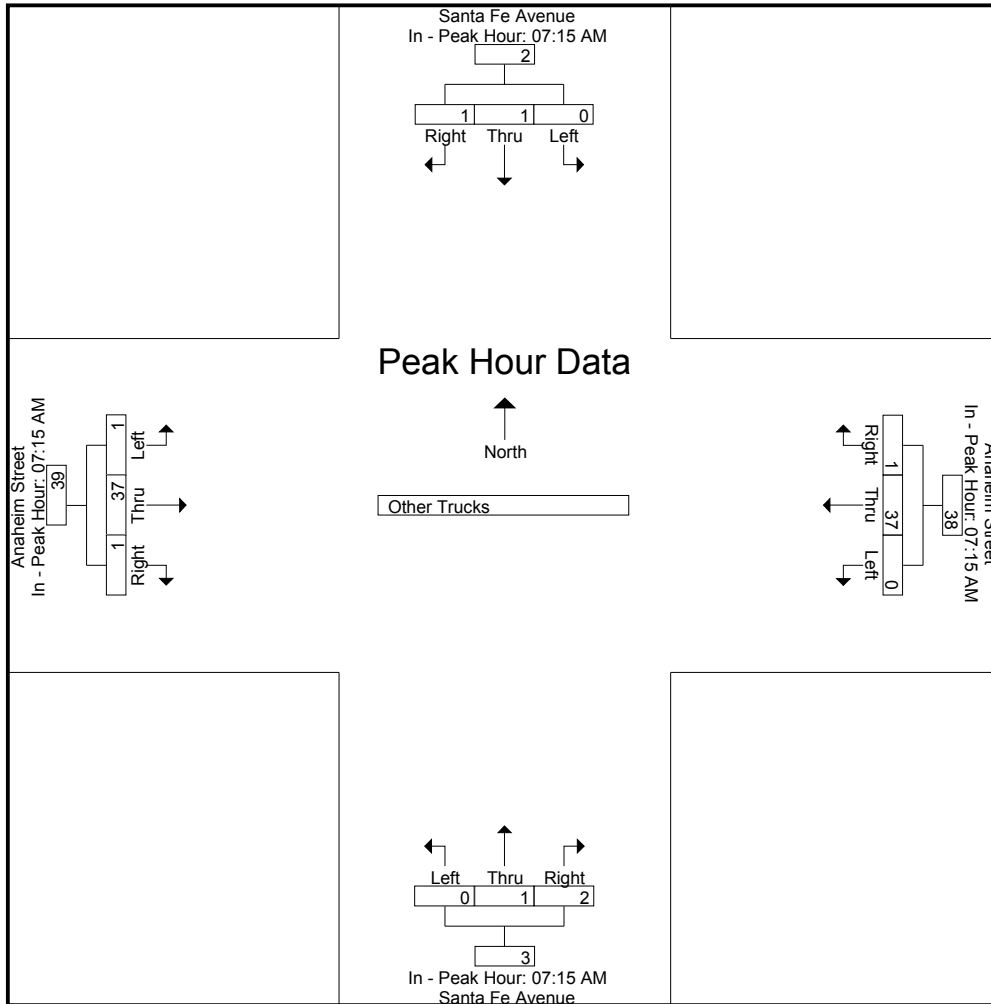


Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	6	0	6	0	1	1	2	0	8	0	8
+15 mins.	0	1	0	1	0	10	1	11	0	0	1	1	1	9	1	11
+30 mins.	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11
+45 mins.	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9
Total Volume	0	1	1	2	0	37	1	38	0	1	2	3	1	37	1	39
% App. Total	0	50	50		0	97.4	2.6		0	33.3	66.7		2.6	94.9	2.6	
PHF	.000	.250	.250	.500	.000	.712	.250	.731	.000	.250	.500	.375	.250	.841	.250	.886

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

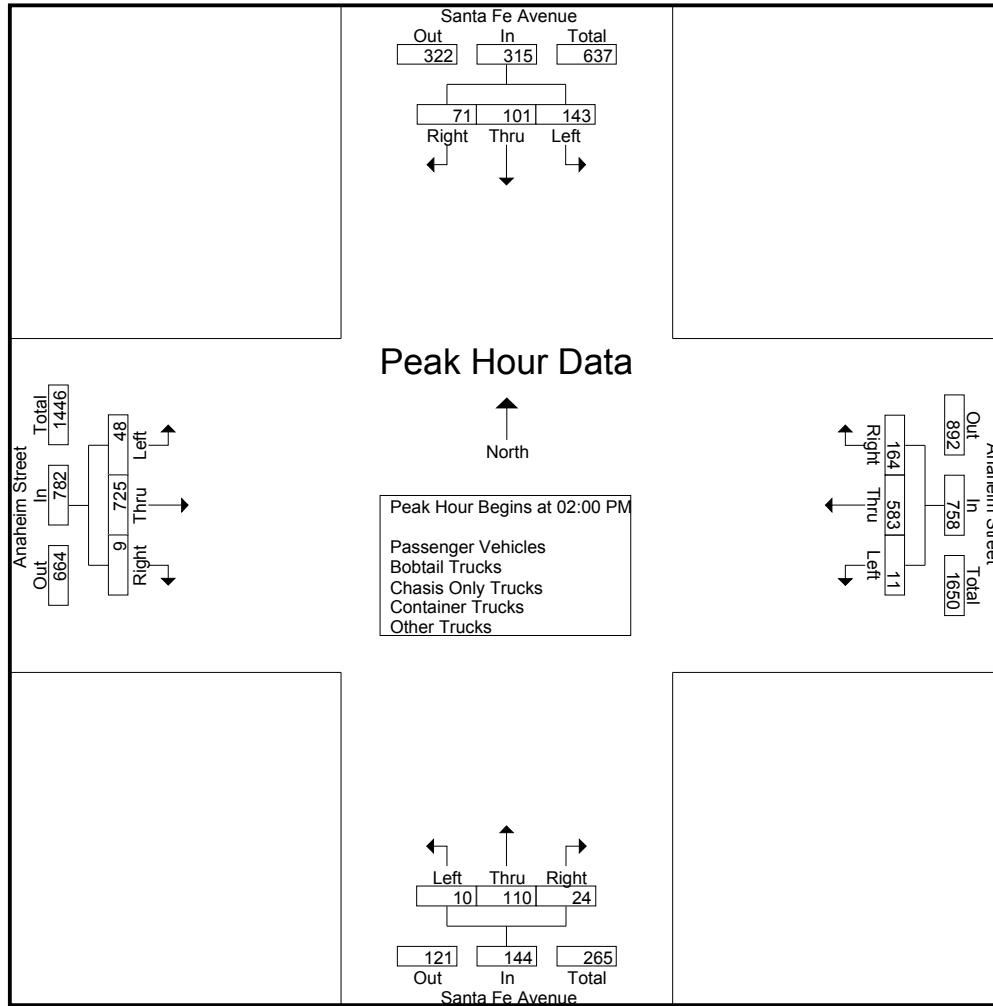
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	22	18	44	4	131	27	162	1	21	8	30	13	150	2	165	401
01:15 PM	26	13	24	63	6	144	36	186	1	7	8	16	15	158	0	173	438
01:30 PM	35	15	22	72	1	158	32	191	4	27	6	37	12	165	2	179	479
01:45 PM	23	19	17	59	4	149	44	197	2	24	7	33	14	174	0	188	477
Total	88	69	81	238	15	582	139	736	8	79	29	116	54	647	4	705	1795
02:00 PM	40	24	14	78	1	156	36	193	2	25	8	35	10	180	2	192	498
02:15 PM	36	20	21	77	3	148	47	198	4	29	5	38	9	183	3	195	508
02:30 PM	32	27	19	78	3	126	38	167	1	30	5	36	15	178	2	195	476
02:45 PM	35	30	17	82	4	153	43	200	3	26	6	35	14	184	2	200	517
Total	143	101	71	315	11	583	164	758	10	110	24	144	48	725	9	782	1999
Grand Total	231	170	152	553	26	1165	303	1494	18	189	53	260	102	1372	13	1487	3794
Apprch %	41.8	30.7	27.5		1.7	78	20.3		6.9	72.7	20.4		6.9	92.3	0.9		
Total %	6.1	4.5	4	14.6	0.7	30.7	8	39.4	0.5	5	1.4	6.9	2.7	36.2	0.3	39.2	
Passenger Vehicles	209	159	134	502	21	815	278	1114	16	168	50	234	89	976	13	1078	2928
% Passenger Vehicles	90.5	93.5	88.2	90.8	80.8	70	91.7	74.6	88.9	88.9	94.3	90	87.3	71.1	100	72.5	77.2
Bobtail Trucks	5	4	9	18	2	107	13	122	2	7	1	10	7	101	0	108	258
% Bobtail Trucks	2.2	2.4	5.9	3.3	7.7	9.2	4.3	8.2	11.1	3.7	1.9	3.8	6.9	7.4	0	7.3	6.8
Chasis Only Trucks	0	0	0	0	0	15	0	15	0	1	0	1	1	20	0	21	37
% Chasis Only Trucks	0	0	0	0	0	1.3	0	1	0	0.5	0	0.4	1	1.5	0	1.4	1
Container Trucks	9	3	1	13	0	110	4	114	0	6	1	7	2	161	0	163	297
% Container Trucks	3.9	1.8	0.7	2.4	0	9.4	1.3	7.6	0	3.2	1.9	2.7	2	11.7	0	11	7.8
Other Trucks	8	4	8	20	3	118	8	129	0	7	1	8	3	114	0	117	274
% Other Trucks	3.5	2.4	5.3	3.6	11.5	10.1	2.6	8.6	0	3.7	1.9	3.1	2.9	8.3	0	7.9	7.2

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	40	24	14	78	1	156	36	193	2	25	8	35	10	180	2	192	498
02:15 PM	36	20	21	77	3	148	47	198	4	29	5	38	9	183	3	195	508
02:30 PM	32	27	19	78	3	126	38	167	1	30	5	36	15	178	2	195	476
02:45 PM	35	30	17	82	4	153	43	200	3	26	6	35	14	184	2	200	517
Total Volume	143	101	71	315	11	583	164	758	10	110	24	144	48	725	9	782	1999
% App. Total	45.4	32.1	22.5		1.5	76.9	21.6		6.9	76.4	16.7		6.1	92.7	1.2		
PHF	.894	.842	.845	.960	.688	.934	.872	.948	.625	.917	.750	.947	.800	.985	.750	.978	.967

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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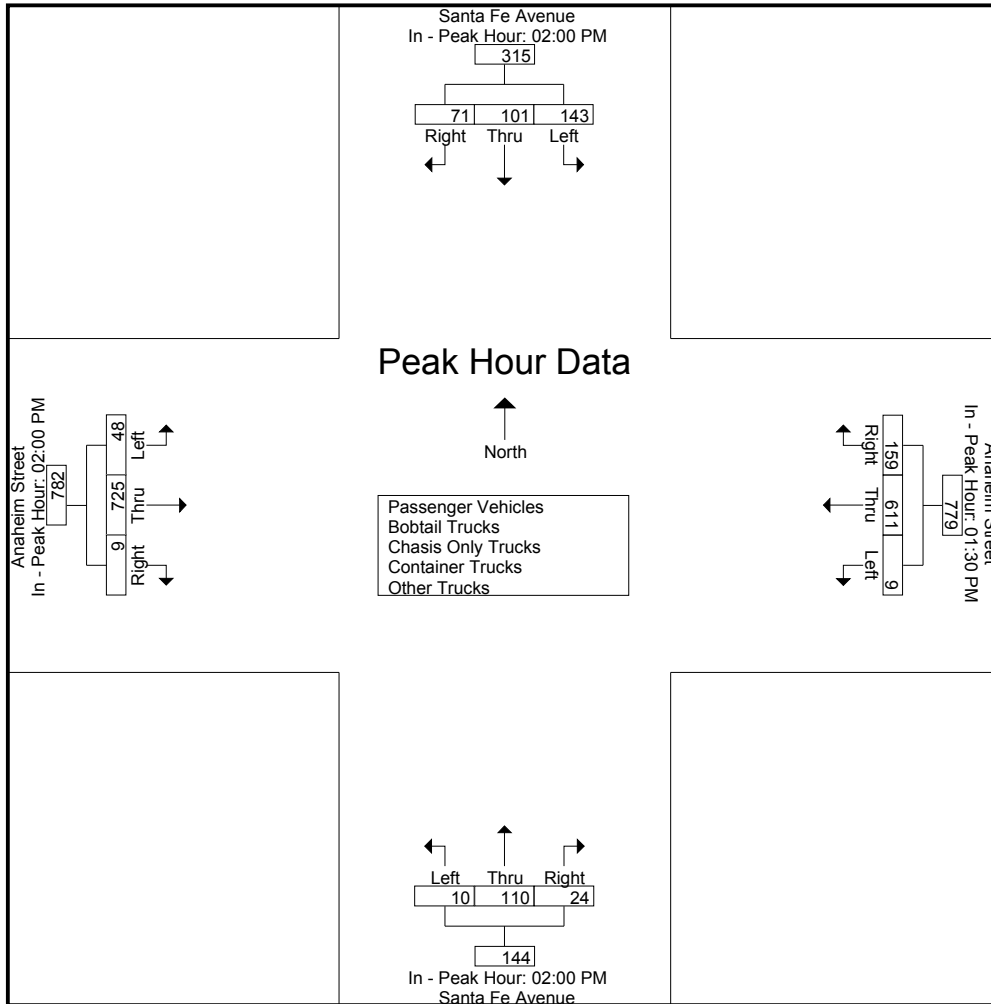
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				01:30 PM				02:00 PM				02:00 PM			
+0 mins.	40	24	14	78	1	158	32	191	2	25	8	35	10	180	2	192
+15 mins.	36	20	21	77	4	149	44	197	4	29	5	38	9	183	3	195
+30 mins.	32	27	19	78	1	156	36	193	1	30	5	36	15	178	2	195
+45 mins.	35	30	17	82	3	148	47	198	3	26	6	35	14	184	2	200
Total Volume	143	101	71	315	9	611	159	779	10	110	24	144	48	725	9	782
% App. Total	45.4	32.1	22.5		1.2	78.4	20.4		6.9	76.4	16.7		6.1	92.7	1.2	
PHF	.894	.842	.845	.960	.563	.967	.846	.984	.625	.917	.750	.947	.800	.985	.750	.978

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

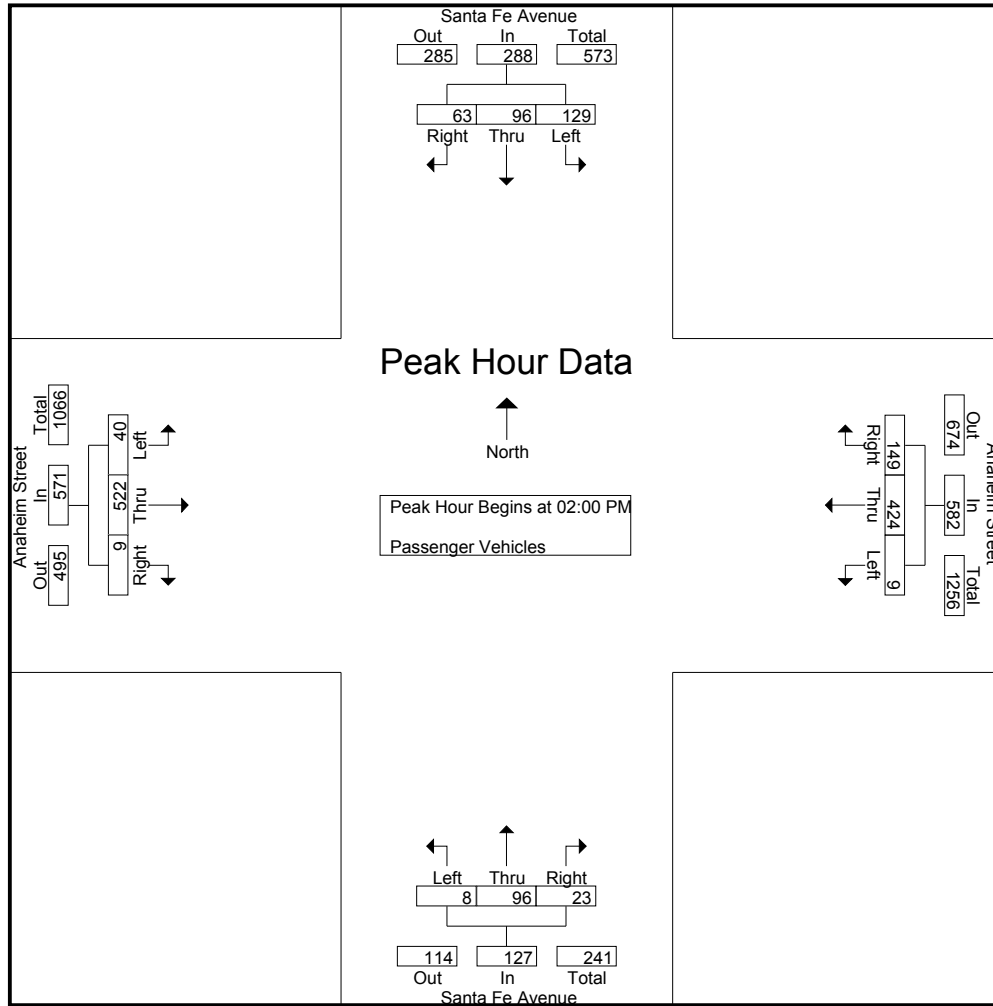
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	20	15	36	4	96	25	125	1	19	8	28	11	99	2	112	301
01:15 PM	24	11	22	57	5	99	32	136	1	7	7	15	13	112	0	125	333
01:30 PM	33	14	19	66	1	104	31	136	4	25	6	35	12	122	2	136	373
01:45 PM	22	18	15	55	2	92	41	135	2	21	6	29	13	121	0	134	353
Total	80	63	71	214	12	391	129	532	8	72	27	107	49	454	4	507	1360
02:00 PM	37	21	11	69	1	119	29	149	0	24	8	32	9	131	2	142	392
02:15 PM	35	18	20	73	2	106	44	152	4	24	4	32	9	128	3	140	397
02:30 PM	26	27	16	69	2	96	35	133	1	24	5	30	12	125	2	139	371
02:45 PM	31	30	16	77	4	103	41	148	3	24	6	33	10	138	2	150	408
Total	129	96	63	288	9	424	149	582	8	96	23	127	40	522	9	571	1568
Grand Total	209	159	134	502	21	815	278	1114	16	168	50	234	89	976	13	1078	2928
Apprch %	41.6	31.7	26.7		1.9	73.2	25		6.8	71.8	21.4		8.3	90.5	1.2		
Total %	7.1	5.4	4.6	17.1	0.7	27.8	9.5	38	0.5	5.7	1.7	8	3	33.3	0.4	36.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	37	21	11	69	1	119	29	149	0	24	8	32	9	131	2	142	392
02:15 PM	35	18	20	73	2	106	44	152	4	24	4	32	9	128	3	140	397
02:30 PM	26	27	16	69	2	96	35	133	1	24	5	30	12	125	2	139	371
02:45 PM	31	30	16	77	4	103	41	148	3	24	6	33	10	138	2	150	408
Total Volume	129	96	63	288	9	424	149	582	8	96	23	127	40	522	9	571	1568
% App. Total	44.8	33.3	21.9		1.5	72.9	25.6		6.3	75.6	18.1		7	91.4	1.6		
PHF	.872	.800	.788	.935	.563	.891	.847	.957	.500	1.00	.719	.962	.833	.946	.750	.952	.961

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



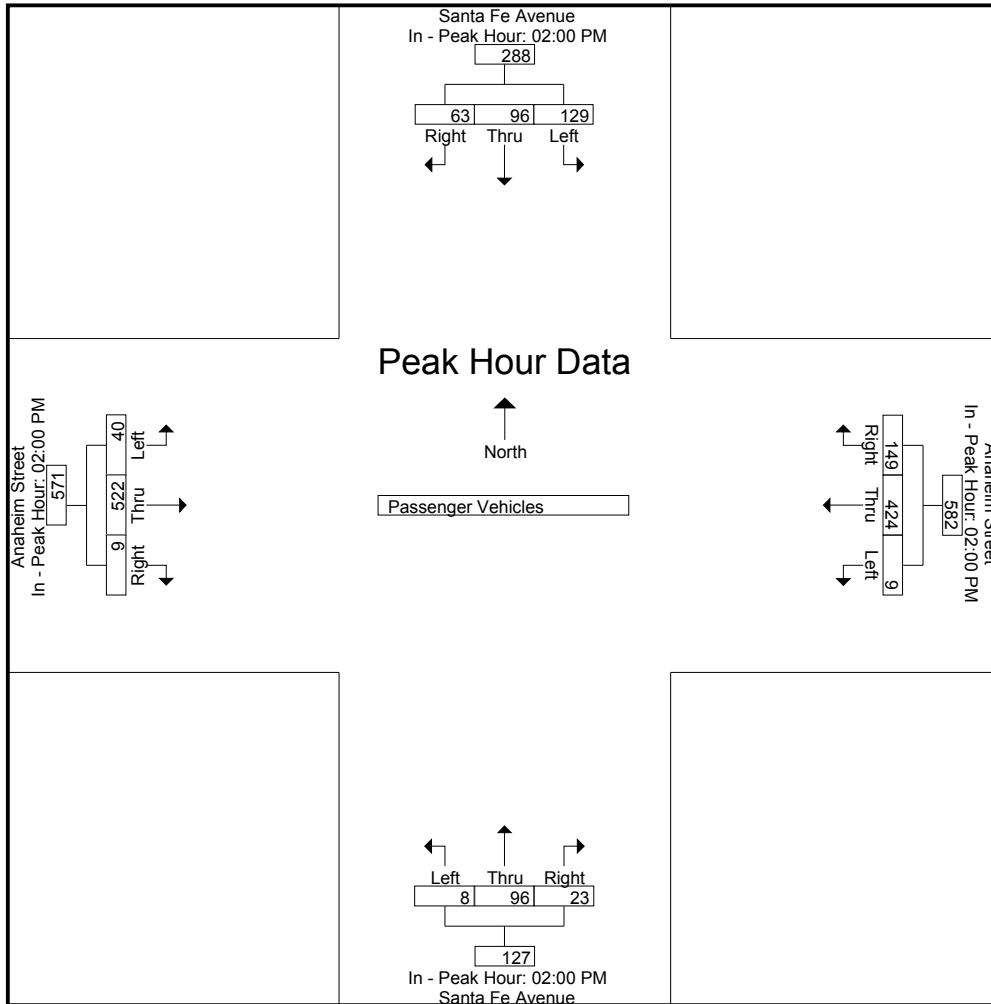
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	37	21	11	69	1	119	29	149	0	24	8	32	9	131	2	142
+15 mins.	35	18	20	73	2	106	44	152	4	24	4	32	9	128	3	140
+30 mins.	26	27	16	69	2	96	35	133	1	24	5	30	12	125	2	139
+45 mins.	31	30	16	77	4	103	41	148	3	24	6	33	10	138	2	150
Total Volume	129	96	63	288	9	424	149	582	8	96	23	127	40	522	9	571
% App. Total	44.8	33.3	21.9		1.5	72.9	25.6		6.3	75.6	18.1		7	91.4	1.6	
PHF	.872	.800	.788	.935	.563	.891	.847	.957	.500	1.000	.719	.962	.833	.946	.750	.952

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

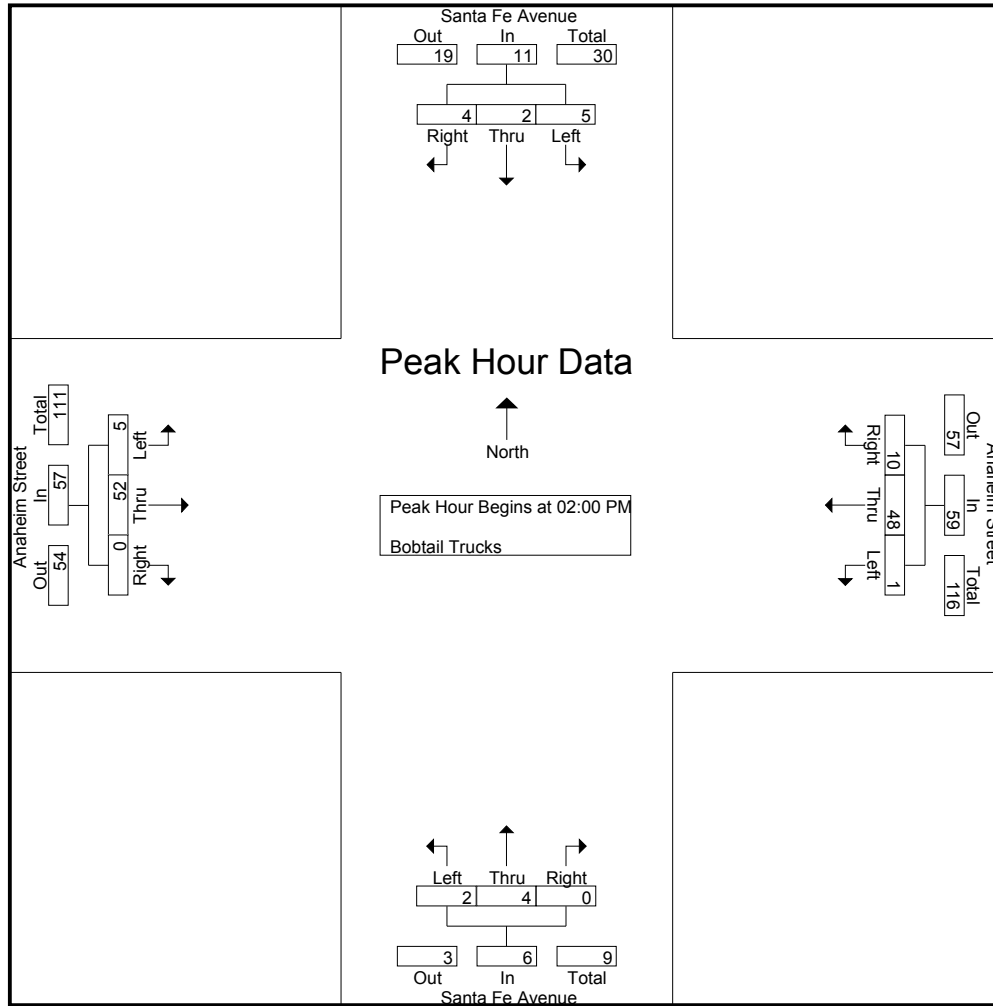
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	2	3	0	7	0	7	0	1	0	1	1	9	0	10	21
01:15 PM	0	1	1	2	0	10	3	13	0	0	0	0	1	11	0	12	27
01:30 PM	0	0	2	2	0	17	0	17	0	2	0	2	0	13	0	13	34
01:45 PM	0	0	0	0	1	25	0	26	0	0	1	1	0	16	0	16	43
Total	0	2	5	7	1	59	3	63	0	3	1	4	2	49	0	51	125
02:00 PM	1	2	2	5	0	10	7	17	2	0	0	2	0	10	0	10	34
02:15 PM	1	0	0	1	0	12	2	14	0	2	0	2	0	15	0	15	32
02:30 PM	2	0	1	3	1	13	1	15	0	1	0	1	1	13	0	14	33
02:45 PM	1	0	1	2	0	13	0	13	0	1	0	1	4	14	0	18	34
Total	5	2	4	11	1	48	10	59	2	4	0	6	5	52	0	57	133
Grand Total	5	4	9	18	2	107	13	122	2	7	1	10	7	101	0	108	258
Apprch %	27.8	22.2	50		1.6	87.7	10.7		20	70	10		6.5	93.5	0		
Total %	1.9	1.6	3.5	7	0.8	41.5	5	47.3	0.8	2.7	0.4	3.9	2.7	39.1	0	41.9	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	2	2	5	0	10	7	17	2	0	0	2	0	10	0	10	34
02:15 PM	1	0	0	1	0	12	2	14	0	2	0	2	0	15	0	15	32
02:30 PM	2	0	1	3	1	13	1	15	0	1	0	1	1	13	0	14	33
02:45 PM	1	0	1	2	0	13	0	13	0	1	0	1	4	14	0	18	34
Total Volume	5	2	4	11	1	48	10	59	2	4	0	6	5	52	0	57	133
% App. Total	45.5	18.2	36.4		1.7	81.4	16.9		33.3	66.7	0		8.8	91.2	0		
PHF	.625	.250	.500	.550	.250	.923	.357	.868	.250	.500	.000	.750	.313	.867	.000	.792	.978

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



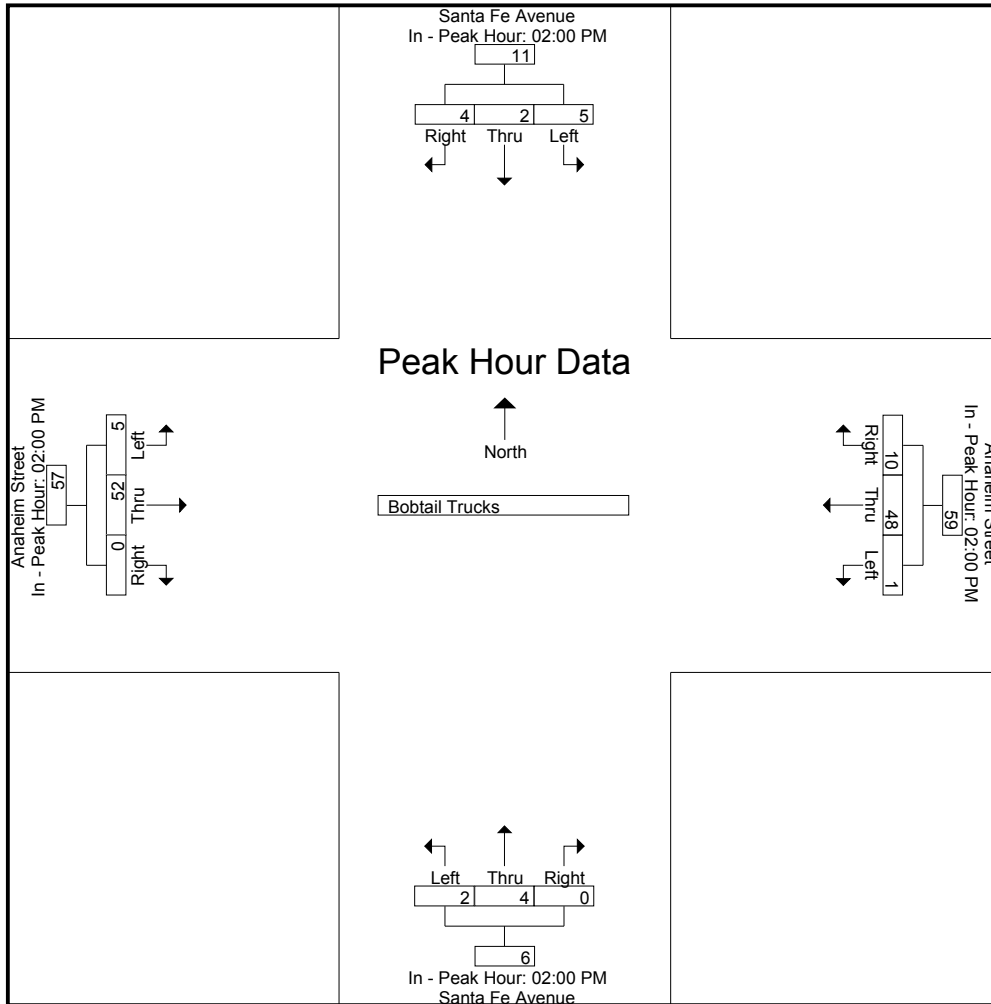
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	2	2	5	0	10	7	17	2	0	0	2	0	10	0	10
+15 mins.	1	0	0	1	0	12	2	14	0	2	0	2	0	15	0	15
+30 mins.	2	0	1	3	1	13	1	15	0	1	0	1	1	13	0	14
+45 mins.	1	0	1	2	0	13	0	13	0	1	0	1	4	14	0	18
Total Volume	5	2	4	11	1	48	10	59	2	4	0	6	5	52	0	57
% App. Total	45.5	18.2	36.4		1.7	81.4	16.9		33.3	66.7	0		8.8	91.2	0	
PHF	.625	.250	.500	.550	.250	.923	.357	.868	.250	.500	.000	.750	.313	.867	.000	.792

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 00000063
 Start Date : 2/28/2012
 Page No : 1

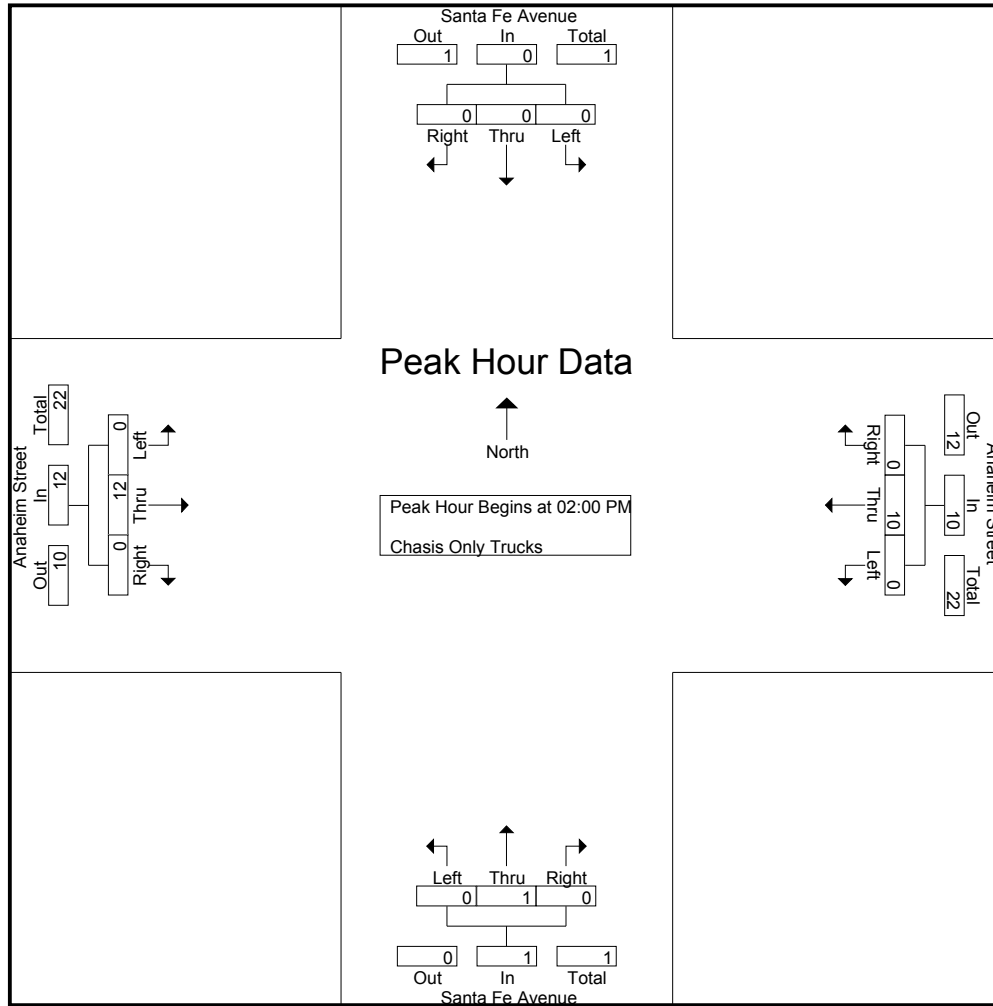
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
01:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	5	0	5	0	0	0	0	1	8	0	9	14
02:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
02:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	10	0	10	0	1	0	1	0	12	0	12	23
Grand Total	0	0	0	0	0	15	0	15	0	1	0	1	1	20	0	21	37
Apprch %	0	0	0		0	100	0		0	100	0		4.8	95.2	0		
Total %	0	0	0		0	40.5	0	40.5	0	2.7	0	2.7	2.7	54.1	0	56.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
02:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	12	0	12	23
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.357	.000	.357	.000	.250	.000	.250	.000	.429	.000	.429	.639

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



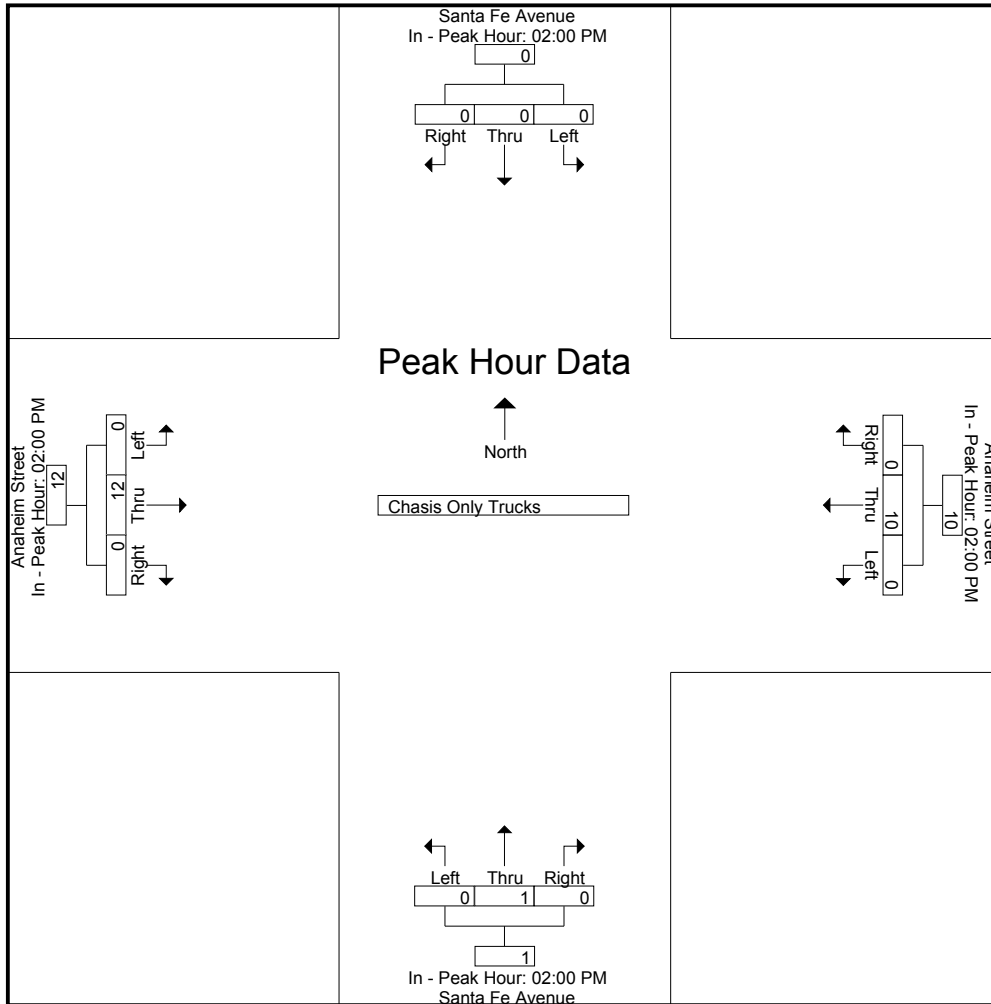
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	12	0	12
% App. Total	0	0	0	0	0	100	0	100	0	100	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.357	.000	.357	.000	.250	.000	.250	.000	.429	.000	.429

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

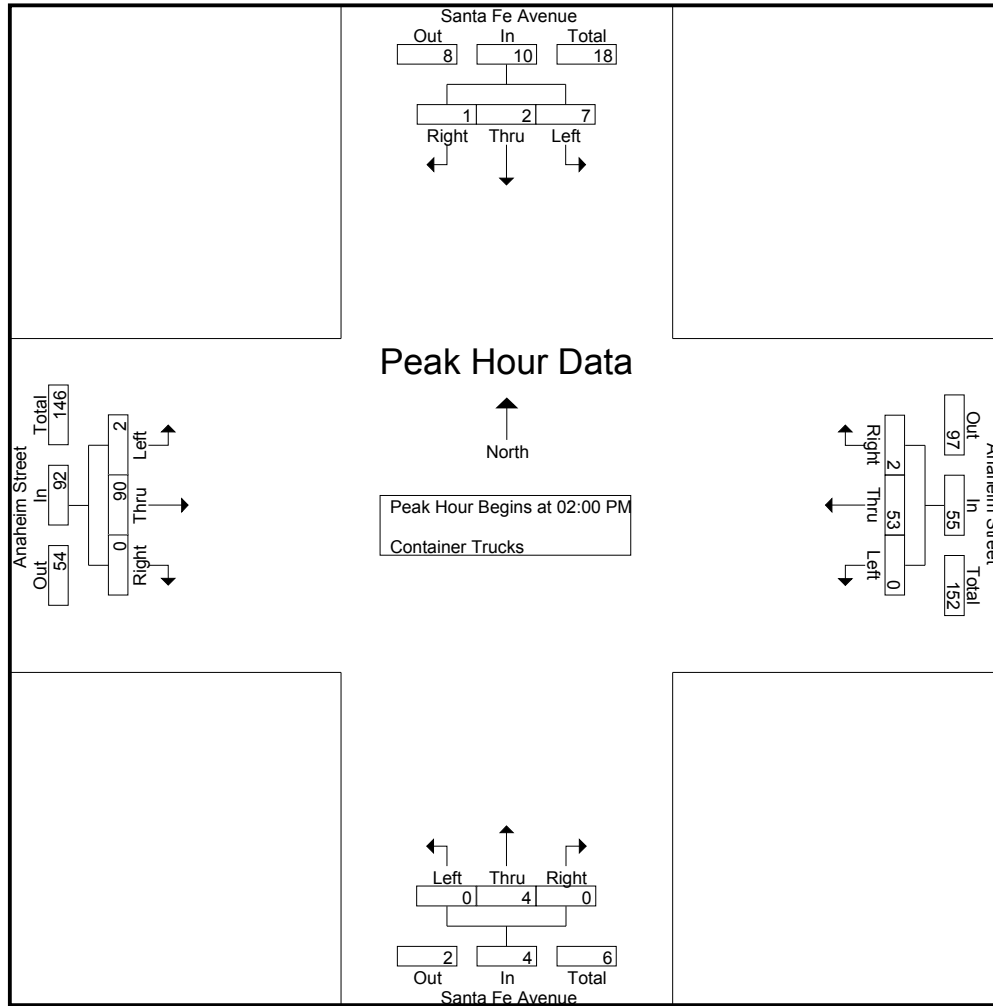
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	0	0	1	0	11	0	11	0	0	0	0	0	19	0	19	31
01:15 PM	0	0	0	0	0	9	0	9	0	0	1	1	0	19	0	19	29
01:30 PM	1	0	0	1	0	16	0	16	0	0	0	0	0	15	0	15	32
01:45 PM	0	1	0	1	0	21	2	23	0	2	0	2	0	18	0	18	44
Total	2	1	0	3	0	57	2	59	0	2	1	3	0	71	0	71	136
02:00 PM	1	0	0	1	0	17	0	17	0	0	0	0	1	25	0	26	44
02:15 PM	0	2	0	2	0	17	0	17	0	0	0	0	0	22	0	22	41
02:30 PM	3	0	1	4	0	4	2	6	0	3	0	3	1	20	0	21	34
02:45 PM	3	0	0	3	0	15	0	15	0	1	0	1	0	23	0	23	42
Total	7	2	1	10	0	53	2	55	0	4	0	4	2	90	0	92	161
Grand Total	9	3	1	13	0	110	4	114	0	6	1	7	2	161	0	163	297
Apprch %	69.2	23.1	7.7		0	96.5	3.5		0	85.7	14.3		1.2	98.8	0		
Total %	3	1	0.3	4.4	0	37	1.3	38.4	0	2	0.3	2.4	0.7	54.2	0	54.9	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	0	0	1	0	17	0	17	0	0	0	0	1	25	0	26	44
02:15 PM	0	2	0	2	0	17	0	17	0	0	0	0	0	22	0	22	41
02:30 PM	3	0	1	4	0	4	2	6	0	3	0	3	1	20	0	21	34
02:45 PM	3	0	0	3	0	15	0	15	0	1	0	1	0	23	0	23	42
Total Volume	7	2	1	10	0	53	2	55	0	4	0	4	2	90	0	92	161
% App. Total	70	20	10		0	96.4	3.6		0	100	0		2.2	97.8	0		
PHF	.583	.250	.250	.625	.000	.779	.250	.809	.000	.333	.000	.333	.500	.900	.000	.885	.915

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



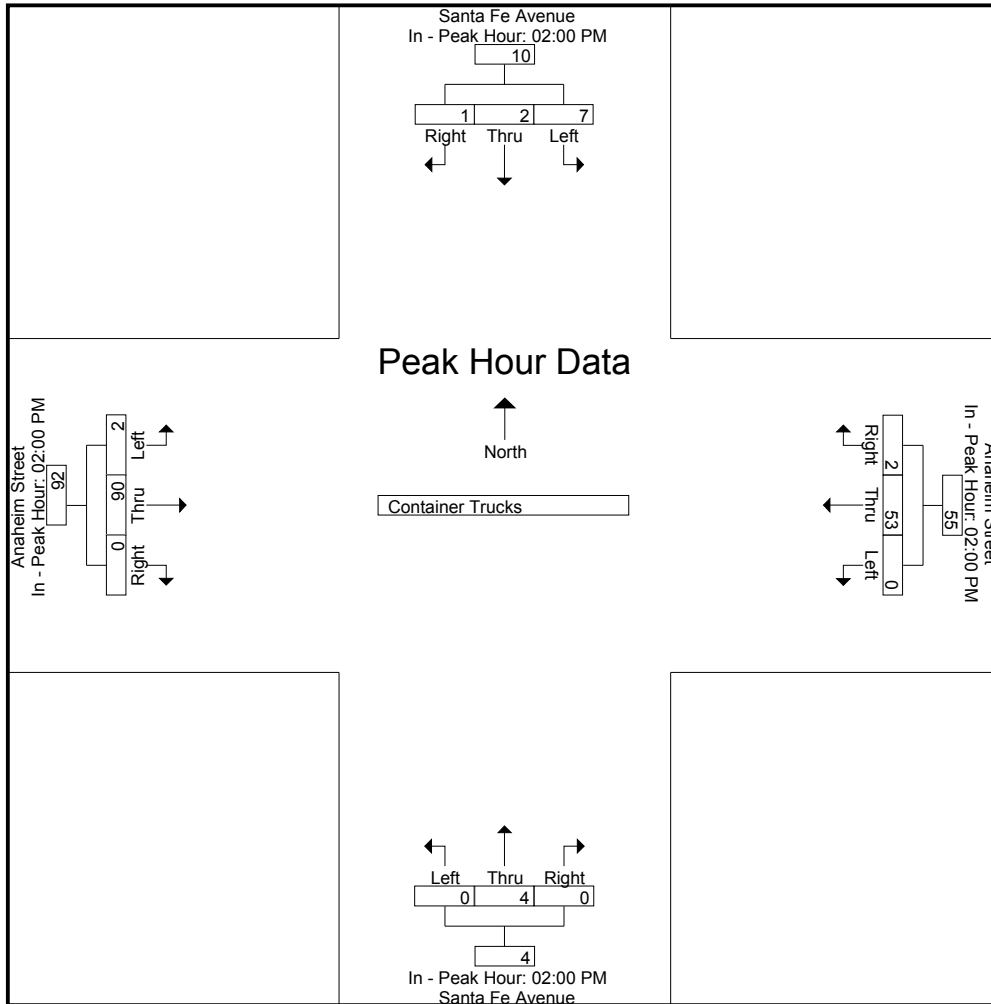
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	0	0	1	0	17	0	17	0	0	0	0	1	25	0	26
+15 mins.	0	2	0	2	0	17	0	17	0	0	0	0	0	22	0	22
+30 mins.	3	0	1	4	0	4	2	6	0	3	0	3	1	20	0	21
+45 mins.	3	0	0	3	0	15	0	15	0	1	0	1	0	23	0	23
Total Volume	7	2	1	10	0	53	2	55	0	4	0	4	2	90	0	92
% App. Total	70	20	10		0	96.4	3.6		0	100	0		2.2	97.8	0	
PHF	.583	.250	.250	.625	.000	.779	.250	.809	.000	.333	.000	.333	.500	.900	.000	.885

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

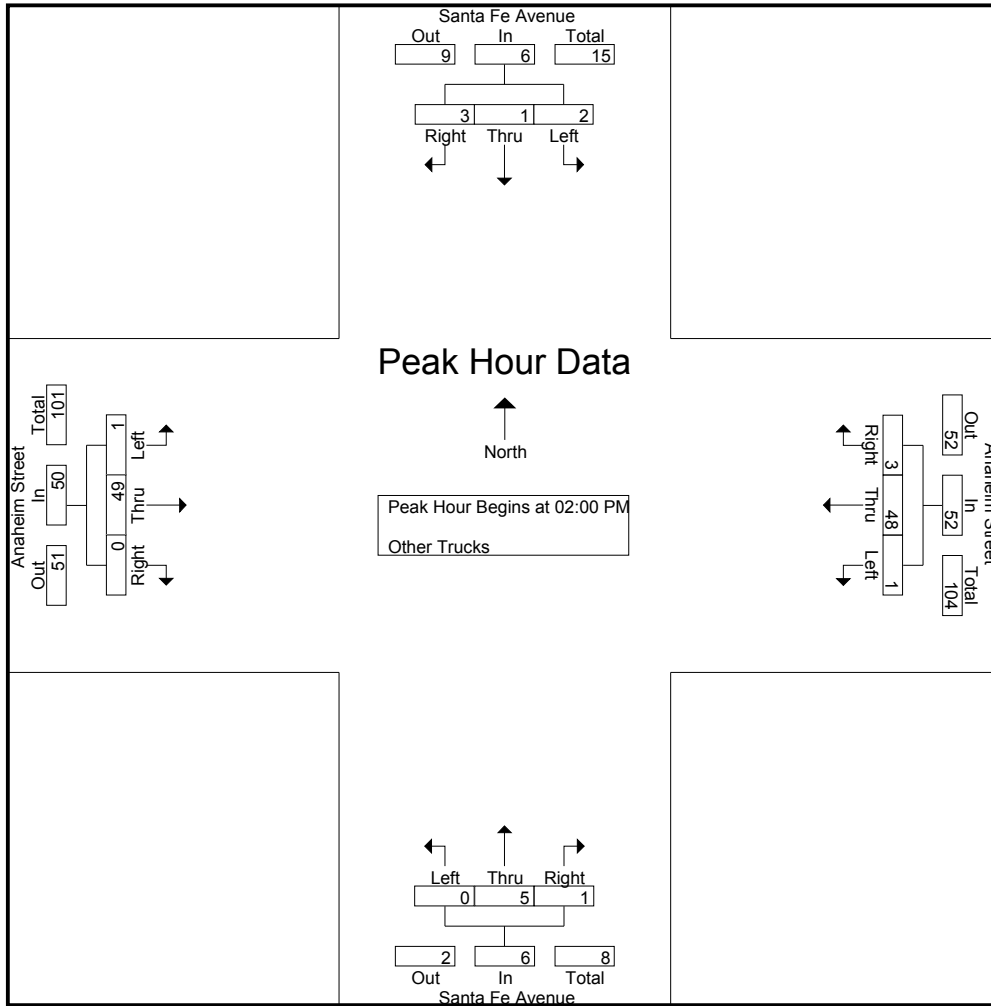
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	2	1	1	4	0	15	2	17	0	1	0	1	1	21	0	22	44
01:15 PM	2	1	1	4	1	26	1	28	0	0	0	0	1	12	0	13	45
01:30 PM	1	1	1	3	0	18	1	19	0	0	0	0	0	13	0	13	35
01:45 PM	1	0	2	3	1	11	1	13	0	1	0	1	0	19	0	19	36
Total	6	3	5	14	2	70	5	77	0	2	0	2	2	65	0	67	160
02:00 PM	1	1	1	3	0	10	0	10	0	0	0	0	0	12	0	12	25
02:15 PM	0	0	1	1	1	11	1	13	0	3	1	4	0	11	0	11	29
02:30 PM	1	0	1	2	0	12	0	12	0	2	0	2	1	17	0	18	34
02:45 PM	0	0	0	0	0	15	2	17	0	0	0	0	0	9	0	9	26
Total	2	1	3	6	1	48	3	52	0	5	1	6	1	49	0	50	114
Grand Total	8	4	8	20	3	118	8	129	0	7	1	8	3	114	0	117	274
Apprch %	40	20	40		2.3	91.5	6.2		0	87.5	12.5		2.6	97.4	0		
Total %	2.9	1.5	2.9	7.3	1.1	43.1	2.9	47.1	0	2.6	0.4	2.9	1.1	41.6	0	42.7	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	1	1	3	0	10	0	10	0	0	0	0	0	12	0	12	25
02:15 PM	0	0	1	1	1	11	1	13	0	3	1	4	0	11	0	11	29
02:30 PM	1	0	1	2	0	12	0	12	0	2	0	2	1	17	0	18	34
02:45 PM	0	0	0	0	0	15	2	17	0	0	0	0	0	9	0	9	26
Total Volume	2	1	3	6	1	48	3	52	0	5	1	6	1	49	0	50	114
% App. Total	33.3	16.7	50		1.9	92.3	5.8		0	83.3	16.7		2	98	0		
PHF	.500	.250	.750	.500	.250	.800	.375	.765	.000	.417	.250	.375	.250	.721	.000	.694	.838

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



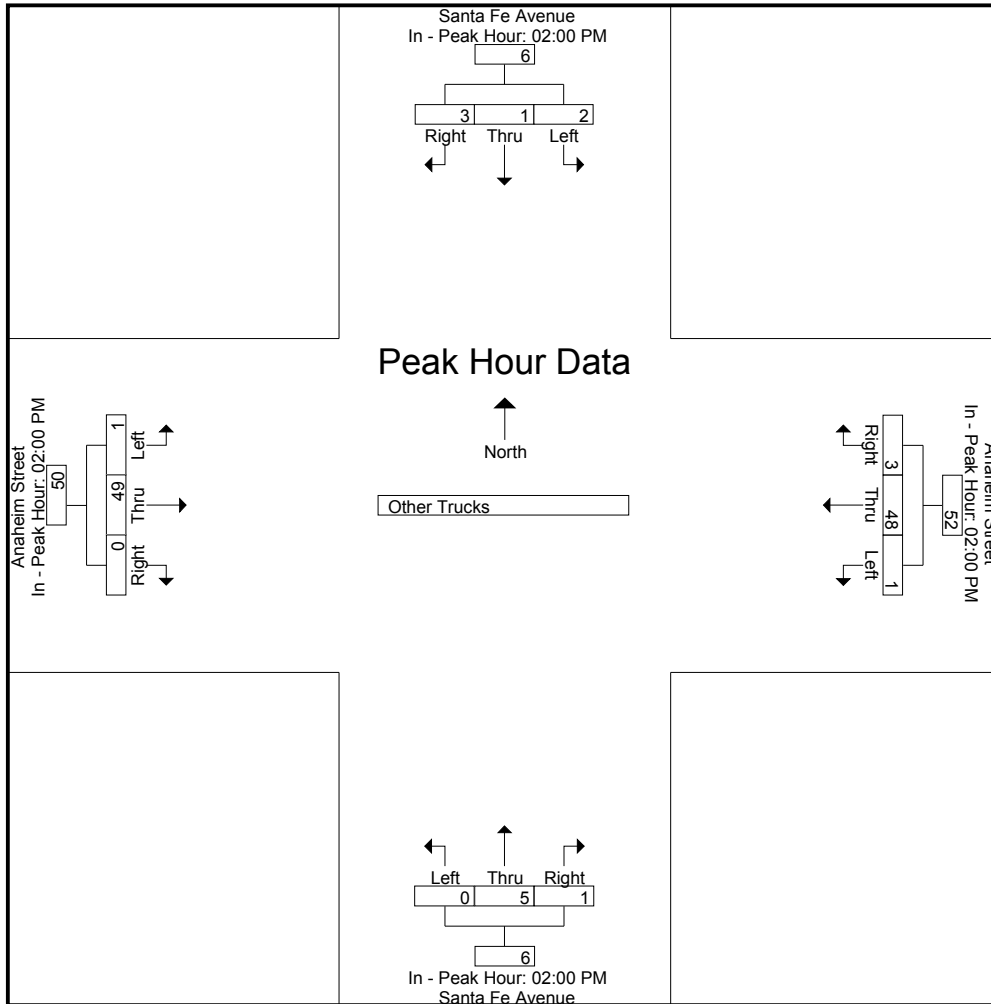
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	1	1	3	0	10	0	10	0	0	0	0	0	12	0	12
+15 mins.	0	0	1	1	1	11	1	13	0	3	1	4	0	11	0	11
+30 mins.	1	0	1	2	0	12	0	12	0	2	0	2	1	17	0	18
+45 mins.	0	0	0	0	0	15	2	17	0	0	0	0	0	9	0	9
Total Volume	2	1	3	6	1	48	3	52	0	5	1	6	1	49	0	50
% App. Total	33.3	16.7	50		1.9	92.3	5.8		0	83.3	16.7		2	98	0	
PHF	.500	.250	.750	.500	.250	.800	.375	.765	.000	.417	.250	.375	.250	.721	.000	.694

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

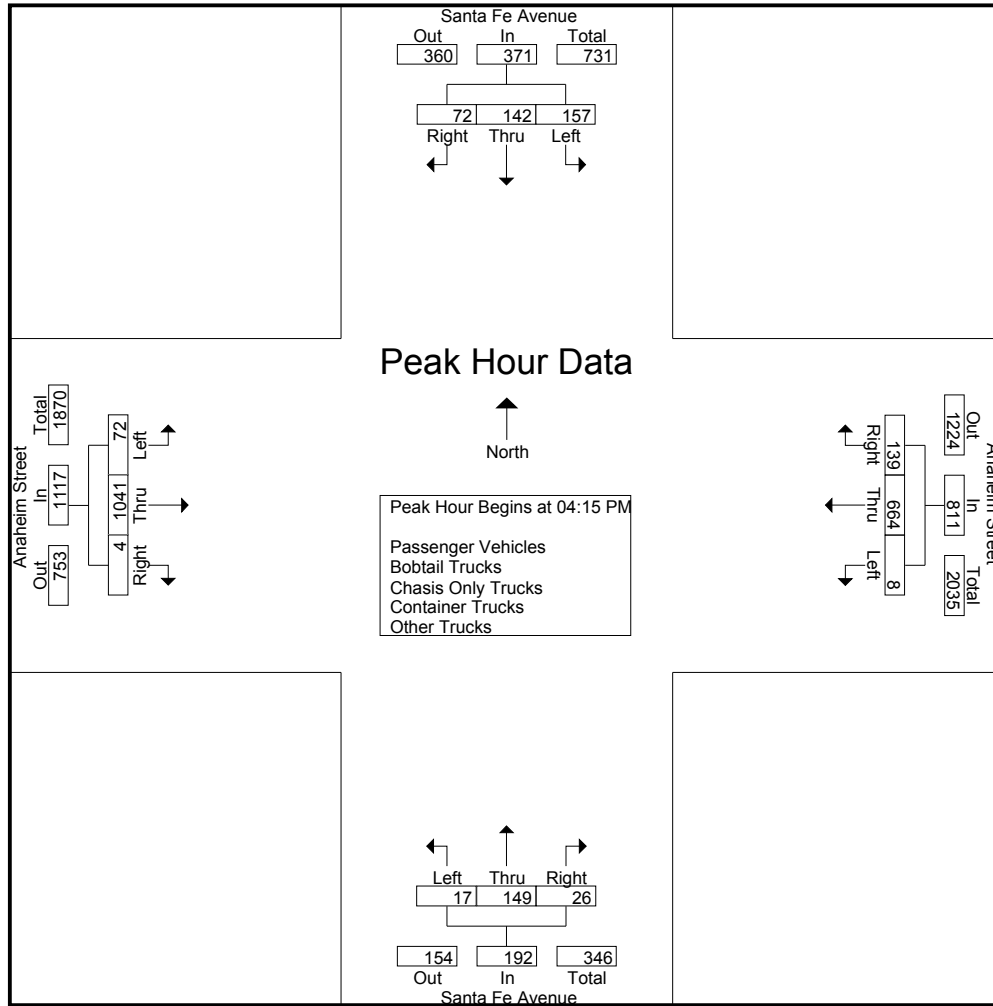
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	39	19	96	0	171	32	203	2	26	7	35	16	224	1	241	575
04:15 PM	41	44	16	101	3	184	35	222	5	24	3	32	16	231	1	248	603
04:30 PM	32	34	23	89	3	178	37	218	8	46	13	67	15	259	0	274	648
04:45 PM	34	36	19	89	1	162	27	190	2	45	4	51	22	256	1	279	609
Total	145	153	77	375	7	695	131	833	17	141	27	185	69	970	3	1042	2435
05:00 PM	50	28	14	92	1	140	40	181	2	34	6	42	19	295	2	316	631
05:15 PM	37	29	18	84	1	130	38	169	1	30	7	38	17	269	1	287	578
05:30 PM	44	26	17	87	1	120	24	145	1	24	6	31	16	223	0	239	502
05:45 PM	30	21	13	64	2	128	25	155	3	14	2	19	15	195	0	210	448
Total	161	104	62	327	5	518	127	650	7	102	21	130	67	982	3	1052	2159
Grand Total	306	257	139	702	12	1213	258	1483	24	243	48	315	136	1952	6	2094	4594
Apprch %	43.6	36.6	19.8		0.8	81.8	17.4		7.6	77.1	15.2		6.5	93.2	0.3		
Total %	6.7	5.6	3	15.3	0.3	26.4	5.6	32.3	0.5	5.3	1	6.9	3	42.5	0.1	45.6	
Passenger Vehicles	289	253	120	662	10	942	245	1197	20	233	43	296	119	1619	5	1743	3898
% Passenger Vehicles	94.4	98.4	86.3	94.3	83.3	77.7	95	80.7	83.3	95.9	89.6	94	87.5	82.9	83.3	83.2	84.8
Bobtail Trucks	6	2	6	14	2	124	8	134	2	8	2	12	11	125	1	137	297
% Bobtail Trucks	2	0.8	4.3	2	16.7	10.2	3.1	9	8.3	3.3	4.2	3.8	8.1	6.4	16.7	6.5	6.5
Chasis Only Trucks	0	0	0	0	0	10	0	10	1	1	0	2	0	21	0	21	33
% Chasis Only Trucks	0	0	0	0	0	0.8	0	0.7	4.2	0.4	0	0.6	0	1.1	0	1	0.7
Container Trucks	11	0	8	19	0	83	2	85	1	1	3	5	3	142	0	145	254
% Container Trucks	3.6	0	5.8	2.7	0	6.8	0.8	5.7	4.2	0.4	6.2	1.6	2.2	7.3	0	6.9	5.5
Other Trucks	0	2	5	7	0	54	3	57	0	0	0	0	3	45	0	48	112
% Other Trucks	0	0.8	3.6	1	0	4.5	1.2	3.8	0	0	0	0	2.2	2.3	0	2.3	2.4

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	41	44	16	101	3	184	35	222	5	24	3	32	16	231	1	248	603
04:30 PM	32	34	23	89	3	178	37	218	8	46	13	67	15	259	0	274	648
04:45 PM	34	36	19	89	1	162	27	190	2	45	4	51	22	256	1	279	609
05:00 PM	50	28	14	92	1	140	40	181	2	34	6	42	19	295	2	316	631
Total Volume	157	142	72	371	8	664	139	811	17	149	26	192	72	1041	4	1117	2491
% App. Total	42.3	38.3	19.4		1	81.9	17.1		8.9	77.6	13.5		6.4	93.2	0.4		
PHF	.785	.807	.783	.918	.667	.902	.869	.913	.531	.810	.500	.716	.818	.882	.500	.884	.961

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



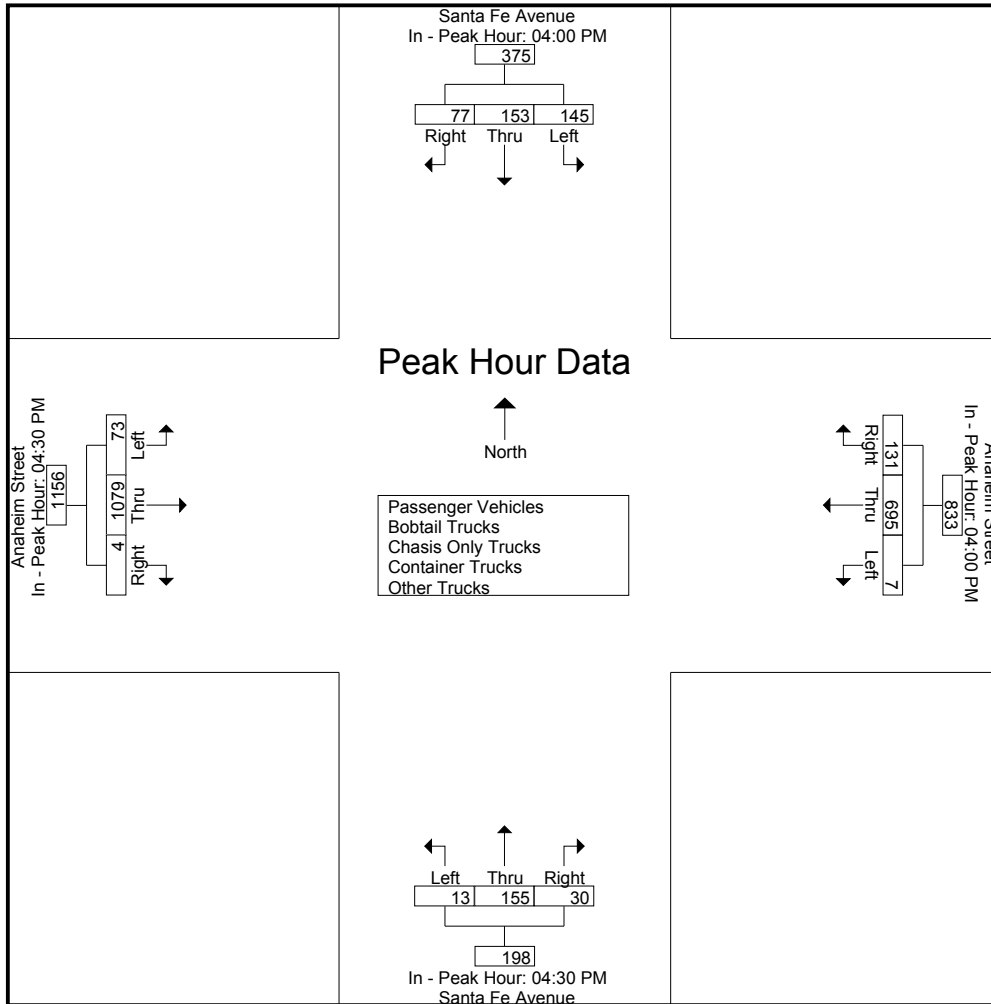
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	38	39	19	96	0	171	32	203	8	46	13	67	15	259	0	274
+15 mins.	41	44	16	101	3	184	35	222	2	45	4	51	22	256	1	279
+30 mins.	32	34	23	89	3	178	37	218	2	34	6	42	19	295	2	316
+45 mins.	34	36	19	89	1	162	27	190	1	30	7	38	17	269	1	287
Total Volume	145	153	77	375	7	695	131	833	13	155	30	198	73	1079	4	1156
% App. Total	38.7	40.8	20.5		0.8	83.4	15.7		6.6	78.3	15.2		6.3	93.3	0.3	
PHF	.884	.869	.837	.928	.583	.944	.885	.938	.406	.842	.577	.739	.830	.914	.500	.915

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

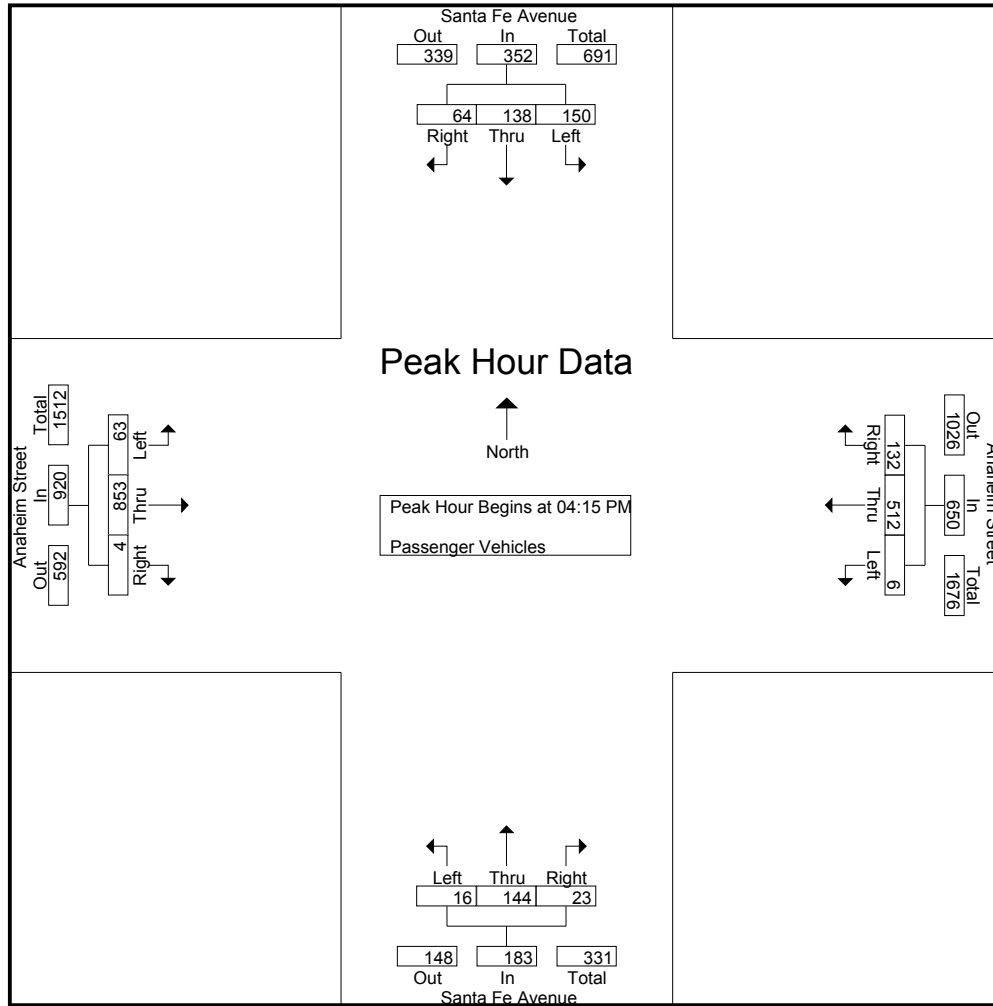
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	34	39	15	88	0	125	29	154	2	23	6	31	13	181	1	195	468
04:15 PM	38	43	14	95	3	136	35	174	5	24	2	31	13	192	1	206	506
04:30 PM	29	33	21	83	1	139	35	175	7	44	11	62	15	215	0	230	550
04:45 PM	34	35	18	87	1	125	26	152	2	44	4	50	19	205	1	225	514
Total	135	150	68	353	5	525	125	655	16	135	23	174	60	793	3	856	2038
05:00 PM	49	27	11	87	1	112	36	149	2	32	6	40	16	241	2	259	535
05:15 PM	35	29	17	81	1	105	38	144	0	28	7	35	15	225	0	240	500
05:30 PM	40	26	14	80	1	98	22	121	1	24	5	30	15	198	0	213	444
05:45 PM	30	21	10	61	2	102	24	128	1	14	2	17	13	162	0	175	381
Total	154	103	52	309	5	417	120	542	4	98	20	122	59	826	2	887	1860
Grand Total	289	253	120	662	10	942	245	1197	20	233	43	296	119	1619	5	1743	3898
Apprch %	43.7	38.2	18.1		0.8	78.7	20.5		6.8	78.7	14.5		6.8	92.9	0.3		
Total %	7.4	6.5	3.1	17	0.3	24.2	6.3	30.7	0.5	6	1.1	7.6	3.1	41.5	0.1	44.7	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	38	43	14	95	3	136	35	174	5	24	2	31	13	192	1	206	506
04:30 PM	29	33	21	83	1	139	35	175	7	44	11	62	15	215	0	230	550
04:45 PM	34	35	18	87	1	125	26	152	2	44	4	50	19	205	1	225	514
05:00 PM	49	27	11	87	1	112	36	149	2	32	6	40	16	241	2	259	535
Total Volume	150	138	64	352	6	512	132	650	16	144	23	183	63	853	4	920	2105
% App. Total	42.6	39.2	18.2		0.9	78.8	20.3		8.7	78.7	12.6		6.8	92.7	0.4		
PHF	.765	.802	.762	.926	.500	.921	.917	.929	.571	.818	.523	.738	.829	.885	.500	.888	.957

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



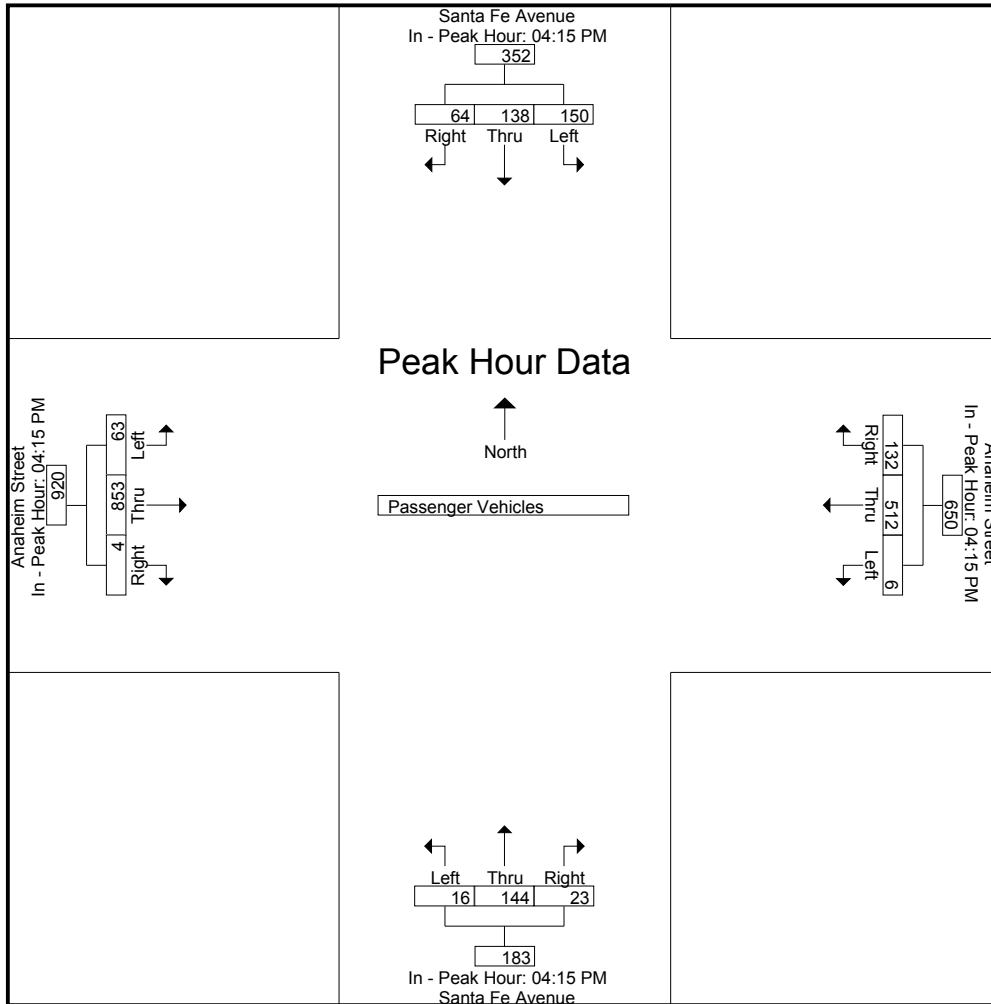
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	38	43	14	95	3	136	35	174	5	24	2	31	13	192	1	206
+15 mins.	29	33	21	83	1	139	35	175	7	44	11	62	15	215	0	230
+30 mins.	34	35	18	87	1	125	26	152	2	44	4	50	19	205	1	225
+45 mins.	49	27	11	87	1	112	36	149	2	32	6	40	16	241	2	259
Total Volume	150	138	64	352	6	512	132	650	16	144	23	183	63	853	4	920
% App. Total	42.6	39.2	18.2		0.9	78.8	20.3		8.7	78.7	12.6		6.8	92.7	0.4	
PHF	.765	.802	.762	.926	.500	.921	.917	.929	.571	.818	.523	.738	.829	.885	.500	.888

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

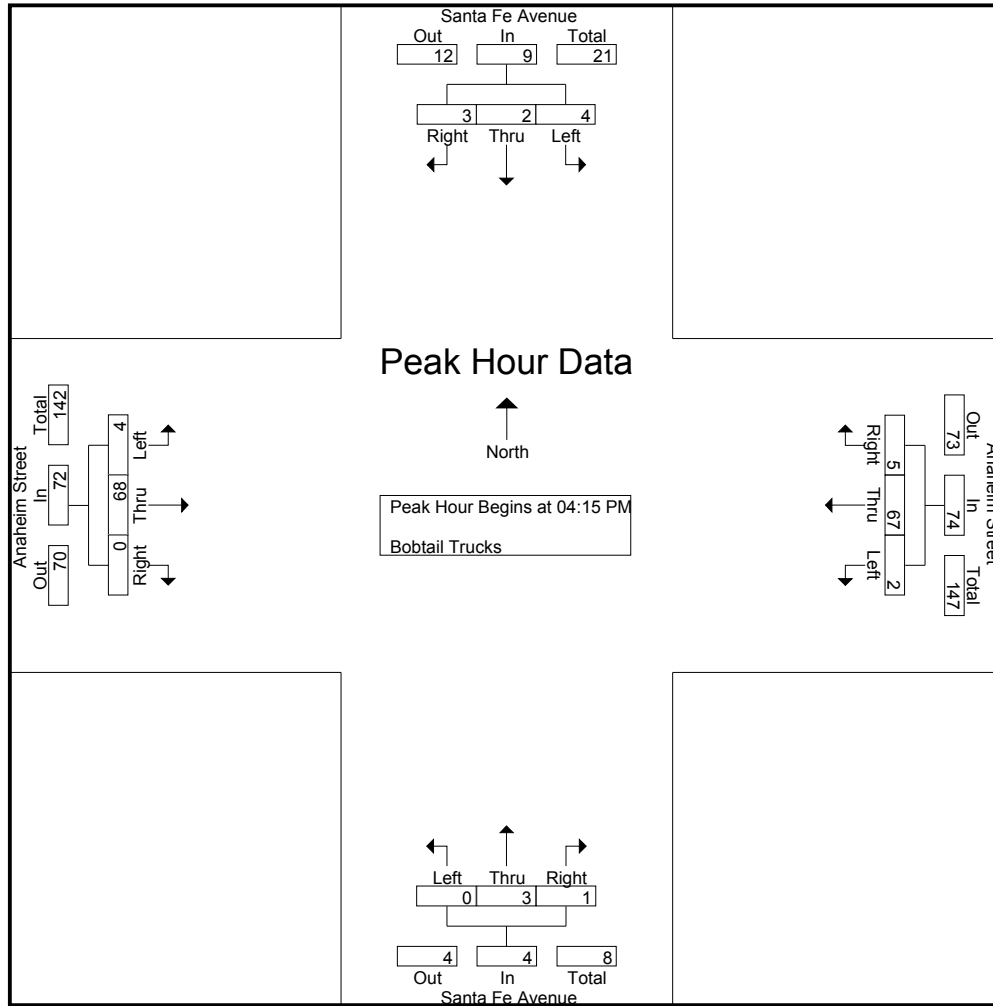
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	1	3	0	28	1	29	0	3	0	3	3	16	0	19	54
04:15 PM	2	0	0	2	0	24	0	24	0	0	0	0	1	13	0	14	40
04:30 PM	2	1	1	4	2	14	1	17	0	1	1	2	0	14	0	14	37
04:45 PM	0	1	0	1	0	17	1	18	0	1	0	1	1	15	0	16	36
Total	6	2	2	10	2	83	3	88	0	5	1	6	5	58	0	63	167
05:00 PM	0	0	2	2	0	12	3	15	0	1	0	1	2	26	0	28	46
05:15 PM	0	0	0	0	0	5	0	5	0	2	0	2	2	18	1	21	28
05:30 PM	0	0	1	1	0	13	1	14	0	0	1	1	1	10	0	11	27
05:45 PM	0	0	1	1	0	11	1	12	2	0	0	2	1	13	0	14	29
Total	0	0	4	4	0	41	5	46	2	3	1	6	6	67	1	74	130
Grand Total	6	2	6	14	2	124	8	134	2	8	2	12	11	125	1	137	297
Apprch %	42.9	14.3	42.9		1.5	92.5	6		16.7	66.7	16.7		8	91.2	0.7		
Total %	2	0.7	2	4.7	0.7	41.8	2.7	45.1	0.7	2.7	0.7	4	3.7	42.1	0.3	46.1	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	0	2	0	24	0	24	0	0	0	0	1	13	0	14	40
04:30 PM	2	1	1	4	2	14	1	17	0	1	1	2	0	14	0	14	37
04:45 PM	0	1	0	1	0	17	1	18	0	1	0	1	1	15	0	16	36
05:00 PM	0	0	2	2	0	12	3	15	0	1	0	1	2	26	0	28	46
Total Volume	4	2	3	9	2	67	5	74	0	3	1	4	4	68	0	72	159
% App. Total	44.4	22.2	33.3		2.7	90.5	6.8		0	75	25		5.6	94.4	0		
PHF	.500	.500	.375	.563	.250	.698	.417	.771	.000	.750	.250	.500	.500	.654	.000	.643	.864

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



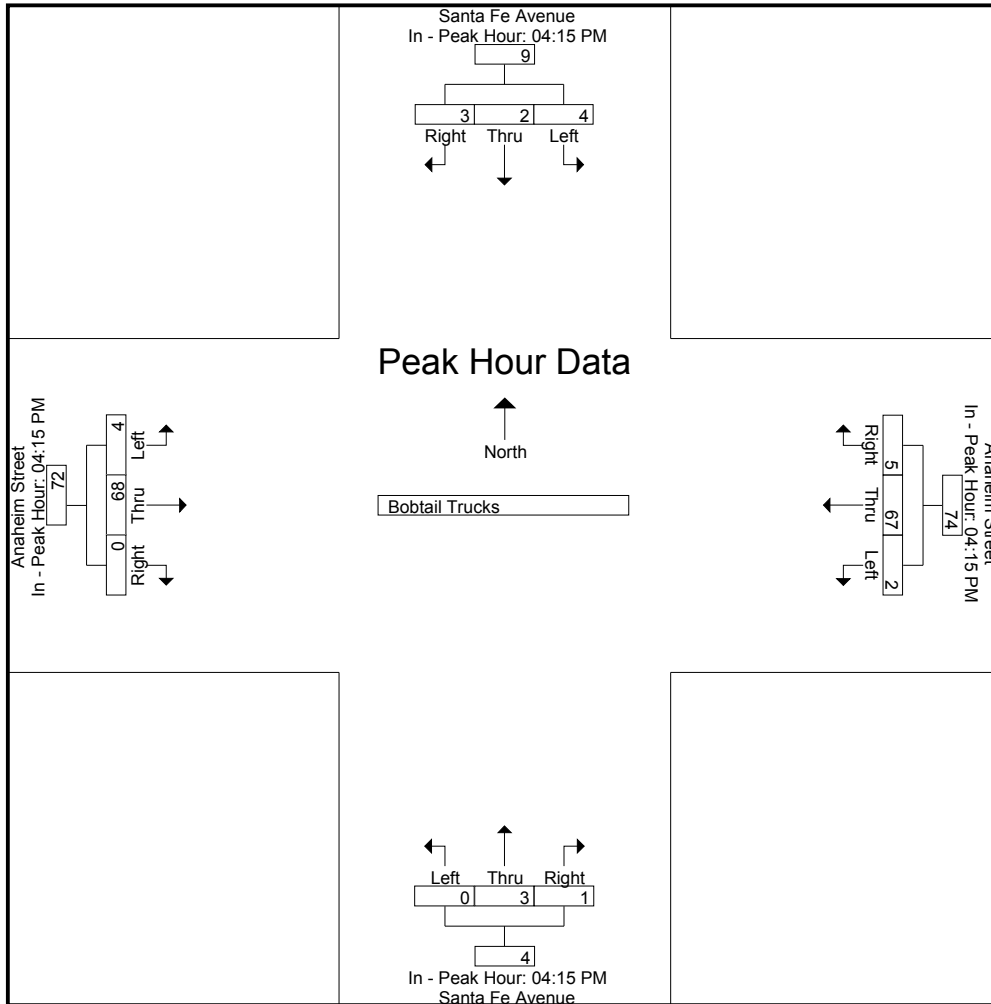
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	0	2	0	24	0	24	0	0	0	0	1	13	0	14
+15 mins.	2	1	1	4	2	14	1	17	0	1	1	2	0	14	0	14
+30 mins.	0	1	0	1	0	17	1	18	0	1	0	1	1	15	0	16
+45 mins.	0	0	2	2	0	12	3	15	0	1	0	1	2	26	0	28
Total Volume	4	2	3	9	2	67	5	74	0	3	1	4	4	68	0	72
% App. Total	44.4	22.2	33.3		2.7	90.5	6.8		0	75	25		5.6	94.4	0	
PHF	.500	.500	.375	.563	.250	.698	.417	.771	.000	.750	.250	.500	.500	.654	.000	.643

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 3



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

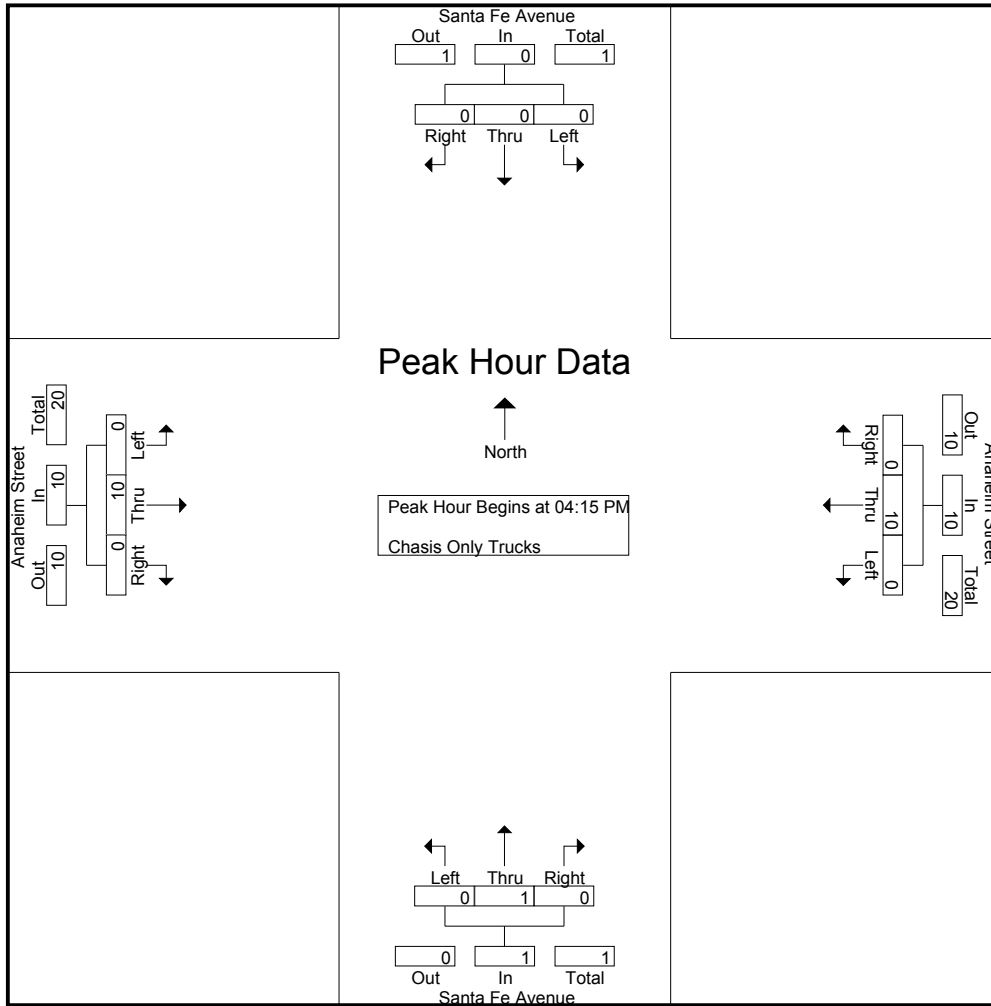
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	14	0	14	24
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	1	1	0	2	0	7	0	7	9
Grand Total	0	0	0	0	0	10	0	10	1	1	0	2	0	21	0	21	33
Apprch %	0	0	0		0	100	0		50	50	0		0	100	0		
Total %	0	0	0		0	30.3	0	30.3	3	3	0	6.1	0	63.6	0	63.6	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	10	0	10	21
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.250	.000	.250	.000	.357	.000	.357	.656

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

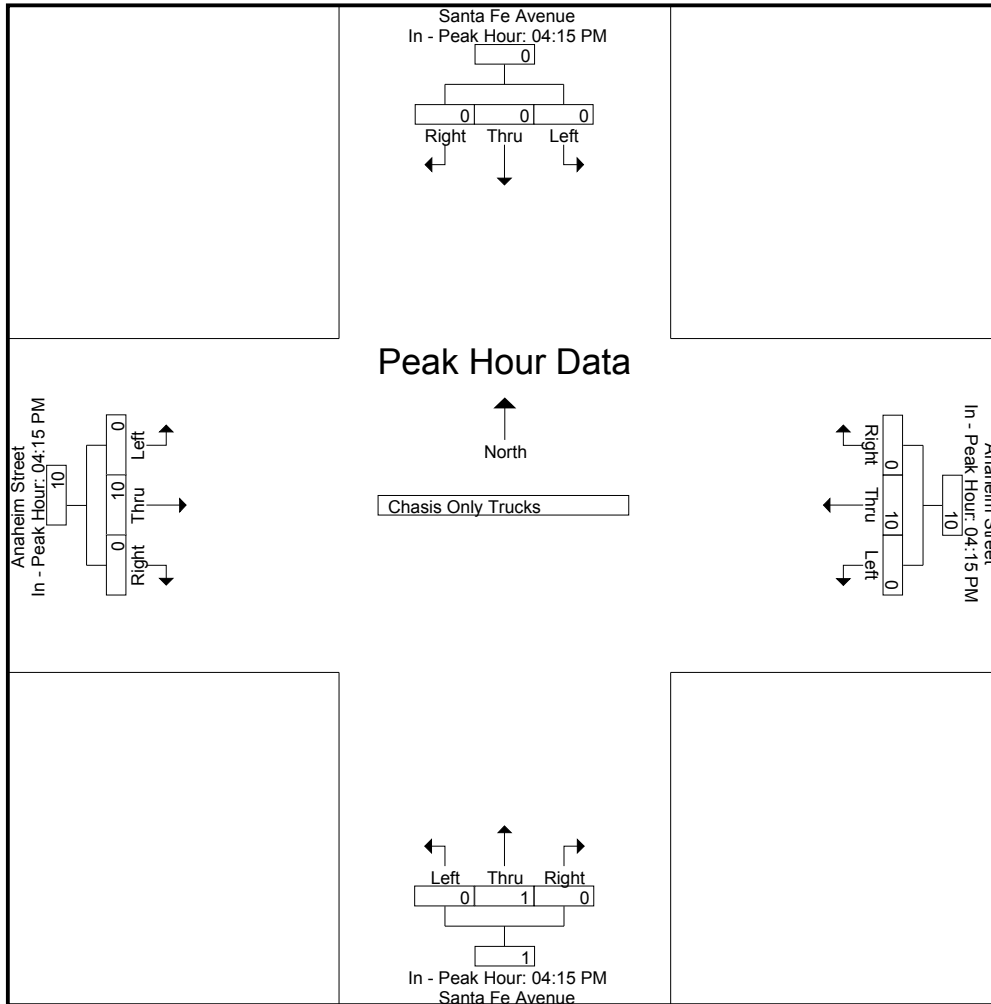
File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	10	0	10
% App. Total	0	0	0	0	0	100	0	100	0	100	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.250	.000	.250	.000	.357	.000	.357



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

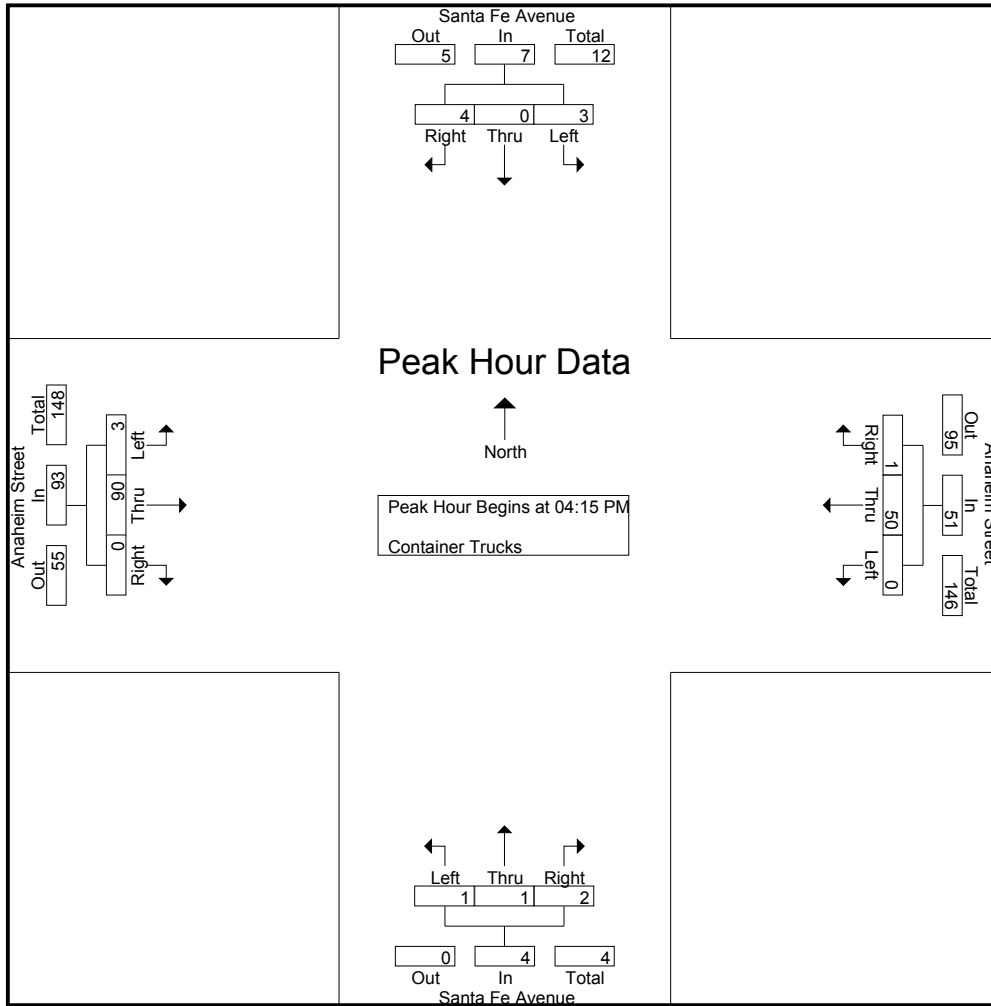
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	2	4	0	9	1	10	0	0	1	1	0	16	0	16	31
04:15 PM	1	0	2	3	0	15	0	15	0	0	1	1	0	21	0	21	40
04:30 PM	1	0	1	2	0	15	1	16	1	1	1	3	0	20	0	20	41
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	2	25	0	27	39
Total	4	0	5	9	0	51	2	53	1	1	3	5	2	82	0	84	151
05:00 PM	1	0	1	2	0	8	0	8	0	0	0	0	1	24	0	25	35
05:15 PM	2	0	0	2	0	10	0	10	0	0	0	0	0	15	0	15	27
05:30 PM	4	0	0	4	0	8	0	8	0	0	0	0	0	11	0	11	23
05:45 PM	0	0	2	2	0	6	0	6	0	0	0	0	0	10	0	10	18
Total	7	0	3	10	0	32	0	32	0	0	0	0	1	60	0	61	103
Grand Total	11	0	8	19	0	83	2	85	1	1	3	5	3	142	0	145	254
Apprch %	57.9	0	42.1		0	97.6	2.4		20	20	60		2.1	97.9	0		
Total %	4.3	0	3.1	7.5	0	32.7	0.8	33.5	0.4	0.4	1.2	2	1.2	55.9	0	57.1	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	2	3	0	15	0	15	0	0	1	1	0	21	0	21	40
04:30 PM	1	0	1	2	0	15	1	16	1	1	1	3	0	20	0	20	41
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	2	25	0	27	39
05:00 PM	1	0	1	2	0	8	0	8	0	0	0	0	1	24	0	25	35
Total Volume	3	0	4	7	0	50	1	51	1	1	2	4	3	90	0	93	155
% App. Total	42.9	0	57.1		0	98	2		25	25	50		3.2	96.8	0		
PHF	.750	.000	.500	.583	.000	.833	.250	.797	.250	.250	.500	.333	.375	.900	.000	.861	.945

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

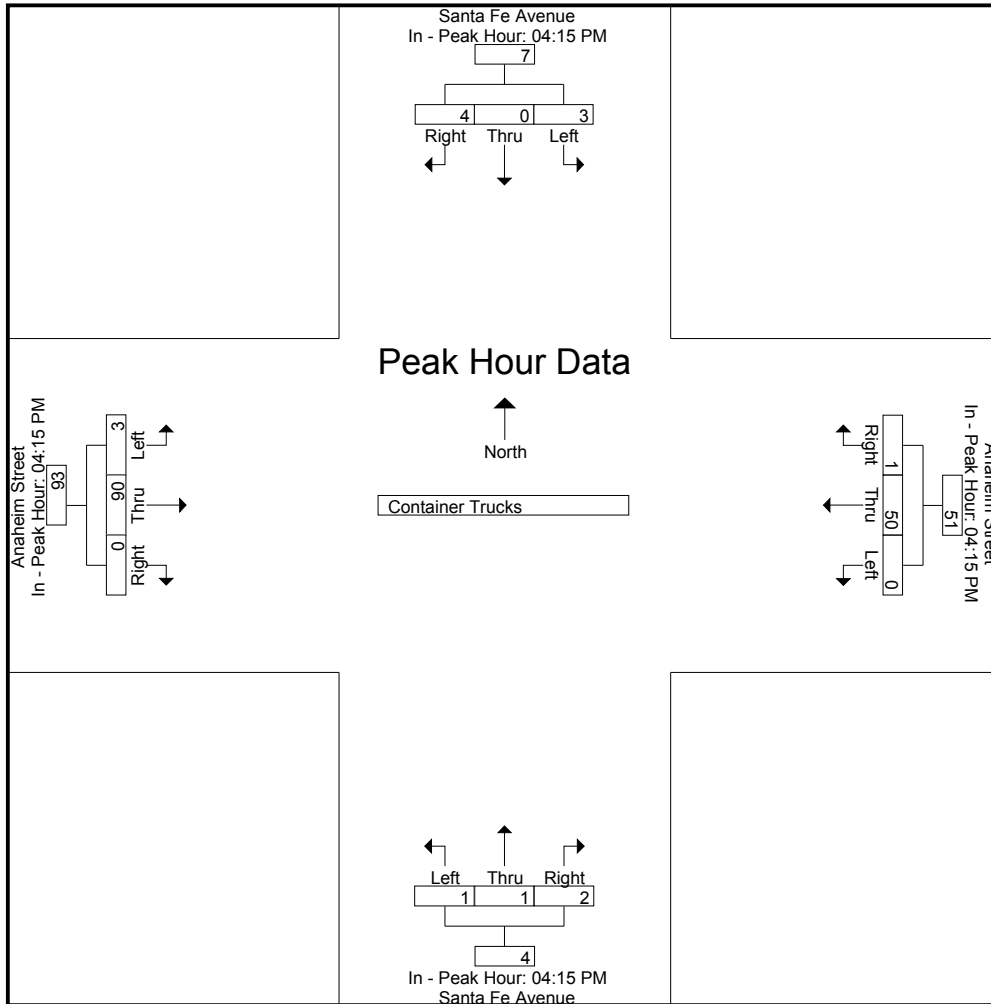
File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	2	3	0	15	0	15	0	0	1	1	0	21	0	21
+15 mins.	1	0	1	2	0	15	1	16	1	1	1	3	0	20	0	20
+30 mins.	0	0	0	0	0	12	0	12	0	0	0	0	2	25	0	27
+45 mins.	1	0	1	2	0	8	0	8	0	0	0	0	1	24	0	25
Total Volume	3	0	4	7	0	50	1	51	1	1	2	4	3	90	0	93
% App. Total	42.9	0	57.1		0	98	2		25	25	50		3.2	96.8	0	
PHF	.750	.000	.500	.583	.000	.833	.250	.797	.250	.250	.500	.333	.375	.900	.000	.861



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

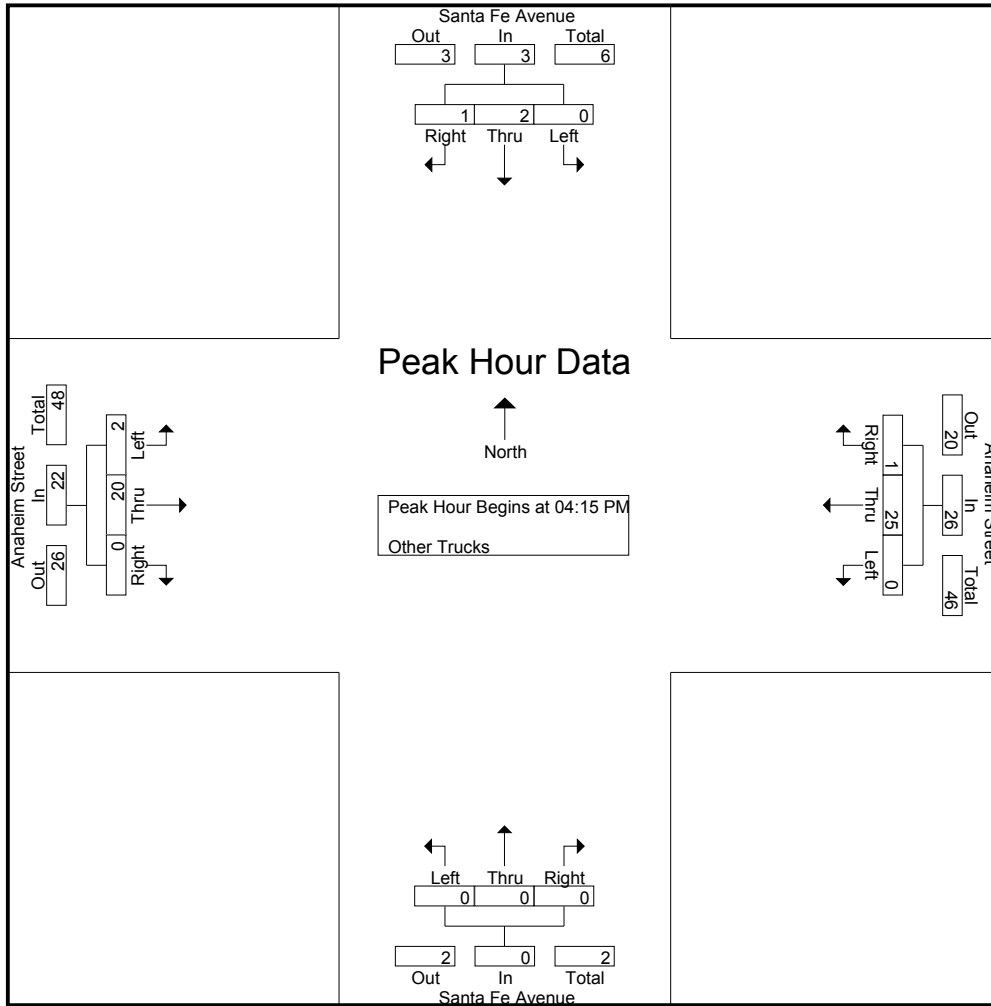
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	9	1	10	0	0	0	0	0	7	0	7	18
04:15 PM	0	1	0	1	0	3	0	3	0	0	0	0	2	5	0	7	11
04:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
04:45 PM	0	0	1	1	0	7	0	7	0	0	0	0	0	4	0	4	12
Total	0	1	2	3	0	26	1	27	0	0	0	0	2	23	0	25	55
05:00 PM	0	1	0	1	0	8	1	9	0	0	0	0	0	4	0	4	14
05:15 PM	0	0	1	1	0	10	0	10	0	0	0	0	0	10	0	10	21
05:30 PM	0	0	2	2	0	1	1	2	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	9	0	9	0	0	0	0	1	8	0	9	18
Total	0	1	3	4	0	28	2	30	0	0	0	0	1	22	0	23	57
Grand Total	0	2	5	7	0	54	3	57	0	0	0	0	3	45	0	48	112
Apprch %	0	28.6	71.4		0	94.7	5.3		0	0	0		6.2	93.8	0		
Total %	0	1.8	4.5	6.2	0	48.2	2.7	50.9	0	0	0	0	2.7	40.2	0	42.9	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	3	0	3	0	0	0	0	2	5	0	7	11
04:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
04:45 PM	0	0	1	1	0	7	0	7	0	0	0	0	0	4	0	4	12
05:00 PM	0	1	0	1	0	8	1	9	0	0	0	0	0	4	0	4	14
Total Volume	0	2	1	3	0	25	1	26	0	0	0	0	2	20	0	22	51
% App. Total	0	66.7	33.3		0	96.2	3.8		0	0	0		9.1	90.9	0		
PHF	.000	.500	.250	.750	.000	.781	.250	.722	.000	.000	.000	.000	.250	.714	.000	.786	.911

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

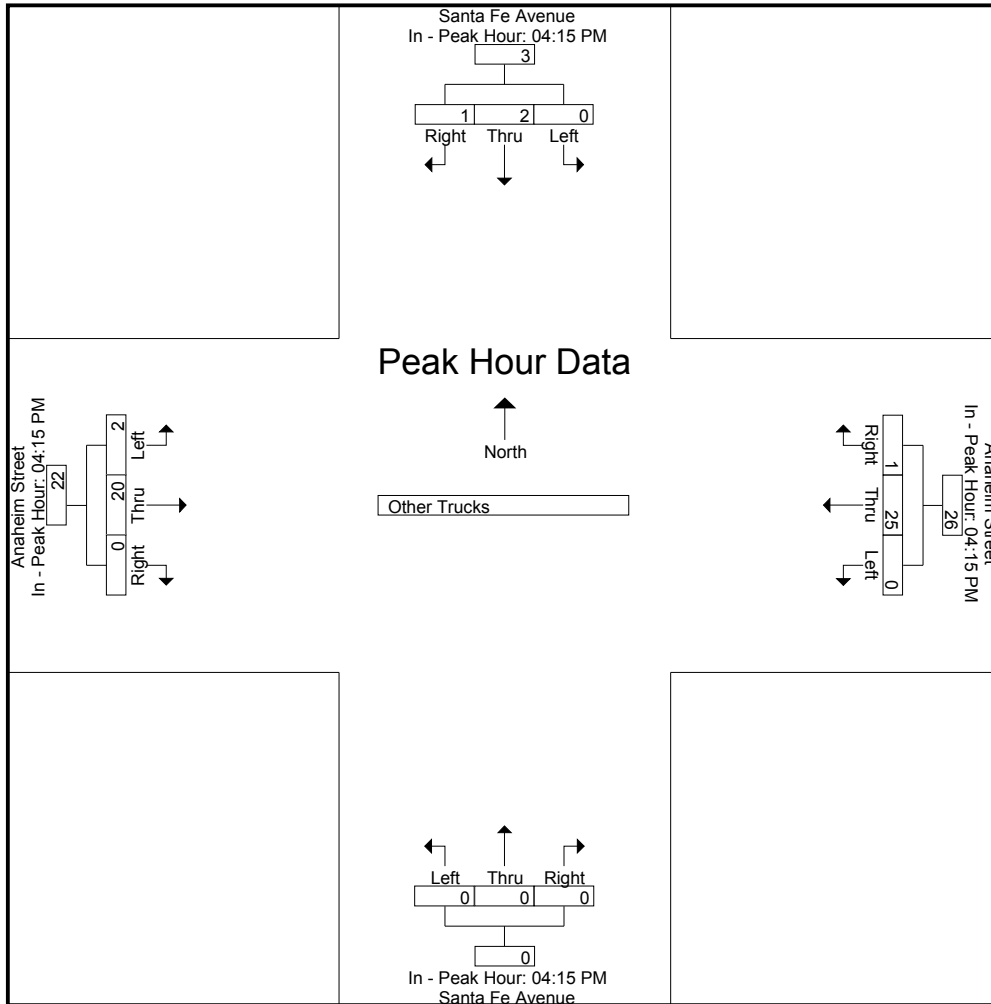
File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	0	3	0	3	0	0	0	0	2	5	0	7
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7
+30 mins.	0	0	1	1	0	7	0	7	0	0	0	0	0	4	0	4
+45 mins.	0	1	0	1	0	8	1	9	0	0	0	0	0	4	0	4
Total Volume	0	2	1	3	0	25	1	26	0	0	0	0	2	20	0	22
% App. Total	0	66.7	33.3		0	96.2	3.8		0	0	0		9.1	90.9	0	
PHF	.000	.500	.250	.750	.000	.781	.250	.722	.000	.000	.000	.000	.250	.714	.000	.786



City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other trucks

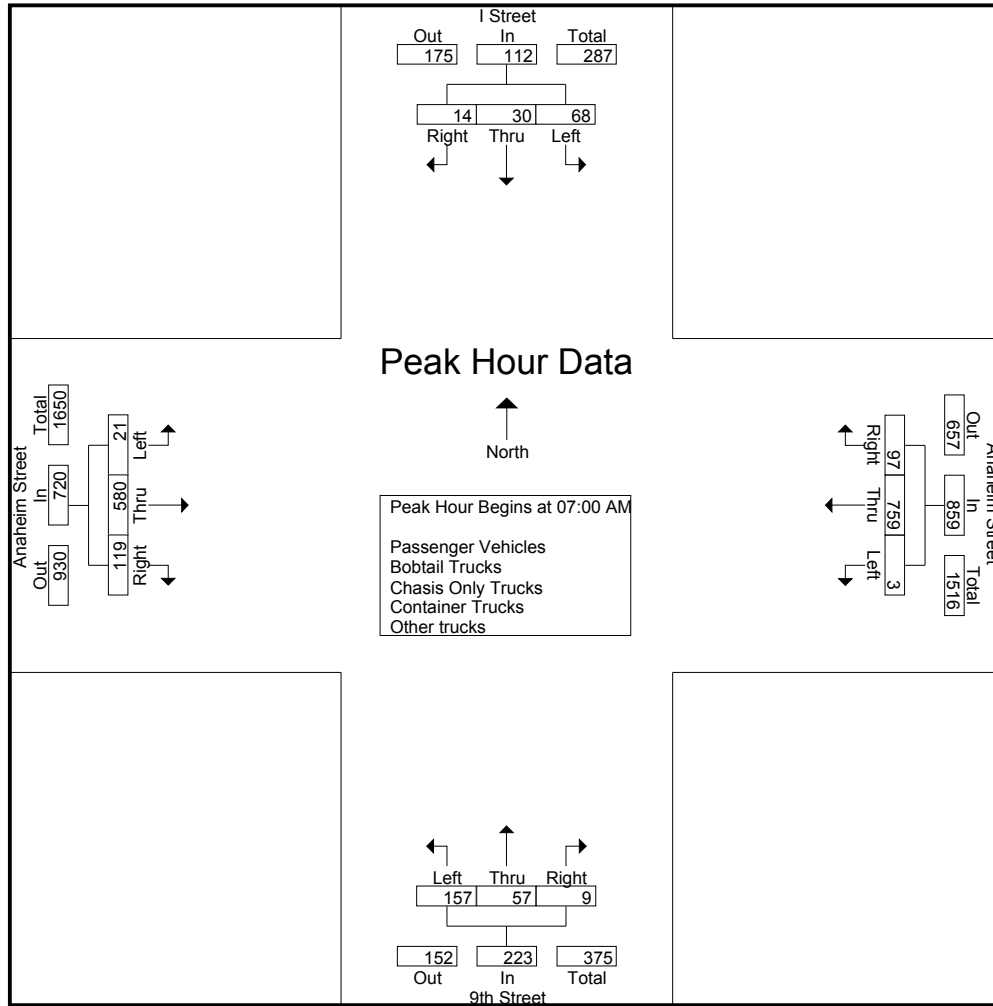
Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	4	3	20	1	163	27	191	36	12	3	51	4	146	31	181	443
07:15 AM	21	4	3	28	1	178	22	201	43	8	1	52	7	169	29	205	486
07:30 AM	20	11	1	32	0	211	22	233	39	18	2	59	6	142	30	178	502
07:45 AM	14	11	7	32	1	207	26	234	39	19	3	61	4	123	29	156	483
Total	68	30	14	112	3	759	97	859	157	57	9	223	21	580	119	720	1914
08:00 AM	17	7	7	31	1	177	23	201	36	6	2	44	7	123	23	153	429
08:15 AM	22	5	8	35	1	163	15	179	33	6	2	41	6	121	24	151	406
08:30 AM	26	5	13	44	2	165	22	189	29	9	1	39	9	157	17	183	455
08:45 AM	27	5	3	35	1	159	36	196	28	6	0	34	9	123	13	145	410
Total	92	22	31	145	5	664	96	765	126	27	5	158	31	524	77	632	1700
Grand Total	160	52	45	257	8	1423	193	1624	283	84	14	381	52	1104	196	1352	3614
Apprch %	62.3	20.2	17.5		0.5	87.6	11.9		74.3	22	3.7		3.8	81.7	14.5		
Total %	4.4	1.4	1.2	7.1	0.2	39.4	5.3	44.9	7.8	2.3	0.4	10.5	1.4	30.5	5.4	37.4	
Passenger Vehicles	19	39	25	83	6	1281	81	1368	275	77	11	363	28	830	185	1043	2857
% Passenger Vehicles	11.9	75	55.6	32.3	75	90	42	84.2	97.2	91.7	78.6	95.3	53.8	75.2	94.4	77.1	79.1
Bobtail Trucks	33	9	8	50	0	32	35	67	2	3	2	7	13	72	2	87	211
% Bobtail Trucks	20.6	17.3	17.8	19.5	0	2.2	18.1	4.1	0.7	3.6	14.3	1.8	25	6.5	1	6.4	5.8
Chasis Only Trucks	1	0	3	4	0	1	3	4	0	2	0	2	0	2	0	2	12
% Chasis Only Trucks	0.6	0	6.7	1.6	0	0.1	1.6	0.2	0	2.4	0	0.5	0	0.2	0	0.1	0.3
Container Trucks	53	2	7	62	0	25	24	49	2	1	1	4	8	137	0	145	260
% Container Trucks	33.1	3.8	15.6	24.1	0	1.8	12.4	3	0.7	1.2	7.1	1	15.4	12.4	0	10.7	7.2
Other trucks	54	2	2	58	2	84	50	136	4	1	0	5	3	63	9	75	274
% Other trucks	33.8	3.8	4.4	22.6	25	5.9	25.9	8.4	1.4	1.2	0	1.3	5.8	5.7	4.6	5.5	7.6

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	4	3	20	1	163	27	191	36	12	3	51	4	146	31	181	443
07:15 AM	21	4	3	28	1	178	22	201	43	8	1	52	7	169	29	205	486
07:30 AM	20	11	1	32	0	211	22	233	39	18	2	59	6	142	30	178	502
07:45 AM	14	11	7	32	1	207	26	234	39	19	3	61	4	123	29	156	483
Total Volume	68	30	14	112	3	759	97	859	157	57	9	223	21	580	119	720	1914
% App. Total	60.7	26.8	12.5		0.3	88.4	11.3		70.4	25.6	4		2.9	80.6	16.5		
PHF	.810	.682	.500	.875	.750	.899	.898	.918	.913	.750	.750	.914	.750	.858	.960	.878	.953

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	17	7	7	31	1	178	22	201	36	12	3	51	4	146	31	181
+15 mins.	22	5	8	35	0	211	22	233	43	8	1	52	7	169	29	205
+30 mins.	26	5	13	44	1	207	26	234	39	18	2	59	6	142	30	178
+45 mins.	27	5	3	35	1	177	23	201	39	19	3	61	4	123	29	156
Total Volume	92	22	31	145	3	773	93	869	157	57	9	223	21	580	119	720
% App. Total	63.4	15.2	21.4		0.3	89	10.7		70.4	25.6	4		2.9	80.6	16.5	
PHF	.852	.786	.596	.824	.750	.916	.894	.928	.913	.750	.750	.914	.750	.858	.960	.878

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

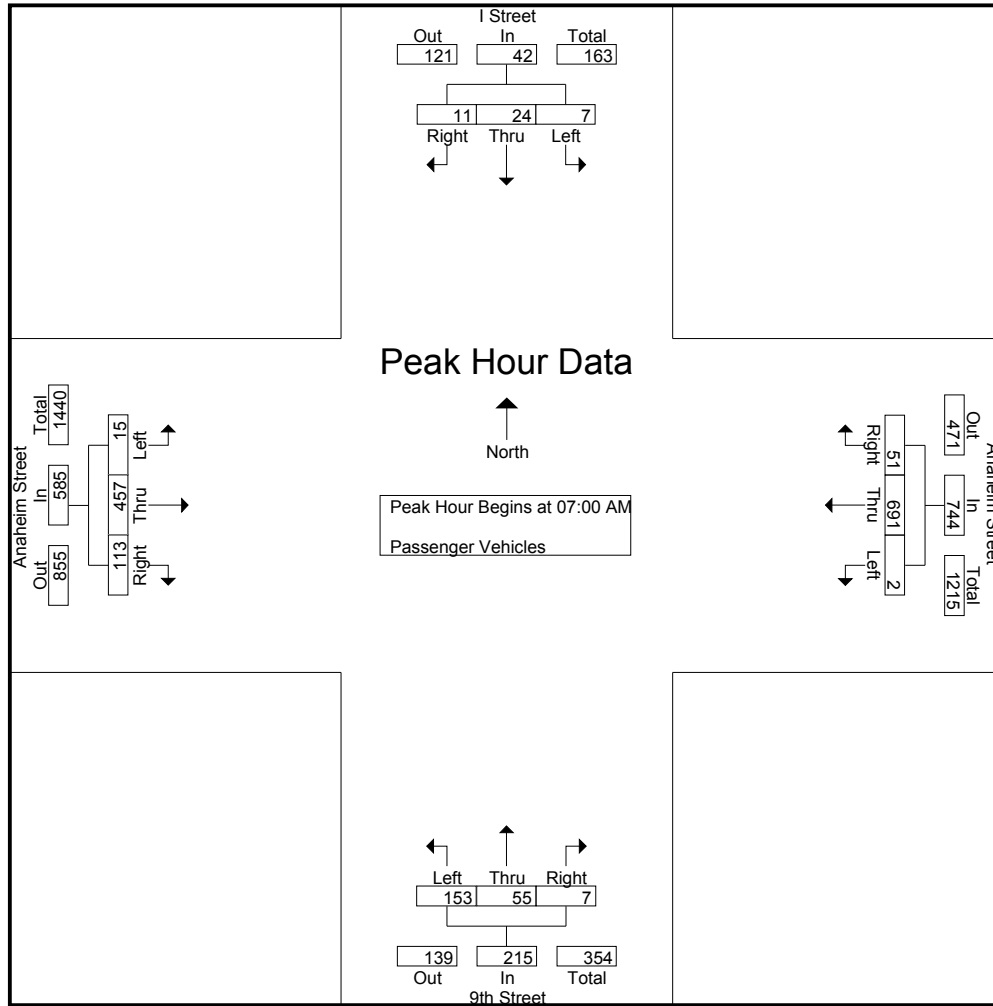
Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	4	2	7	0	150	18	168	35	12	1	48	3	123	30	156	379
07:15 AM	4	3	2	9	1	164	10	175	42	8	1	51	6	143	26	175	410
07:30 AM	1	10	0	11	0	192	10	202	37	18	2	57	3	103	29	135	405
07:45 AM	1	7	7	15	1	185	13	199	39	17	3	59	3	88	28	119	392
Total	7	24	11	42	2	691	51	744	153	55	7	215	15	457	113	585	1586
08:00 AM	4	5	3	12	0	161	12	173	35	5	2	42	3	94	22	119	346
08:15 AM	3	4	7	14	1	143	3	147	33	6	2	41	2	86	21	109	311
08:30 AM	3	4	3	10	2	144	8	154	28	6	0	34	6	113	17	136	334
08:45 AM	2	2	1	5	1	142	7	150	26	5	0	31	2	80	12	94	280
Total	12	15	14	41	4	590	30	624	122	22	4	148	13	373	72	458	1271
Grand Total	19	39	25	83	6	1281	81	1368	275	77	11	363	28	830	185	1043	2857
Apprch %	22.9	47	30.1		0.4	93.6	5.9		75.8	21.2	3		2.7	79.6	17.7		
Total %	0.7	1.4	0.9	2.9	0.2	44.8	2.8	47.9	9.6	2.7	0.4	12.7	1	29.1	6.5	36.5	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	4	2	7	0	150	18	168	35	12	1	48	3	123	30	156	379
07:15 AM	4	3	2	9	1	164	10	175	42	8	1	51	6	143	26	175	410
07:30 AM	1	10	0	11	0	192	10	202	37	18	2	57	3	103	29	135	405
07:45 AM	1	7	7	15	1	185	13	199	39	17	3	59	3	88	28	119	392
Total Volume	7	24	11	42	2	691	51	744	153	55	7	215	15	457	113	585	1586
% App. Total	16.7	57.1	26.2		0.3	92.9	6.9		71.2	25.6	3.3		2.6	78.1	19.3		
PHF	.438	.600	.393	.700	.500	.900	.708	.921	.911	.764	.583	.911	.625	.799	.942	.836	.967

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	4	2	7	0	150	18	168	35	12	1	48	3	123	30	156
+15 mins.	4	3	2	9	1	164	10	175	42	8	1	51	6	143	26	175
+30 mins.	1	10	0	11	0	192	10	202	37	18	2	57	3	103	29	135
+45 mins.	1	7	7	15	1	185	13	199	39	17	3	59	3	88	28	119
Total Volume	7	24	11	42	2	691	51	744	153	55	7	215	15	457	113	585
% App. Total	16.7	57.1	26.2		0.3	92.9	6.9		71.2	25.6	3.3		2.6	78.1	19.3	
PHF	.438	.600	.393	.700	.500	.900	.708	.921	.911	.764	.583	.911	.625	.799	.942	.836

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

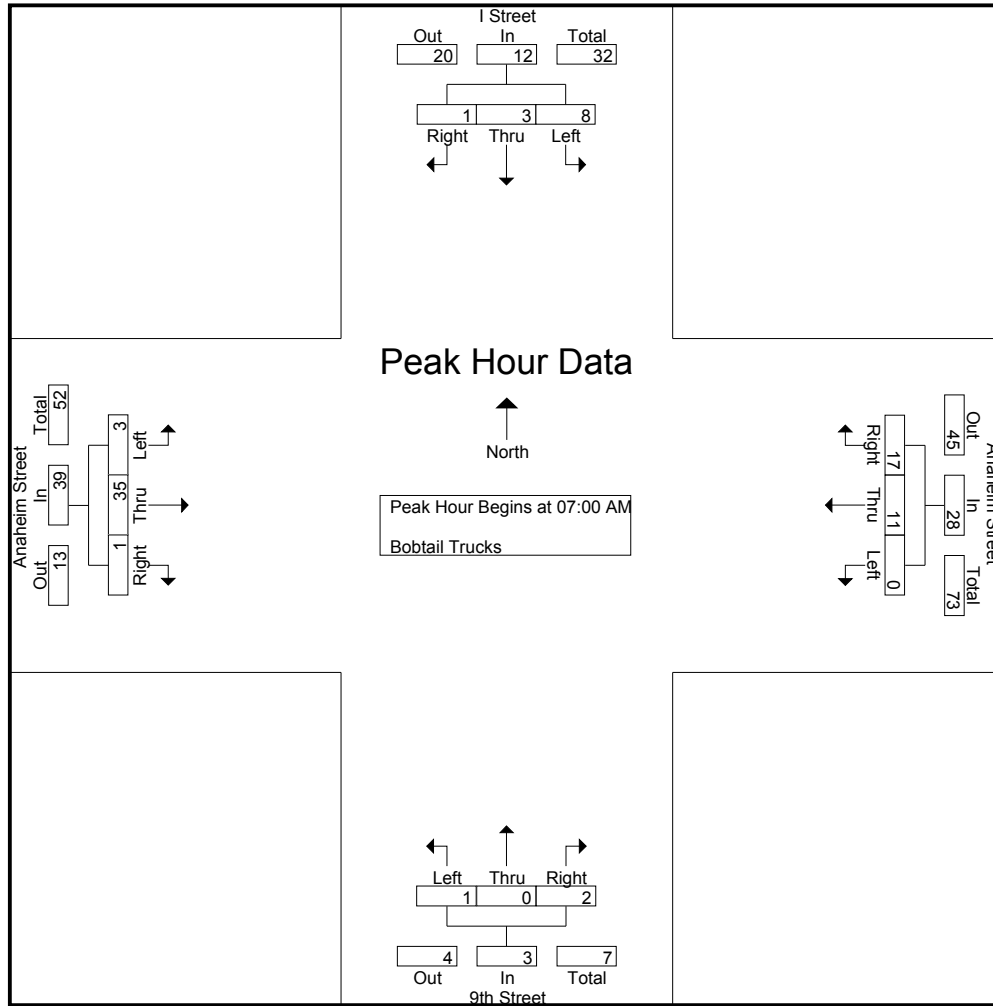
Groups Printed- Bobtail Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	3	7	1	0	2	3	0	3	0	3	13
07:15 AM	3	0	1	4	0	1	2	3	0	0	0	0	1	6	0	7	14
07:30 AM	3	0	0	3	0	1	6	7	0	0	0	0	2	13	1	16	26
07:45 AM	2	3	0	5	0	5	6	11	0	0	0	0	0	13	0	13	29
Total	8	3	1	12	0	11	17	28	1	0	2	3	3	35	1	39	82
08:00 AM	1	2	2	5	0	4	3	7	1	0	0	1	1	10	0	11	24
08:15 AM	1	1	0	2	0	6	3	9	0	0	0	0	3	5	1	9	20
08:30 AM	9	1	5	15	0	7	5	12	0	3	0	3	2	10	0	12	42
08:45 AM	14	2	0	16	0	4	7	11	0	0	0	0	4	12	0	16	43
Total	25	6	7	38	0	21	18	39	1	3	0	4	10	37	1	48	129
Grand Total	33	9	8	50	0	32	35	67	2	3	2	7	13	72	2	87	211
Apprch %	66	18	16		0	47.8	52.2		28.6	42.9	28.6		14.9	82.8	2.3		
Total %	15.6	4.3	3.8	23.7	0	15.2	16.6	31.8	0.9	1.4	0.9	3.3	6.2	34.1	0.9	41.2	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	4	3	7	1	0	2	3	0	3	0	3	13
07:15 AM	3	0	1	4	0	1	2	3	0	0	0	0	1	6	0	7	14
07:30 AM	3	0	0	3	0	1	6	7	0	0	0	0	2	13	1	16	26
07:45 AM	2	3	0	5	0	5	6	11	0	0	0	0	0	13	0	13	29
Total Volume	8	3	1	12	0	11	17	28	1	0	2	3	3	35	1	39	82
% App. Total	66.7	25	8.3		0	39.3	60.7		33.3	0	66.7		7.7	89.7	2.6		
PHF	.667	.250	.250	.600	.000	.550	.708	.636	.250	.000	.250	.250	.375	.673	.250	.609	.707

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	4	3	7	1	0	2	3	0	3	0	3
+15 mins.	3	0	1	4	0	1	2	3	0	0	0	0	1	6	0	7
+30 mins.	3	0	0	3	0	1	6	7	0	0	0	0	2	13	1	16
+45 mins.	2	3	0	5	0	5	6	11	0	0	0	0	0	13	0	13
Total Volume	8	3	1	12	0	11	17	28	1	0	2	3	3	35	1	39
% App. Total	66.7	25	8.3		0	39.3	60.7		33.3	0	66.7		7.7	89.7	2.6	
PHF	.667	.250	.250	.600	.000	.550	.708	.636	.250	.000	.250	.250	.375	.673	.250	.609

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

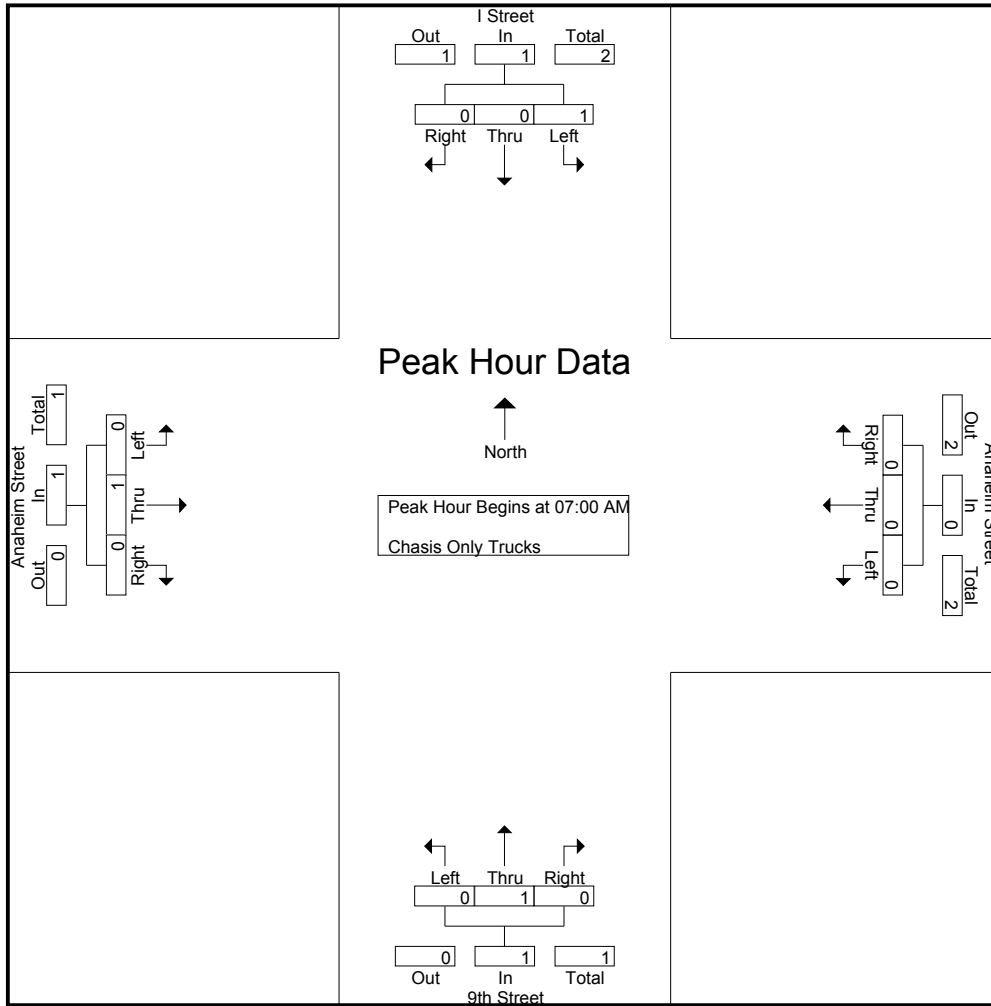
Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	1	2
08:30 AM	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	0	3
Total	0	0	3	3	0	1	3	4	0	1	0	1	0	1	0	1	1	9
Grand Total	1	0	3	4	0	1	3	4	0	2	0	2	0	2	0	2	2	12
Apprch %	25	0	75		0	25	75		0	100	0		0	100	0			
Total %	8.3	0	25	33.3	0	8.3	25	33.3	0	16.7	0	16.7	0	16.7	0	16.7		

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1	2
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	1	3
% App. Total	100	0	0		0	0	0		0	100	0		0	100	0			
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.375	

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1
% App. Total	100	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

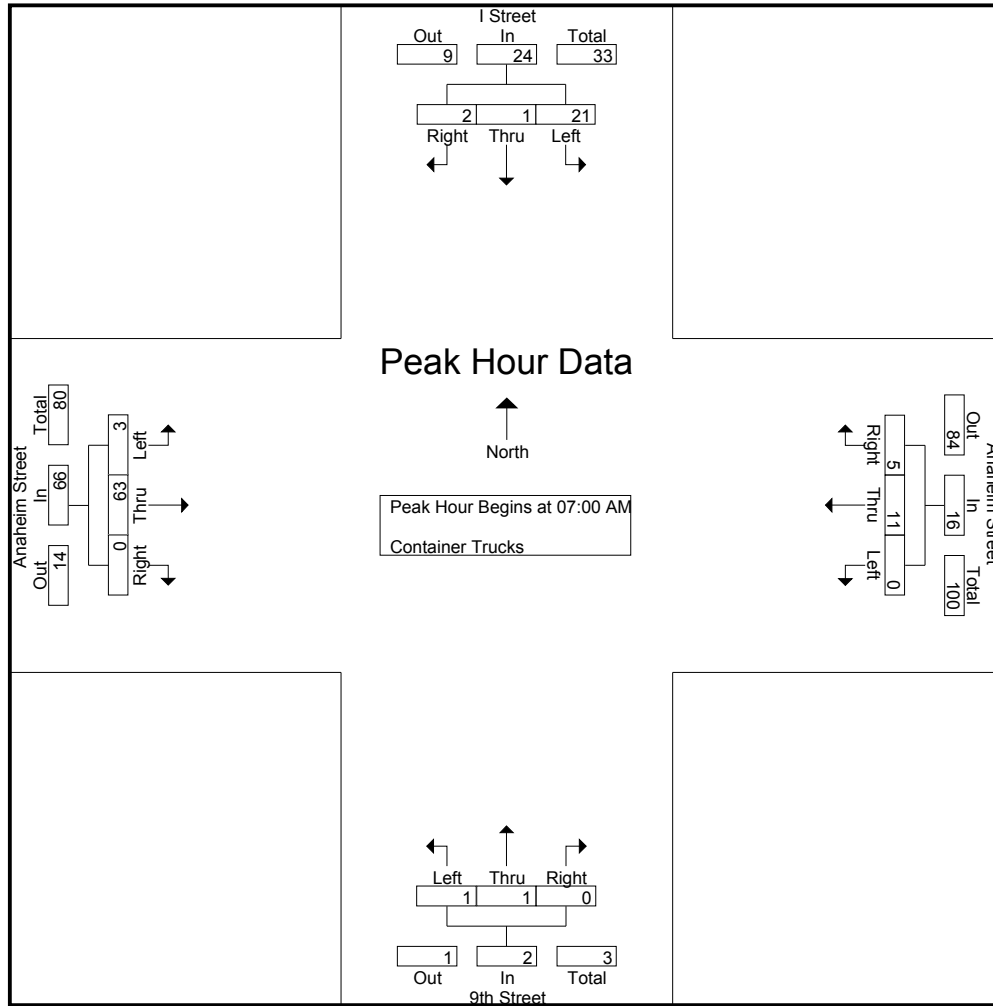
Groups Printed- Container Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	0	1	6	0	1	1	2	0	0	0	0	1	15	0	16	24
07:15 AM	3	0	0	3	0	1	2	3	0	0	0	0	0	15	0	15	21
07:30 AM	9	1	1	11	0	1	2	3	1	0	0	1	1	20	0	21	36
07:45 AM	4	0	0	4	0	8	0	8	0	1	0	1	1	13	0	14	27
Total	21	1	2	24	0	11	5	16	1	1	0	2	3	63	0	66	108
08:00 AM	6	0	2	8	0	0	1	1	0	0	0	0	2	15	0	17	26
08:15 AM	10	0	1	11	0	7	1	8	0	0	0	0	1	22	0	23	42
08:30 AM	9	0	2	11	0	3	3	6	0	0	1	1	1	17	0	18	36
08:45 AM	7	1	0	8	0	4	14	18	1	0	0	1	1	20	0	21	48
Total	32	1	5	38	0	14	19	33	1	0	1	2	5	74	0	79	152
Grand Total	53	2	7	62	0	25	24	49	2	1	1	4	8	137	0	145	260
Apprch %	85.5	3.2	11.3		0	51	49		50	25	25		5.5	94.5	0		
Total %	20.4	0.8	2.7	23.8	0	9.6	9.2	18.8	0.8	0.4	0.4	1.5	3.1	52.7	0	55.8	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	0	1	6	0	1	1	2	0	0	0	0	1	15	0	16	24
07:15 AM	3	0	0	3	0	1	2	3	0	0	0	0	0	15	0	15	21
07:30 AM	9	1	1	11	0	1	2	3	1	0	0	1	1	20	0	21	36
07:45 AM	4	0	0	4	0	8	0	8	0	1	0	1	1	13	0	14	27
Total Volume	21	1	2	24	0	11	5	16	1	1	0	2	3	63	0	66	108
% App. Total	87.5	4.2	8.3		0	68.8	31.2		50	50	0		4.5	95.5	0		
PHF	.583	.250	.500	.545	.000	.344	.625	.500	.250	.250	.000	.500	.750	.788	.000	.786	.750

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	5	0	1	6	0	1	1	2	0	0	0	0	1	15	0	16
+15 mins.	3	0	0	3	0	1	2	3	0	0	0	0	0	15	0	15
+30 mins.	9	1	1	11	0	1	2	3	1	0	0	1	1	20	0	21
+45 mins.	4	0	0	4	0	8	0	8	0	1	0	1	1	13	0	14
Total Volume	21	1	2	24	0	11	5	16	1	1	0	2	3	63	0	66
% App. Total	87.5	4.2	8.3		0	68.8	31.2		50	50	0		4.5	95.5	0	
PHF	.583	.250	.500	.545	.000	.344	.625	.500	.250	.250	.000	.500	.750	.788	.000	.786

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other trucks

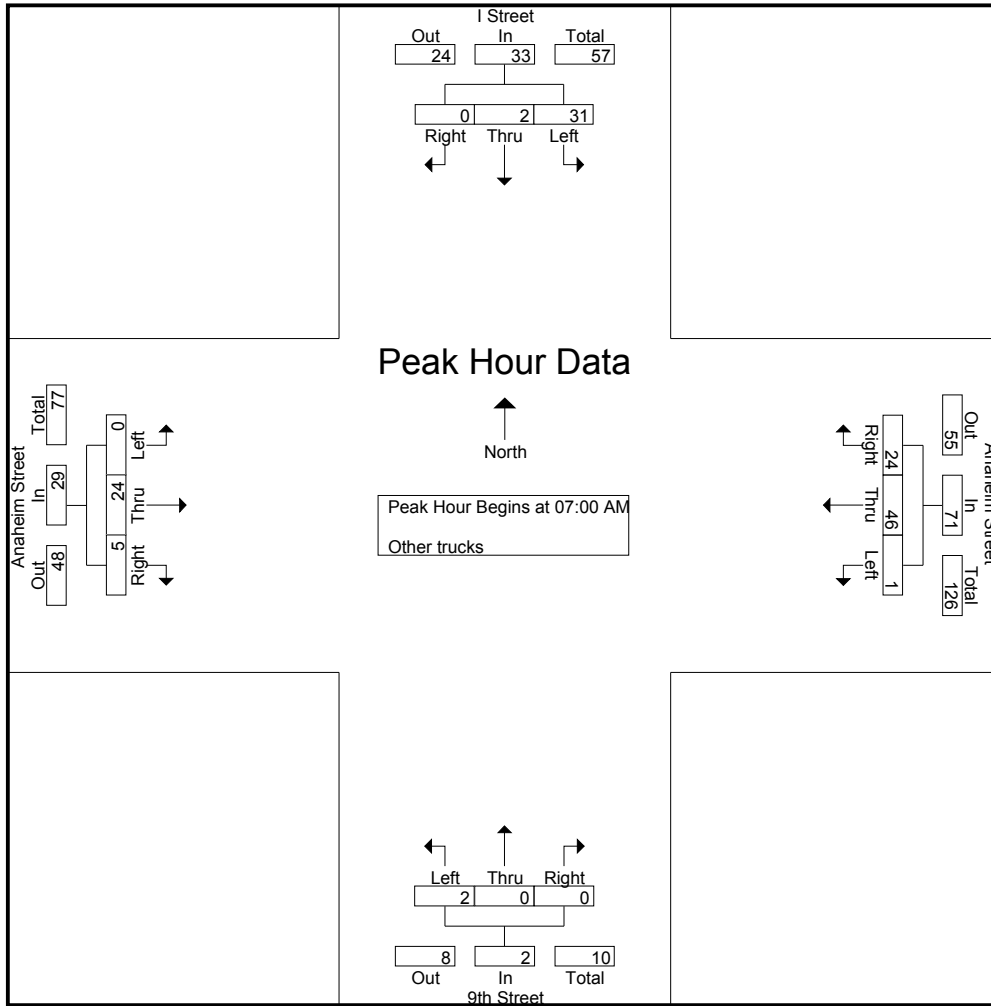
Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	0	0	6	1	8	5	14	0	0	0	0	0	5	1	6	26
07:15 AM	11	1	0	12	0	12	8	20	1	0	0	1	0	5	3	8	41
07:30 AM	7	0	0	7	0	17	4	21	1	0	0	1	0	6	0	6	35
07:45 AM	7	1	0	8	0	9	7	16	0	0	0	0	0	8	1	9	33
Total	31	2	0	33	1	46	24	71	2	0	0	2	0	24	5	29	135
08:00 AM	6	0	0	6	1	12	7	20	0	1	0	1	1	4	1	6	33
08:15 AM	8	0	0	8	0	7	7	14	0	0	0	0	0	7	2	9	31
08:30 AM	5	0	0	5	0	10	6	16	1	0	0	1	0	17	0	17	39
08:45 AM	4	0	2	6	0	9	6	15	1	0	0	1	2	11	1	14	36
Total	23	0	2	25	1	38	26	65	2	1	0	3	3	39	4	46	139
Grand Total	54	2	2	58	2	84	50	136	4	1	0	5	3	63	9	75	274
Apprch %	93.1	3.4	3.4		1.5	61.8	36.8		80	20	0		4	84	12		
Total %	19.7	0.7	0.7	21.2	0.7	30.7	18.2	49.6	1.5	0.4	0	1.8	1.1	23	3.3	27.4	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	0	0	6	1	8	5	14	0	0	0	0	0	5	1	6	26
07:15 AM	11	1	0	12	0	12	8	20	1	0	0	1	0	5	3	8	41
07:30 AM	7	0	0	7	0	17	4	21	1	0	0	1	0	6	0	6	35
07:45 AM	7	1	0	8	0	9	7	16	0	0	0	0	0	8	1	9	33
Total Volume	31	2	0	33	1	46	24	71	2	0	0	2	0	24	5	29	135
% App. Total	93.9	6.1	0		1.4	64.8	33.8		100	0	0		0	82.8	17.2		
PHF	.705	.500	.000	.688	.250	.676	.750	.845	.500	.000	.000	.500	.000	.750	.417	.806	.823

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	0	0	6	1	8	5	14	0	0	0	0	0	5	1	6
+15 mins.	11	1	0	12	0	12	8	20	1	0	0	1	0	5	3	8
+30 mins.	7	0	0	7	0	17	4	21	1	0	0	1	0	6	0	6
+45 mins.	7	1	0	8	0	9	7	16	0	0	0	0	0	8	1	9
Total Volume	31	2	0	33	1	46	24	71	2	0	0	2	0	24	5	29
% App. Total	93.9	6.1	0		1.4	64.8	33.8		100	0	0		0	82.8	17.2	
PHF	.705	.500	.000	.688	.250	.676	.750	.845	.500	.000	.000	.500	.000	.750	.417	.806

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

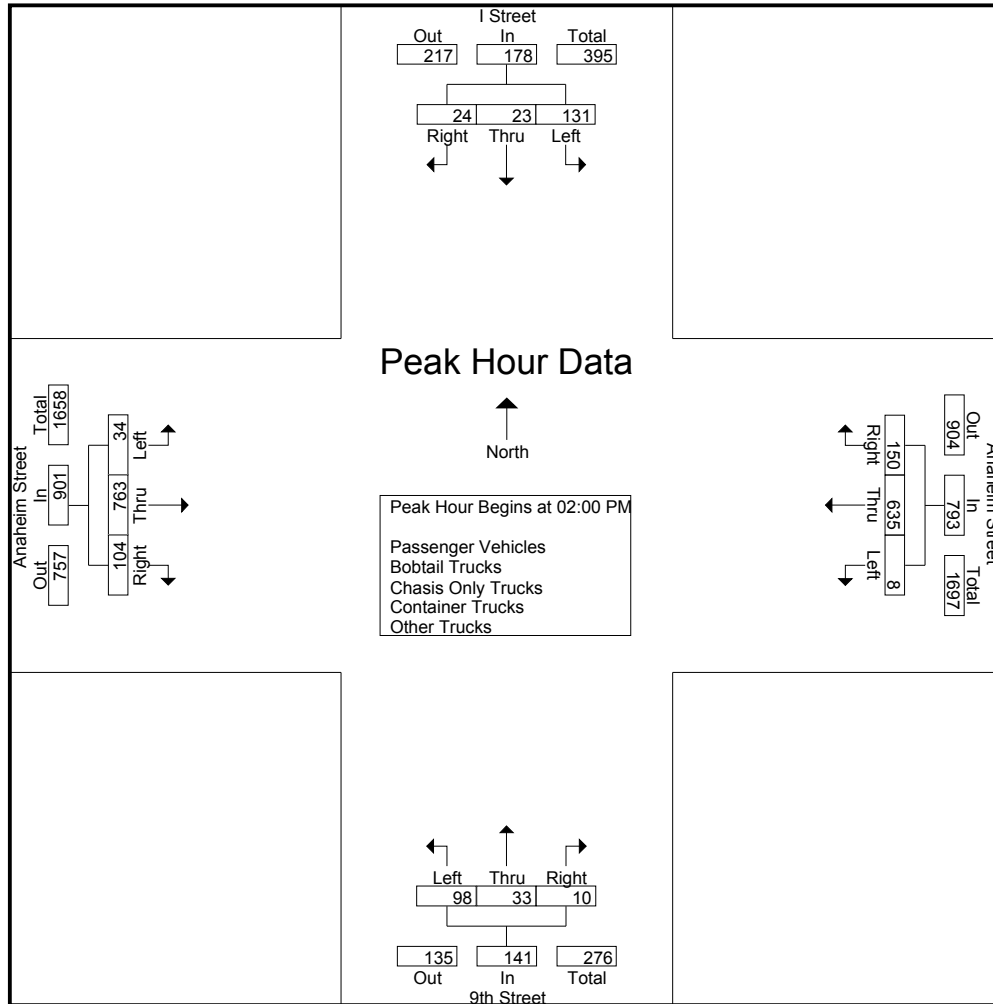
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	18	8	3	29	3	162	29	194	11	6	1	18	7	171	32	210	451
01:15 PM	19	3	8	30	3	181	35	219	25	4	2	31	15	158	18	191	471
01:30 PM	21	6	2	29	2	143	41	186	23	8	1	32	11	168	23	202	449
01:45 PM	19	5	3	27	1	145	41	187	26	4	0	30	12	192	18	222	466
Total	77	22	16	115	9	631	146	786	85	22	4	111	45	689	91	825	1837
02:00 PM	34	8	3	45	2	134	37	173	30	9	2	41	15	181	16	212	471
02:15 PM	32	7	11	50	3	160	39	202	23	10	2	35	8	178	31	217	504
02:30 PM	32	3	6	41	1	179	43	223	23	7	3	33	5	204	24	233	530
02:45 PM	33	5	4	42	2	162	31	195	22	7	3	32	6	200	33	239	508
Total	131	23	24	178	8	635	150	793	98	33	10	141	34	763	104	901	2013
Grand Total	208	45	40	293	17	1266	296	1579	183	55	14	252	79	1452	195	1726	3850
Apprch %	71	15.4	13.7		1.1	80.2	18.7		72.6	21.8	5.6		4.6	84.1	11.3		
Total %	5.4	1.2	1	7.6	0.4	32.9	7.7	41	4.8	1.4	0.4	6.5	2.1	37.7	5.1	44.8	
Passenger Vehicles	41	30	25	96	12	1006	71	1089	168	31	12	211	35	1201	179	1415	2811
% Passenger Vehicles	19.7	66.7	62.5	32.8	70.6	79.5	24	69	91.8	56.4	85.7	83.7	44.3	82.7	91.8	82	73
Bobtail Trucks	66	7	9	82	2	61	69	132	7	16	0	23	26	76	7	109	346
% Bobtail Trucks	31.7	15.6	22.5	28	11.8	4.8	23.3	8.4	3.8	29.1	0	9.1	32.9	5.2	3.6	6.3	9
Chasis Only Trucks	23	2	0	25	0	7	4	11	0	2	0	2	1	3	0	4	42
% Chasis Only Trucks	11.1	4.4	0	8.5	0	0.6	1.4	0.7	0	3.6	0	0.8	1.3	0.2	0	0.2	1.1
Container Trucks	40	3	4	47	0	94	108	202	4	4	1	9	8	93	6	107	365
% Container Trucks	19.2	6.7	10	16	0	7.4	36.5	12.8	2.2	7.3	7.1	3.6	10.1	6.4	3.1	6.2	9.5
Other Trucks	38	3	2	43	3	98	44	145	4	2	1	7	9	79	3	91	286
% Other Trucks	18.3	6.7	5	14.7	17.6	7.7	14.9	9.2	2.2	3.6	7.1	2.8	11.4	5.4	1.5	5.3	7.4

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	34	8	3	45	2	134	37	173	30	9	2	41	15	181	16	212	471
02:15 PM	32	7	11	50	3	160	39	202	23	10	2	35	8	178	31	217	504
02:30 PM	32	3	6	41	1	179	43	223	23	7	3	33	5	204	24	233	530
02:45 PM	33	5	4	42	2	162	31	195	22	7	3	32	6	200	33	239	508
Total Volume	131	23	24	178	8	635	150	793	98	33	10	141	34	763	104	901	2013
% App. Total	73.6	12.9	13.5		1	80.1	18.9		69.5	23.4	7.1		3.8	84.7	11.5		
PHF	.963	.719	.545	.890	.667	.887	.872	.889	.817	.825	.833	.860	.567	.935	.788	.942	.950

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	34	8	3	45	2	134	37	173	30	9	2	41	15	181	16	212
+15 mins.	32	7	11	50	3	160	39	202	23	10	2	35	8	178	31	217
+30 mins.	32	3	6	41	1	179	43	223	23	7	3	33	5	204	24	233
+45 mins.	33	5	4	42	2	162	31	195	22	7	3	32	6	200	33	239
Total Volume	131	23	24	178	8	635	150	793	98	33	10	141	34	763	104	901
% App. Total	73.6	12.9	13.5		1	80.1	18.9		69.5	23.4	7.1		3.8	84.7	11.5	
PHF	.963	.719	.545	.890	.667	.887	.872	.889	.817	.825	.833	.860	.567	.935	.788	.942

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

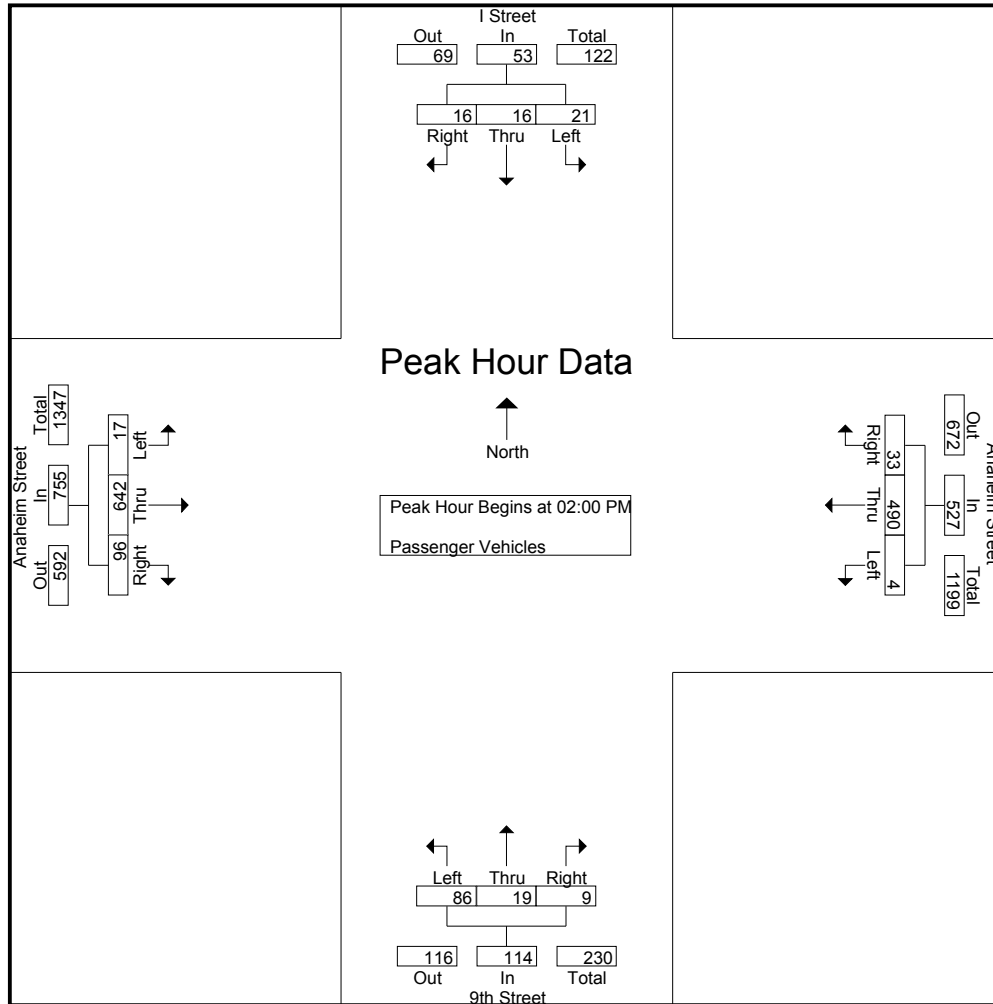
Groups Printed- Passenger Vehicles

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	6	5	1	12	2	140	13	155	11	2	0	13	1	139	31	171	351
01:15 PM	5	2	5	12	3	141	10	154	24	4	2	30	7	139	17	163	359
01:30 PM	5	6	1	12	2	113	9	124	23	3	1	27	5	130	20	155	318
01:45 PM	4	1	2	7	1	122	6	129	24	3	0	27	5	151	15	171	334
Total	20	14	9	43	8	516	38	562	82	12	3	97	18	559	83	660	1362
02:00 PM	8	8	3	19	1	99	3	103	28	5	2	35	7	148	16	171	328
02:15 PM	5	4	7	16	3	122	13	138	18	5	2	25	4	152	29	185	364
02:30 PM	4	1	4	9	0	134	9	143	21	6	2	29	4	173	20	197	378
02:45 PM	4	3	2	9	0	135	8	143	19	3	3	25	2	169	31	202	379
Total	21	16	16	53	4	490	33	527	86	19	9	114	17	642	96	755	1449
Grand Total	41	30	25	96	12	1006	71	1089	168	31	12	211	35	1201	179	1415	2811
Apprch %	42.7	31.2	26		1.1	92.4	6.5		79.6	14.7	5.7		2.5	84.9	12.7		
Total %	1.5	1.1	0.9	3.4	0.4	35.8	2.5	38.7	6	1.1	0.4	7.5	1.2	42.7	6.4	50.3	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	8	8	3	19	1	99	3	103	28	5	2	35	7	148	16	171	328
02:15 PM	5	4	7	16	3	122	13	138	18	5	2	25	4	152	29	185	364
02:30 PM	4	1	4	9	0	134	9	143	21	6	2	29	4	173	20	197	378
02:45 PM	4	3	2	9	0	135	8	143	19	3	3	25	2	169	31	202	379
Total Volume	21	16	16	53	4	490	33	527	86	19	9	114	17	642	96	755	1449
% App. Total	39.6	30.2	30.2		0.8	93	6.3		75.4	16.7	7.9		2.3	85	12.7		
PHF	.656	.500	.571	.697	.333	.907	.635	.921	.768	.792	.750	.814	.607	.928	.774	.934	.956

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	8	8	3	19	1	99	3	103	28	5	2	35	7	148	16	171
+15 mins.	5	4	7	16	3	122	13	138	18	5	2	25	4	152	29	185
+30 mins.	4	1	4	9	0	134	9	143	21	6	2	29	4	173	20	197
+45 mins.	4	3	2	9	0	135	8	143	19	3	3	25	2	169	31	202
Total Volume	21	16	16	53	4	490	33	527	86	19	9	114	17	642	96	755
% App. Total	39.6	30.2	30.2		0.8	93	6.3		75.4	16.7	7.9		2.3	85	12.7	
PHF	.656	.500	.571	.697	.333	.907	.635	.921	.768	.792	.750	.814	.607	.928	.774	.934

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

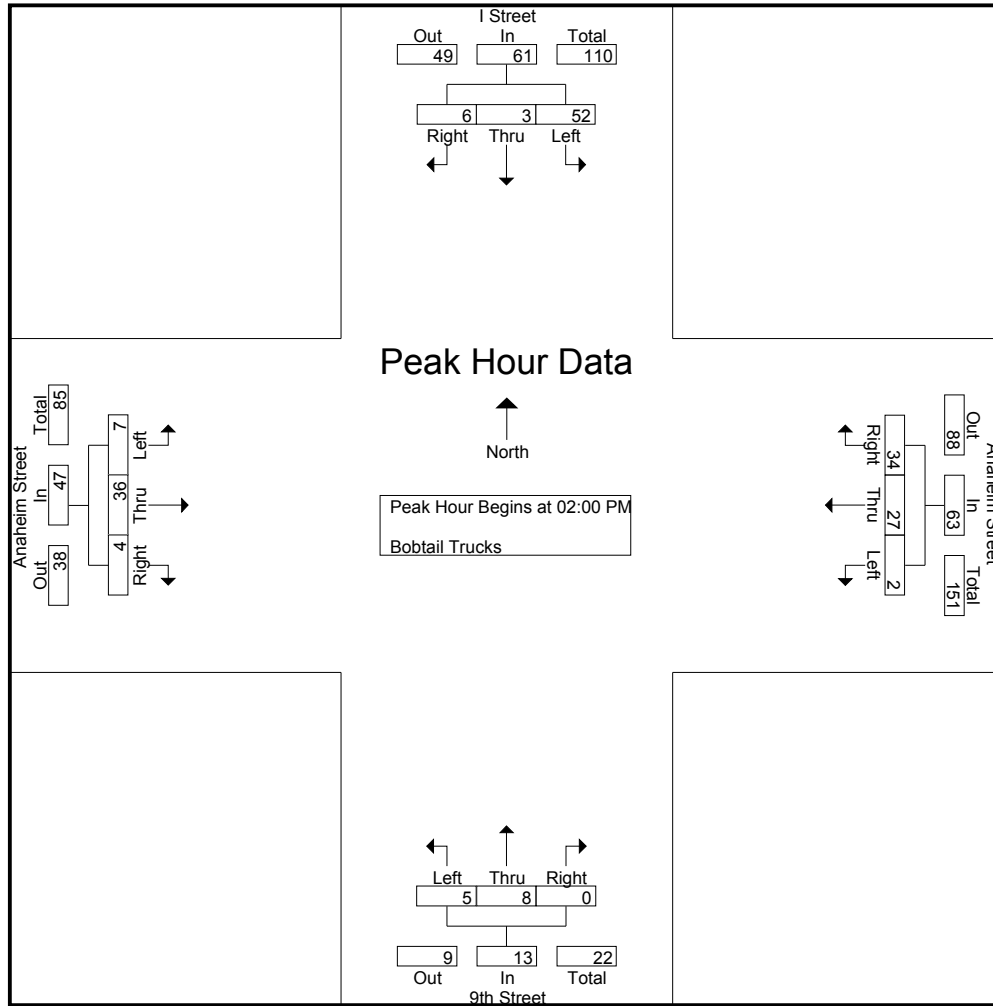
Groups Printed- Bobtail Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	2	2	8	0	6	5	11	0	3	0	3	3	6	1	10	32
01:15 PM	3	1	0	4	0	7	9	16	1	0	0	1	7	6	1	14	35
01:30 PM	5	0	0	5	0	12	11	23	0	4	0	4	5	11	0	16	48
01:45 PM	2	1	1	4	0	9	10	19	1	1	0	2	4	17	1	22	47
Total	14	4	3	21	0	34	35	69	2	8	0	10	19	40	3	62	162
02:00 PM	13	0	0	13	0	5	10	15	1	3	0	4	3	8	0	11	43
02:15 PM	13	2	2	17	0	5	6	11	1	1	0	2	3	9	1	13	43
02:30 PM	15	1	2	18	0	15	11	26	2	1	0	3	0	15	1	16	63
02:45 PM	11	0	2	13	2	2	7	11	1	3	0	4	1	4	2	7	35
Total	52	3	6	61	2	27	34	63	5	8	0	13	7	36	4	47	184
Grand Total	66	7	9	82	2	61	69	132	7	16	0	23	26	76	7	109	346
Apprch %	80.5	8.5	11		1.5	46.2	52.3		30.4	69.6	0		23.9	69.7	6.4		
Total %	19.1	2	2.6	23.7	0.6	17.6	19.9	38.2	2	4.6	0	6.6	7.5	22	2	31.5	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	13	0	0	13	0	5	10	15	1	3	0	4	3	8	0	11	43
02:15 PM	13	2	2	17	0	5	6	11	1	1	0	2	3	9	1	13	43
02:30 PM	15	1	2	18	0	15	11	26	2	1	0	3	0	15	1	16	63
02:45 PM	11	0	2	13	2	2	7	11	1	3	0	4	1	4	2	7	35
Total Volume	52	3	6	61	2	27	34	63	5	8	0	13	7	36	4	47	184
% App. Total	85.2	4.9	9.8		3.2	42.9	54		38.5	61.5	0		14.9	76.6	8.5		
PHF	.867	.375	.750	.847	.250	.450	.773	.606	.625	.667	.000	.813	.583	.600	.500	.734	.730

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	13	0	0	13	0	5	10	15	1	3	0	4	3	8	0	11
+15 mins.	13	2	2	17	0	5	6	11	1	1	0	2	3	9	1	13
+30 mins.	15	1	2	18	0	15	11	26	2	1	0	3	0	15	1	16
+45 mins.	11	0	2	13	2	2	7	11	1	3	0	4	1	4	2	7
Total Volume	52	3	6	61	2	27	34	63	5	8	0	13	7	36	4	47
% App. Total	85.2	4.9	9.8		3.2	42.9	54		38.5	61.5	0		14.9	76.6	8.5	
PHF	.867	.375	.750	.847	.250	.450	.773	.606	.625	.667	.000	.813	.583	.600	.500	.734

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

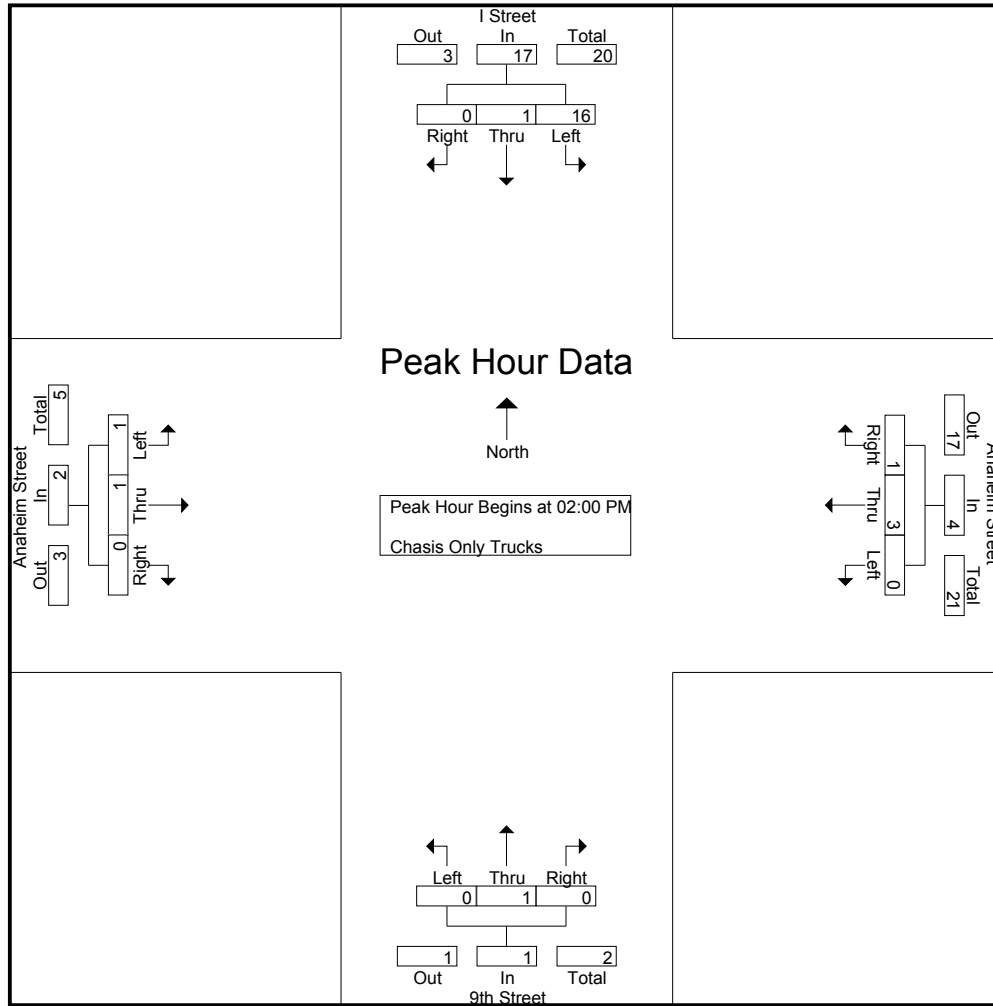
Groups Printed- Chasis Only Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
01:15 PM	3	0	0	3	0	1	1	2	0	0	0	0	0	1	0	1	6
01:30 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
01:45 PM	2	1	0	3	0	1	2	3	0	0	0	0	0	0	0	0	6
Total	7	1	0	8	0	4	3	7	0	1	0	1	0	2	0	2	18
02:00 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
02:15 PM	2	0	0	2	0	2	1	3	0	1	0	1	0	0	0	0	6
02:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	0	1	0	1	5
02:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	1	0	0	1	10
Total	16	1	0	17	0	3	1	4	0	1	0	1	1	1	0	2	24
Grand Total	23	2	0	25	0	7	4	11	0	2	0	2	1	3	0	4	42
Apprch %	92	8	0		0	63.6	36.4		0	100	0		25	75	0		
Total %	54.8	4.8	0	59.5	0	16.7	9.5	26.2	0	4.8	0	4.8	2.4	7.1	0	9.5	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
02:15 PM	2	0	0	2	0	2	1	3	0	1	0	1	0	0	0	0	6
02:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	0	1	0	1	5
02:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	1	0	0	1	10
Total Volume	16	1	0	17	0	3	1	4	0	1	0	1	1	1	0	2	24
% App. Total	94.1	5.9	0		0	75	25		0	100	0		50	50	0		
PHF	.444	.250	.000	.472	.000	.375	.250	.333	.000	.250	.000	.250	.250	.250	.000	.500	.600

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	2	1	3	0	1	0	1	0	0	0	0
+30 mins.	3	1	0	4	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	9	0	0	9	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	16	1	0	17	0	3	1	4	0	1	0	1	1	1	0	2
% App. Total	94.1	5.9	0		0	75	25		0	100	0		50	50	0	
PHF	.444	.250	.000	.472	.000	.375	.250	.333	.000	.250	.000	.250	.250	.250	.000	.500

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

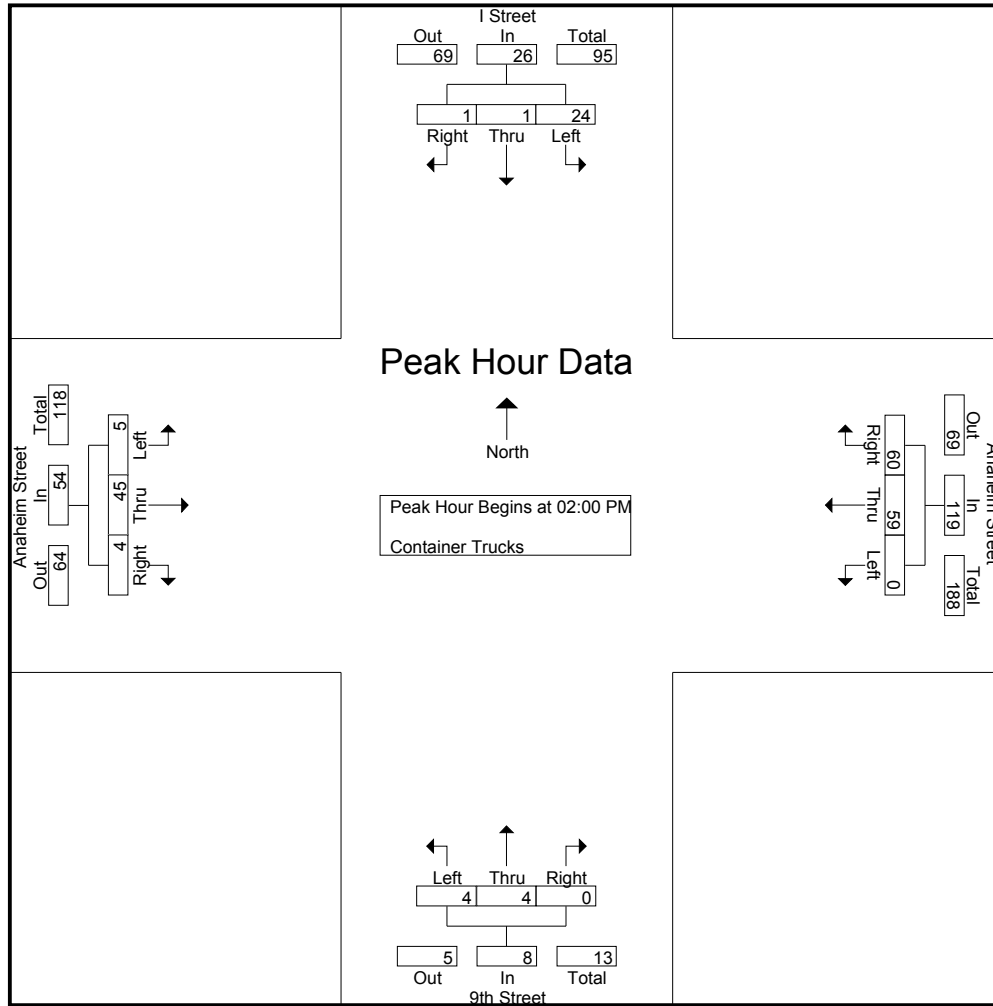
Groups Printed- Container Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	3	0	0	3	0	5	7	12	0	0	1	1	1	13	0	14	30
01:15 PM	3	0	2	5	0	17	7	24	0	0	0	0	0	7	0	7	36
01:30 PM	4	0	1	5	0	6	15	21	0	0	0	0	0	12	0	12	38
01:45 PM	6	2	0	8	0	7	19	26	0	0	0	0	2	16	2	20	54
Total	16	2	3	21	0	35	48	83	0	0	1	1	3	48	2	53	158
02:00 PM	7	0	0	7	0	17	15	32	0	1	0	1	3	15	0	18	58
02:15 PM	5	0	1	6	0	11	15	26	4	2	0	6	1	6	1	8	46
02:30 PM	6	0	0	6	0	15	20	35	0	0	0	0	0	4	3	7	48
02:45 PM	6	1	0	7	0	16	10	26	0	1	0	1	1	20	0	21	55
Total	24	1	1	26	0	59	60	119	4	4	0	8	5	45	4	54	207
Grand Total	40	3	4	47	0	94	108	202	4	4	1	9	8	93	6	107	365
Apprch %	85.1	6.4	8.5		0	46.5	53.5		44.4	44.4	11.1		7.5	86.9	5.6		
Total %	11	0.8	1.1	12.9	0	25.8	29.6	55.3	1.1	1.1	0.3	2.5	2.2	25.5	1.6	29.3	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	7	0	0	7	0	17	15	32	0	1	0	1	3	15	0	18	58
02:15 PM	5	0	1	6	0	11	15	26	4	2	0	6	1	6	1	8	46
02:30 PM	6	0	0	6	0	15	20	35	0	0	0	0	0	4	3	7	48
02:45 PM	6	1	0	7	0	16	10	26	0	1	0	1	1	20	0	21	55
Total Volume	24	1	1	26	0	59	60	119	4	4	0	8	5	45	4	54	207
% App. Total	92.3	3.8	3.8		0	49.6	50.4		50	50	0		9.3	83.3	7.4		
PHF	.857	.250	.250	.929	.000	.868	.750	.850	.250	.500	.000	.333	.417	.563	.333	.643	.892

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	7	0	0	7	0	17	15	32	0	1	0	1	3	15	0	18
+15 mins.	5	0	1	6	0	11	15	26	4	2	0	6	1	6	1	8
+30 mins.	6	0	0	6	0	15	20	35	0	0	0	0	0	4	3	7
+45 mins.	6	1	0	7	0	16	10	26	0	1	0	1	1	20	0	21
Total Volume	24	1	1	26	0	59	60	119	4	4	0	8	5	45	4	54
% App. Total	92.3	3.8	3.8		0	49.6	50.4		50	50	0		9.3	83.3	7.4	
PHF	.857	.250	.250	.929	.000	.868	.750	.850	.250	.500	.000	.333	.417	.563	.333	.643

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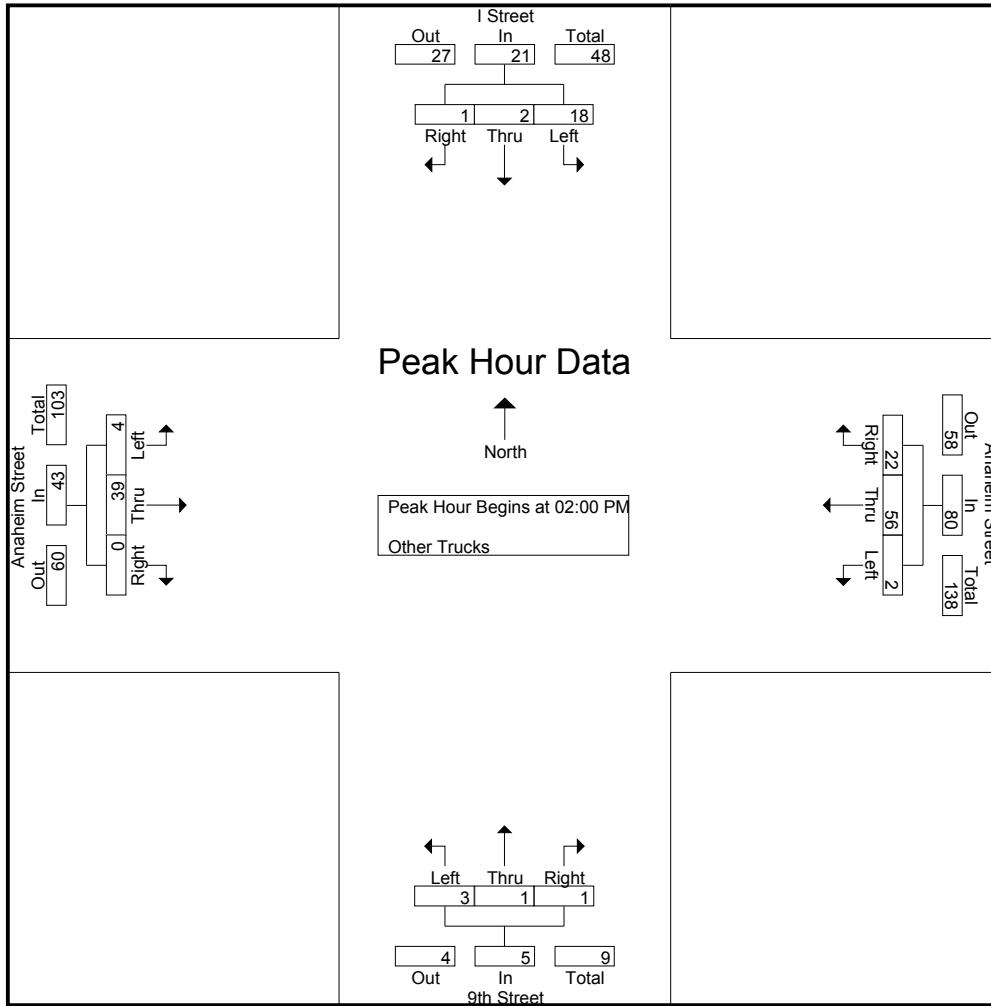
Groups Printed- Other Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	5	1	0	6	1	10	4	15	0	0	0	0	2	12	0	14	35
01:15 PM	5	0	1	6	0	15	8	23	0	0	0	0	1	5	0	6	35
01:30 PM	5	0	0	5	0	11	6	17	0	1	0	1	1	15	3	19	42
01:45 PM	5	0	0	5	0	6	4	10	1	0	0	1	1	8	0	9	25
Total	20	1	1	22	1	42	22	65	1	1	0	2	5	40	3	48	137
02:00 PM	4	0	0	4	1	12	9	22	1	0	0	1	2	10	0	12	39
02:15 PM	7	1	1	9	0	20	4	24	0	1	0	1	0	11	0	11	45
02:30 PM	4	0	0	4	1	15	3	19	0	0	1	1	1	11	0	12	36
02:45 PM	3	1	0	4	0	9	6	15	2	0	0	2	1	7	0	8	29
Total	18	2	1	21	2	56	22	80	3	1	1	5	4	39	0	43	149
Grand Total	38	3	2	43	3	98	44	145	4	2	1	7	9	79	3	91	286
Apprch %	88.4	7	4.7		2.1	67.6	30.3		57.1	28.6	14.3		9.9	86.8	3.3		
Total %	13.3	1	0.7	15	1	34.3	15.4	50.7	1.4	0.7	0.3	2.4	3.1	27.6	1	31.8	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	4	0	0	4	1	12	9	22	1	0	0	1	2	10	0	12	39
02:15 PM	7	1	1	9	0	20	4	24	0	1	0	1	0	11	0	11	45
02:30 PM	4	0	0	4	1	15	3	19	0	0	1	1	1	11	0	12	36
02:45 PM	3	1	0	4	0	9	6	15	2	0	0	2	1	7	0	8	29
Total Volume	18	2	1	21	2	56	22	80	3	1	1	5	4	39	0	43	149
% App. Total	85.7	9.5	4.8		2.5	70	27.5		60	20	20		9.3	90.7	0		
PHF	.643	.500	.250	.583	.500	.700	.611	.833	.375	.250	.250	.625	.500	.886	.000	.896	.828

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	4	0	0	4	1	12	9	22	1	0	0	1	2	10	0	12
+15 mins.	7	1	1	9	0	20	4	24	0	1	0	1	0	11	0	11
+30 mins.	4	0	0	4	1	15	3	19	0	0	1	1	1	11	0	12
+45 mins.	3	1	0	4	0	9	6	15	2	0	0	2	1	7	0	8
Total Volume	18	2	1	21	2	56	22	80	3	1	1	5	4	39	0	43
% App. Total	85.7	9.5	4.8		2.5	70	27.5		60	20	20		9.3	90.7	0	
PHF	.643	.500	.250	.583	.500	.700	.611	.833	.375	.250	.250	.625	.500	.886	.000	.896

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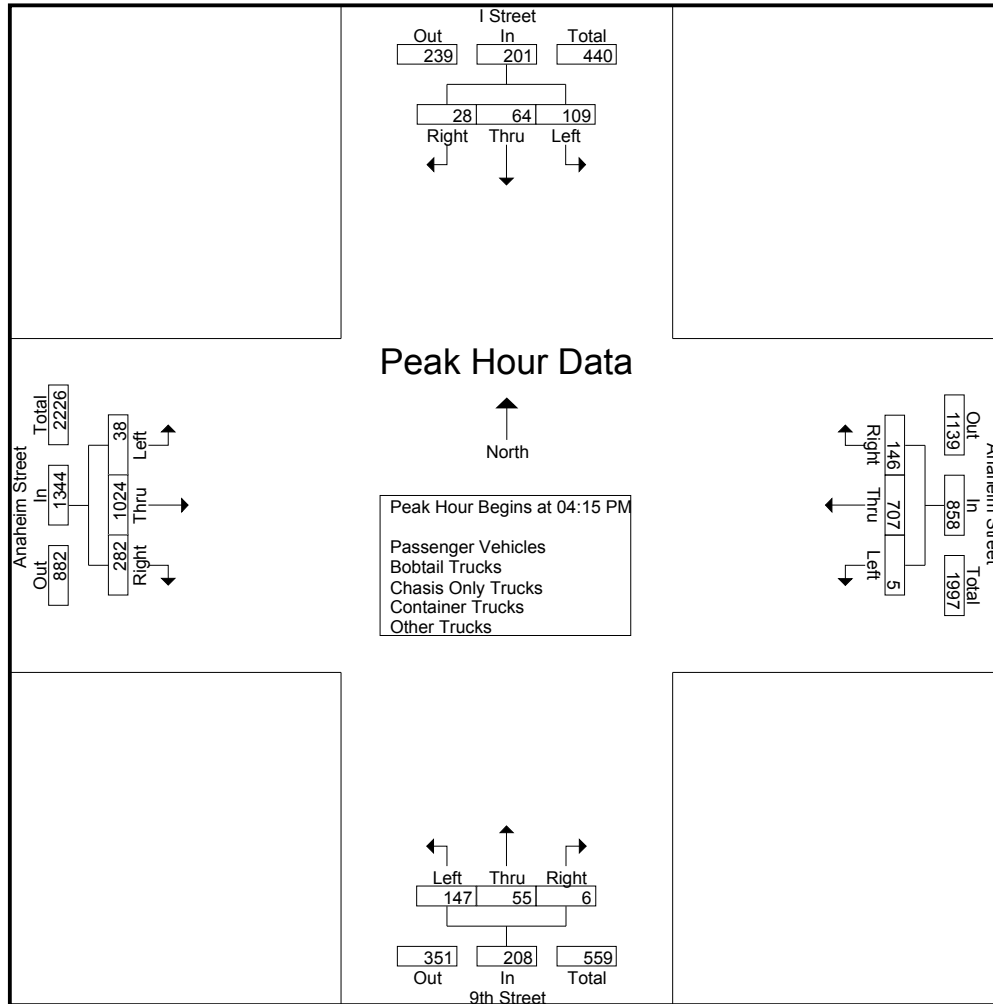
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	26	10	10	46	2	185	41	228	27	10	2	39	8	241	50	299	612
04:15 PM	27	10	7	44	2	208	38	248	39	12	2	53	7	247	52	306	651
04:30 PM	24	22	8	54	2	168	41	211	38	23	3	64	11	226	57	294	623
04:45 PM	26	11	7	44	0	170	37	207	37	9	1	47	12	258	78	348	646
Total	103	53	32	188	6	731	157	894	141	54	8	203	38	972	237	1247	2532
05:00 PM	32	21	6	59	1	161	30	192	33	11	0	44	8	293	95	396	691
05:15 PM	26	6	3	35	1	111	22	134	27	5	1	33	5	256	54	315	517
05:30 PM	22	9	8	39	0	123	21	144	23	5	0	28	5	215	53	273	484
05:45 PM	13	6	1	20	0	86	14	100	24	3	2	29	6	176	39	221	370
Total	93	42	18	153	2	481	87	570	107	24	3	134	24	940	241	1205	2062
Grand Total	196	95	50	341	8	1212	244	1464	248	78	11	337	62	1912	478	2452	4594
Apprch %	57.5	27.9	14.7		0.5	82.8	16.7		73.6	23.1	3.3		2.5	78	19.5		
Total %	4.3	2.1	1.1	7.4	0.2	26.4	5.3	31.9	5.4	1.7	0.2	7.3	1.3	41.6	10.4	53.4	
Passenger Vehicles	64	83	26	173	7	1033	59	1099	228	57	11	296	27	1718	474	2219	3787
% Passenger Vehicles	32.7	87.4	52	50.7	87.5	85.2	24.2	75.1	91.9	73.1	100	87.8	43.5	89.9	99.2	90.5	82.4
Bobtail Trucks	81	4	12	97	0	80	51	131	6	6	0	12	24	62	0	86	326
% Bobtail Trucks	41.3	4.2	24	28.4	0	6.6	20.9	8.9	2.4	7.7	0	3.6	38.7	3.2	0	3.5	7.1
Chasis Only Trucks	9	0	0	9	0	3	20	23	2	1	0	3	0	6	1	7	42
% Chasis Only Trucks	4.6	0	0	2.6	0	0.2	8.2	1.6	0.8	1.3	0	0.9	0	0.3	0.2	0.3	0.9
Container Trucks	27	6	7	40	0	56	94	150	10	12	0	22	6	80	3	89	301
% Container Trucks	13.8	6.3	14	11.7	0	4.6	38.5	10.2	4	15.4	0	6.5	9.7	4.2	0.6	3.6	6.6
Other Trucks	15	2	5	22	1	40	20	61	2	2	0	4	5	46	0	51	138
% Other Trucks	7.7	2.1	10	6.5	12.5	3.3	8.2	4.2	0.8	2.6	0	1.2	8.1	2.4	0	2.1	3

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	27	10	7	44	2	208	38	248	39	12	2	53	7	247	52	306	651
04:30 PM	24	22	8	54	2	168	41	211	38	23	3	64	11	226	57	294	623
04:45 PM	26	11	7	44	0	170	37	207	37	9	1	47	12	258	78	348	646
05:00 PM	32	21	6	59	1	161	30	192	33	11	0	44	8	293	95	396	691
Total Volume	109	64	28	201	5	707	146	858	147	55	6	208	38	1024	282	1344	2611
% App. Total	54.2	31.8	13.9		0.6	82.4	17		70.7	26.4	2.9		2.8	76.2	21		
PHF	.852	.727	.875	.852	.625	.850	.890	.865	.942	.598	.500	.813	.792	.874	.742	.848	.945

City of Long Beach
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 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	27	10	7	44	2	185	41	228	39	12	2	53	11	226	57	294
+15 mins.	24	22	8	54	2	208	38	248	38	23	3	64	12	258	78	348
+30 mins.	26	11	7	44	2	168	41	211	37	9	1	47	8	293	95	396
+45 mins.	32	21	6	59	0	170	37	207	33	11	0	44	5	256	54	315
Total Volume	109	64	28	201	6	731	157	894	147	55	6	208	36	1033	284	1353
% App. Total	54.2	31.8	13.9		0.7	81.8	17.6		70.7	26.4	2.9		2.7	76.3	21	
PHF	.852	.727	.875	.852	.750	.879	.957	.901	.942	.598	.500	.813	.750	.881	.747	.854

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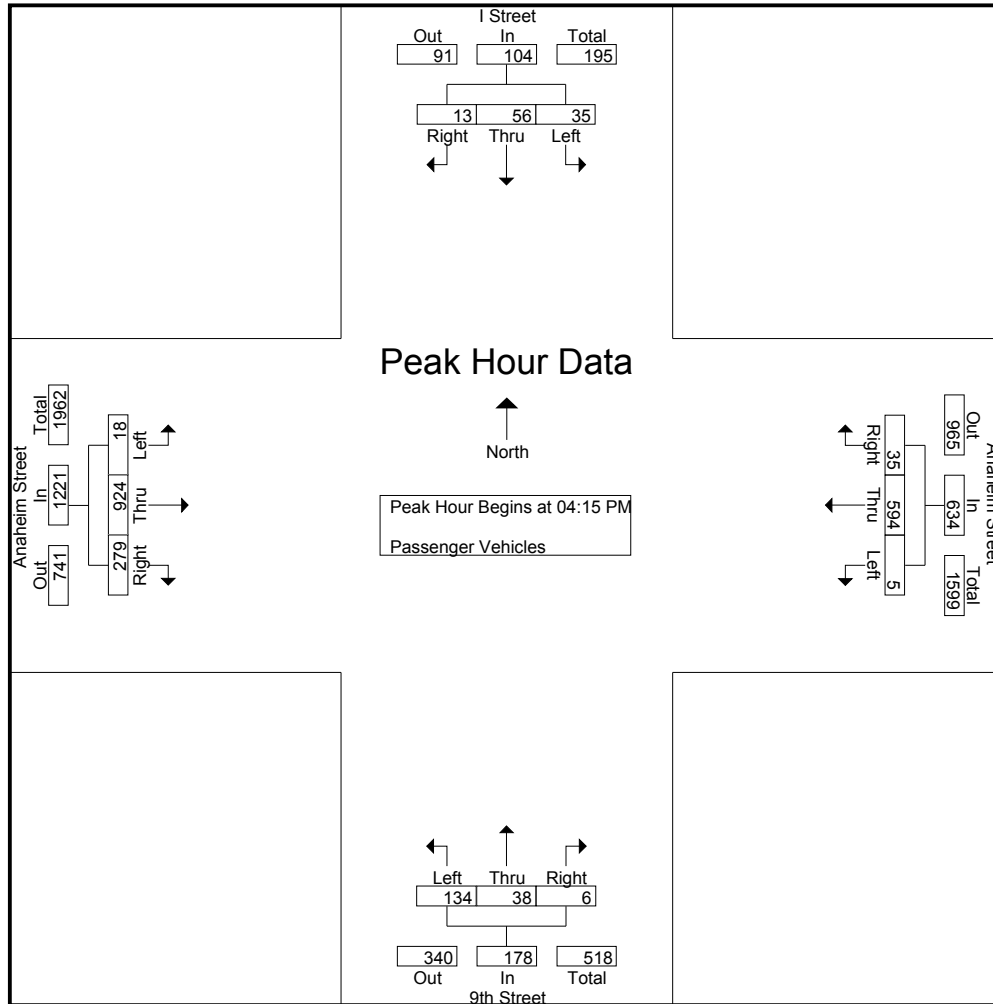
Groups Printed- Passenger Vehicles

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	8	7	23	2	152	11	165	25	6	2	33	3	208	49	260	481
04:15 PM	6	9	5	20	2	168	5	175	36	7	2	45	2	211	50	263	503
04:30 PM	9	21	2	32	2	138	10	150	35	16	3	54	3	209	56	268	504
04:45 PM	6	9	5	20	0	144	9	153	34	4	1	39	9	232	78	319	531
Total	29	47	19	95	6	602	35	643	130	33	8	171	17	860	233	1110	2019
05:00 PM	14	17	1	32	1	144	11	156	29	11	0	40	4	272	95	371	599
05:15 PM	6	4	2	12	0	98	6	104	24	5	1	30	2	226	54	282	428
05:30 PM	10	9	3	22	0	114	5	119	22	5	0	27	2	201	53	256	424
05:45 PM	5	6	1	12	0	75	2	77	23	3	2	28	2	159	39	200	317
Total	35	36	7	78	1	431	24	456	98	24	3	125	10	858	241	1109	1768
Grand Total	64	83	26	173	7	1033	59	1099	228	57	11	296	27	1718	474	2219	3787
Apprch %	37	48	15		0.6	94	5.4		77	19.3	3.7		1.2	77.4	21.4		
Total %	1.7	2.2	0.7	4.6	0.2	27.3	1.6	29	6	1.5	0.3	7.8	0.7	45.4	12.5	58.6	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	6	9	5	20	2	168	5	175	36	7	2	45	2	211	50	263	503
04:30 PM	9	21	2	32	2	138	10	150	35	16	3	54	3	209	56	268	504
04:45 PM	6	9	5	20	0	144	9	153	34	4	1	39	9	232	78	319	531
05:00 PM	14	17	1	32	1	144	11	156	29	11	0	40	4	272	95	371	599
Total Volume	35	56	13	104	5	594	35	634	134	38	6	178	18	924	279	1221	2137
% App. Total	33.7	53.8	12.5		0.8	93.7	5.5		75.3	21.3	3.4		1.5	75.7	22.9		
PHF	.625	.667	.650	.813	.625	.884	.795	.906	.931	.594	.500	.824	.500	.849	.734	.823	.892

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	6	9	5	20	2	168	5	175	36	7	2	45	2	211	50	263
+15 mins.	9	21	2	32	2	138	10	150	35	16	3	54	3	209	56	268
+30 mins.	6	9	5	20	0	144	9	153	34	4	1	39	9	232	78	319
+45 mins.	14	17	1	32	1	144	11	156	29	11	0	40	4	272	95	371
Total Volume	35	56	13	104	5	594	35	634	134	38	6	178	18	924	279	1221
% App. Total	33.7	53.8	12.5		0.8	93.7	5.5		75.3	21.3	3.4		1.5	75.7	22.9	
PHF	.625	.667	.650	.813	.625	.884	.795	.906	.931	.594	.500	.824	.500	.849	.734	.823

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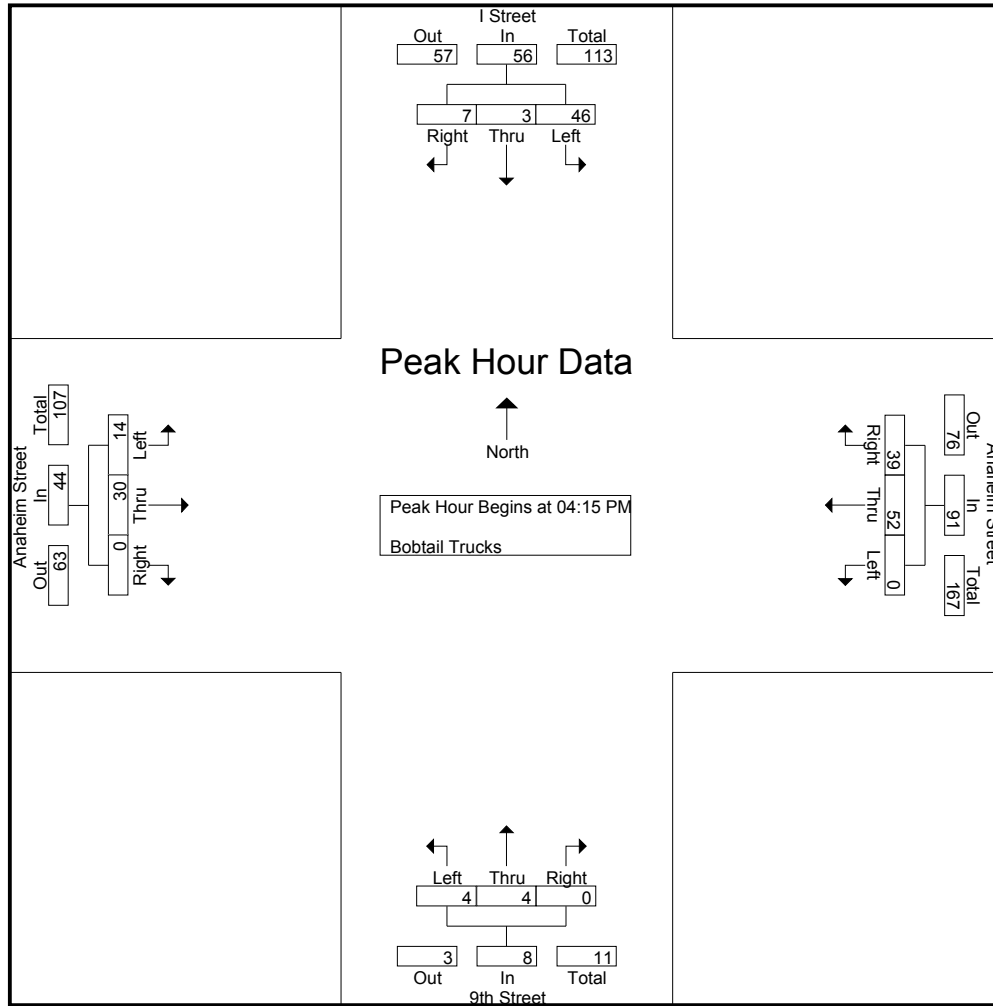
Groups Printed- Bobtail Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	1	2	11	0	16	8	24	1	2	0	3	2	12	0	14	52
04:15 PM	11	0	0	11	0	23	15	38	0	3	0	3	4	10	0	14	66
04:30 PM	9	1	4	14	0	11	9	20	3	1	0	4	6	6	0	12	50
04:45 PM	13	0	2	15	0	12	8	20	1	0	0	1	1	8	0	9	45
Total	41	2	8	51	0	62	40	102	5	6	0	11	13	36	0	49	213
05:00 PM	13	2	1	16	0	6	7	13	0	0	0	0	3	6	0	9	38
05:15 PM	14	0	1	15	0	4	2	6	0	0	0	0	3	12	0	15	36
05:30 PM	7	0	2	9	0	1	2	3	0	0	0	0	3	5	0	8	20
05:45 PM	6	0	0	6	0	7	0	7	1	0	0	1	2	3	0	5	19
Total	40	2	4	46	0	18	11	29	1	0	0	1	11	26	0	37	113
Grand Total	81	4	12	97	0	80	51	131	6	6	0	12	24	62	0	86	326
Apprch %	83.5	4.1	12.4		0	61.1	38.9		50	50	0		27.9	72.1	0		
Total %	24.8	1.2	3.7	29.8	0	24.5	15.6	40.2	1.8	1.8	0	3.7	7.4	19	0	26.4	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	11	0	0	11	0	23	15	38	0	3	0	3	4	10	0	14	66
04:30 PM	9	1	4	14	0	11	9	20	3	1	0	4	6	6	0	12	50
04:45 PM	13	0	2	15	0	12	8	20	1	0	0	1	1	8	0	9	45
05:00 PM	13	2	1	16	0	6	7	13	0	0	0	0	3	6	0	9	38
Total Volume	46	3	7	56	0	52	39	91	4	4	0	8	14	30	0	44	199
% App. Total	82.1	5.4	12.5		0	57.1	42.9		50	50	0		31.8	68.2	0		
PHF	.885	.375	.438	.875	.000	.565	.650	.599	.333	.333	.000	.500	.583	.750	.000	.786	.754

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	11	0	0	11	0	23	15	38	0	3	0	3	4	10	0	14
+15 mins.	9	1	4	14	0	11	9	20	3	1	0	4	6	6	0	12
+30 mins.	13	0	2	15	0	12	8	20	1	0	0	1	1	8	0	9
+45 mins.	13	2	1	16	0	6	7	13	0	0	0	0	3	6	0	9
Total Volume	46	3	7	56	0	52	39	91	4	4	0	8	14	30	0	44
% App. Total	82.1	5.4	12.5		0	57.1	42.9		50	50	0		31.8	68.2	0	
PHF	.885	.375	.438	.875	.000	.565	.650	.599	.333	.333	.000	.500	.583	.750	.000	.786

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

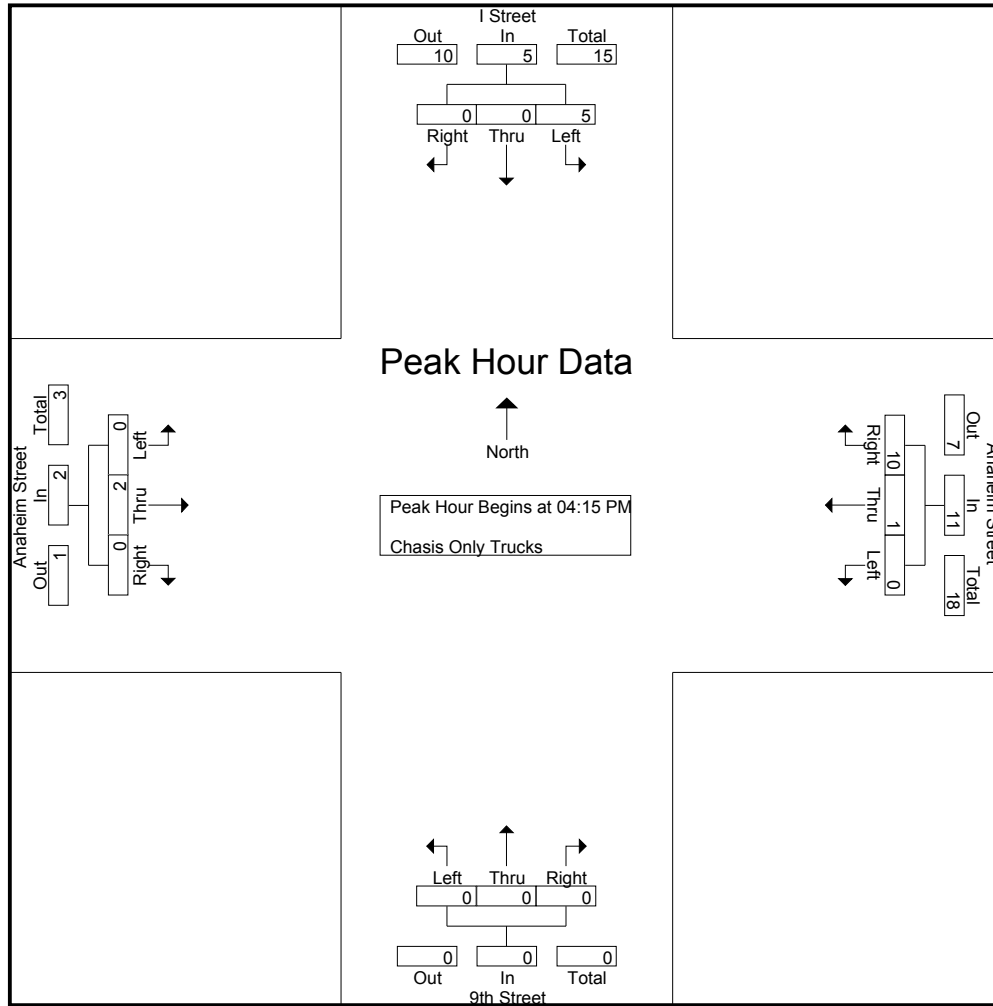
Groups Printed- Chasis Only Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	0	2	0	2	1	3	0	1	0	1	0	0	1	1	7
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
04:30 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6
Total	5	0	0	5	0	3	8	11	0	1	0	1	0	2	1	3	20
05:00 PM	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0	5
05:15 PM	2	0	0	2	0	0	2	2	1	0	0	1	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	5	5	1	0	0	1	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0	4	6
Total	4	0	0	4	0	0	12	12	2	0	0	2	0	4	0	4	22
Grand Total	9	0	0	9	0	3	20	23	2	1	0	3	0	6	1	7	42
Apprch %	100	0	0		0	13	87		66.7	33.3	0		0	85.7	14.3		
Total %	21.4	0	0	21.4	0	7.1	47.6	54.8	4.8	2.4	0	7.1	0	14.3	2.4	16.7	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
04:30 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6
05:00 PM	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0	5
Total Volume	5	0	0	5	0	1	10	11	0	0	0	0	0	2	0	2	18
% App. Total	100	0	0		0	9.1	90.9		0	0	0		0	100	0		
PHF	.625	.000	.000	.625	.000	.250	.417	.458	.000	.000	.000	.000	.000	.250	.000	.250	.750

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	0	1	10	11	0	0	0	0	0	2	0	2
% App. Total	100	0	0		0	9.1	90.9		0	0	0		0	100	0	
PHF	.625	.000	.000	.625	.000	.250	.417	.458	.000	.000	.000	.000	.000	.250	.000	.250

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

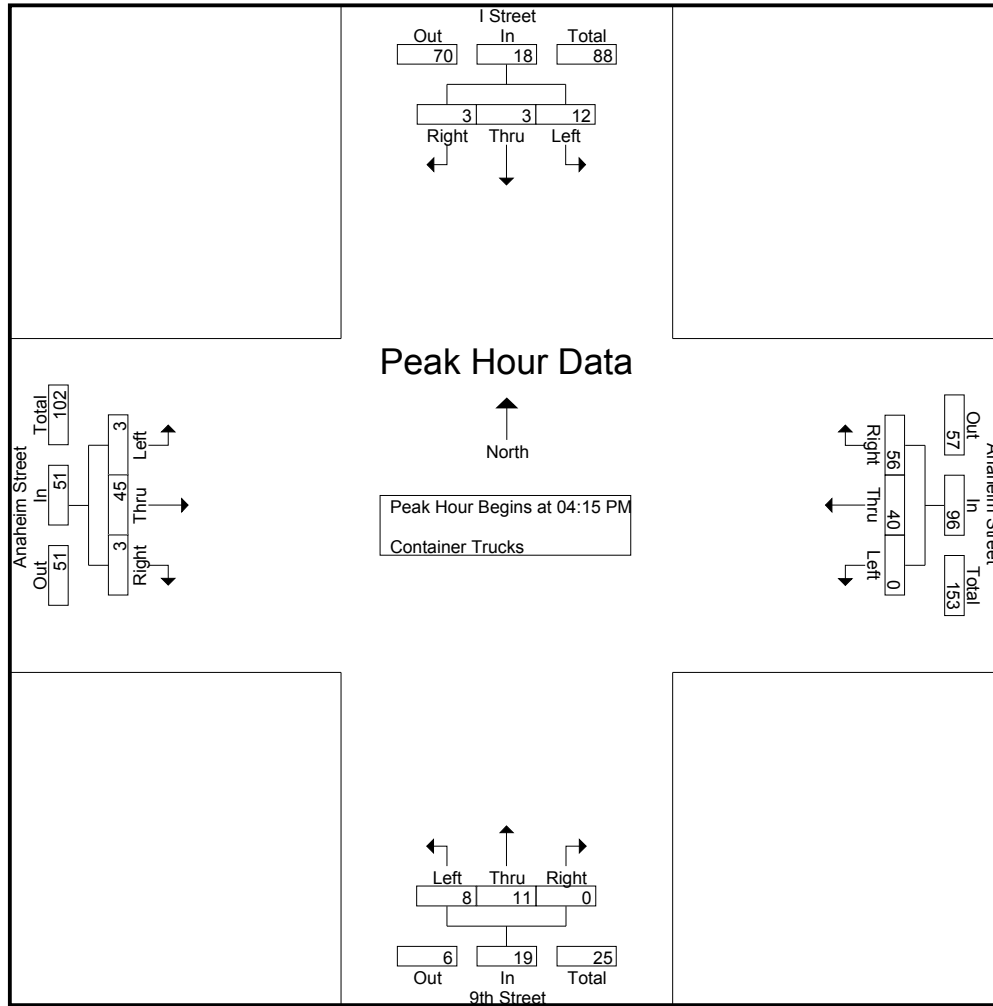
Groups Printed- Container Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	1	1	7	0	4	14	18	0	1	0	1	3	9	0	12	38
04:15 PM	3	0	0	3	0	11	17	28	3	1	0	4	1	16	2	19	54
04:30 PM	4	0	0	4	0	10	16	26	0	5	0	5	2	9	1	12	47
04:45 PM	5	1	0	6	0	9	14	23	2	5	0	7	0	11	0	11	47
Total	17	2	1	20	0	34	61	95	5	12	0	17	6	45	3	54	186
05:00 PM	0	2	3	5	0	10	9	19	3	0	0	3	0	9	0	9	36
05:15 PM	4	2	0	6	0	6	9	15	2	0	0	2	0	13	0	13	36
05:30 PM	4	0	3	7	0	4	7	11	0	0	0	0	0	5	0	5	23
05:45 PM	2	0	0	2	0	2	8	10	0	0	0	0	0	8	0	8	20
Total	10	4	6	20	0	22	33	55	5	0	0	5	0	35	0	35	115
Grand Total	27	6	7	40	0	56	94	150	10	12	0	22	6	80	3	89	301
Apprch %	67.5	15	17.5		0	37.3	62.7		45.5	54.5	0		6.7	89.9	3.4		
Total %	9	2	2.3	13.3	0	18.6	31.2	49.8	3.3	4	0	7.3	2	26.6	1	29.6	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	0	0	3	0	11	17	28	3	1	0	4	1	16	2	19	54
04:30 PM	4	0	0	4	0	10	16	26	0	5	0	5	2	9	1	12	47
04:45 PM	5	1	0	6	0	9	14	23	2	5	0	7	0	11	0	11	47
05:00 PM	0	2	3	5	0	10	9	19	3	0	0	3	0	9	0	9	36
Total Volume	12	3	3	18	0	40	56	96	8	11	0	19	3	45	3	51	184
% App. Total	66.7	16.7	16.7		0	41.7	58.3		42.1	57.9	0		5.9	88.2	5.9		
PHF	.600	.375	.250	.750	.000	.909	.824	.857	.667	.550	.000	.679	.375	.703	.375	.671	.852

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	3	0	0	3	0	11	17	28	3	1	0	4	1	16	2	19
+15 mins.	4	0	0	4	0	10	16	26	0	5	0	5	2	9	1	12
+30 mins.	5	1	0	6	0	9	14	23	2	5	0	7	0	11	0	11
+45 mins.	0	2	3	5	0	10	9	19	3	0	0	3	0	9	0	9
Total Volume	12	3	3	18	0	40	56	96	8	11	0	19	3	45	3	51
% App. Total	66.7	16.7	16.7		0	41.7	58.3		42.1	57.9	0		5.9	88.2	5.9	
PHF	.600	.375	.250	.750	.000	.909	.824	.857	.667	.550	.000	.679	.375	.703	.375	.671

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

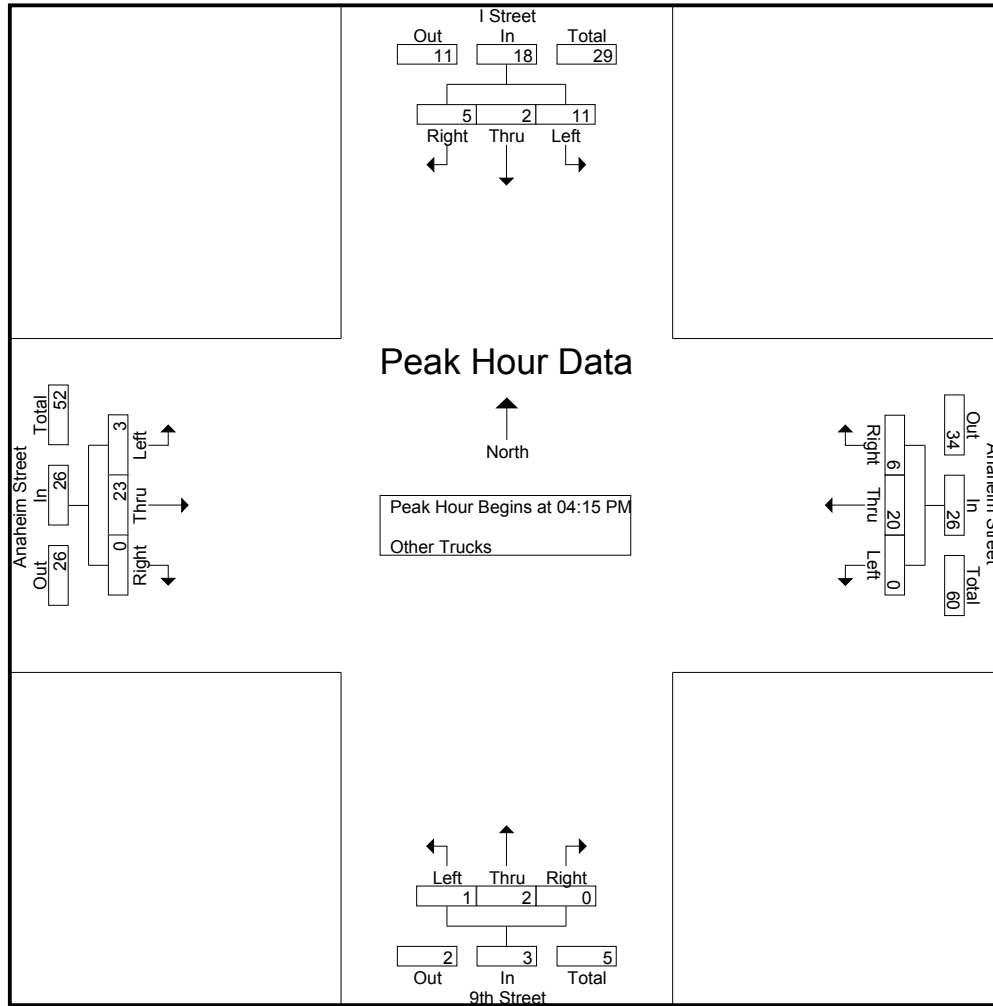
Groups Printed- Other Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	0	3	0	11	7	18	1	0	0	1	0	12	0	12	34
04:15 PM	5	1	2	8	0	6	1	7	0	1	0	1	0	8	0	8	24
04:30 PM	1	0	2	3	0	8	5	13	0	1	0	1	0	2	0	2	19
04:45 PM	2	1	0	3	0	5	0	5	0	0	0	0	2	7	0	9	17
Total	11	2	4	17	0	30	13	43	1	2	0	3	2	29	0	31	94
05:00 PM	3	0	1	4	0	1	0	1	1	0	0	1	1	6	0	7	13
05:15 PM	0	0	0	0	1	3	3	7	0	0	0	0	0	5	0	5	12
05:30 PM	1	0	0	1	0	4	2	6	0	0	0	0	0	4	0	4	11
05:45 PM	0	0	0	0	0	2	2	4	0	0	0	0	2	2	0	4	8
Total	4	0	1	5	1	10	7	18	1	0	0	1	3	17	0	20	44
Grand Total	15	2	5	22	1	40	20	61	2	2	0	4	5	46	0	51	138
Apprch %	68.2	9.1	22.7		1.6	65.6	32.8		50	50	0		9.8	90.2	0		
Total %	10.9	1.4	3.6	15.9	0.7	29	14.5	44.2	1.4	1.4	0	2.9	3.6	33.3	0	37	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	1	2	8	0	6	1	7	0	1	0	1	0	8	0	8	24
04:30 PM	1	0	2	3	0	8	5	13	0	1	0	1	0	2	0	2	19
04:45 PM	2	1	0	3	0	5	0	5	0	0	0	0	2	7	0	9	17
05:00 PM	3	0	1	4	0	1	0	1	1	0	0	1	1	6	0	7	13
Total Volume	11	2	5	18	0	20	6	26	1	2	0	3	3	23	0	26	73
% App. Total	61.1	11.1	27.8		0	76.9	23.1		33.3	66.7	0		11.5	88.5	0		
PHF	.550	.500	.625	.563	.000	.625	.300	.500	.250	.500	.000	.750	.375	.719	.000	.722	.760

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	5	1	2	8	0	6	1	7	0	1	0	1	0	8	0	8
+15 mins.	1	0	2	3	0	8	5	13	0	1	0	1	0	2	0	2
+30 mins.	2	1	0	3	0	5	0	5	0	0	0	0	2	7	0	9
+45 mins.	3	0	1	4	0	1	0	1	1	0	0	1	1	6	0	7
Total Volume	11	2	5	18	0	20	6	26	1	2	0	3	3	23	0	26
% App. Total	61.1	11.1	27.8		0	76.9	23.1		33.3	66.7	0		11.5	88.5	0	
PHF	.550	.500	.625	.563	.000	.625	.300	.500	.250	.500	.000	.750	.375	.719	.000	.722

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

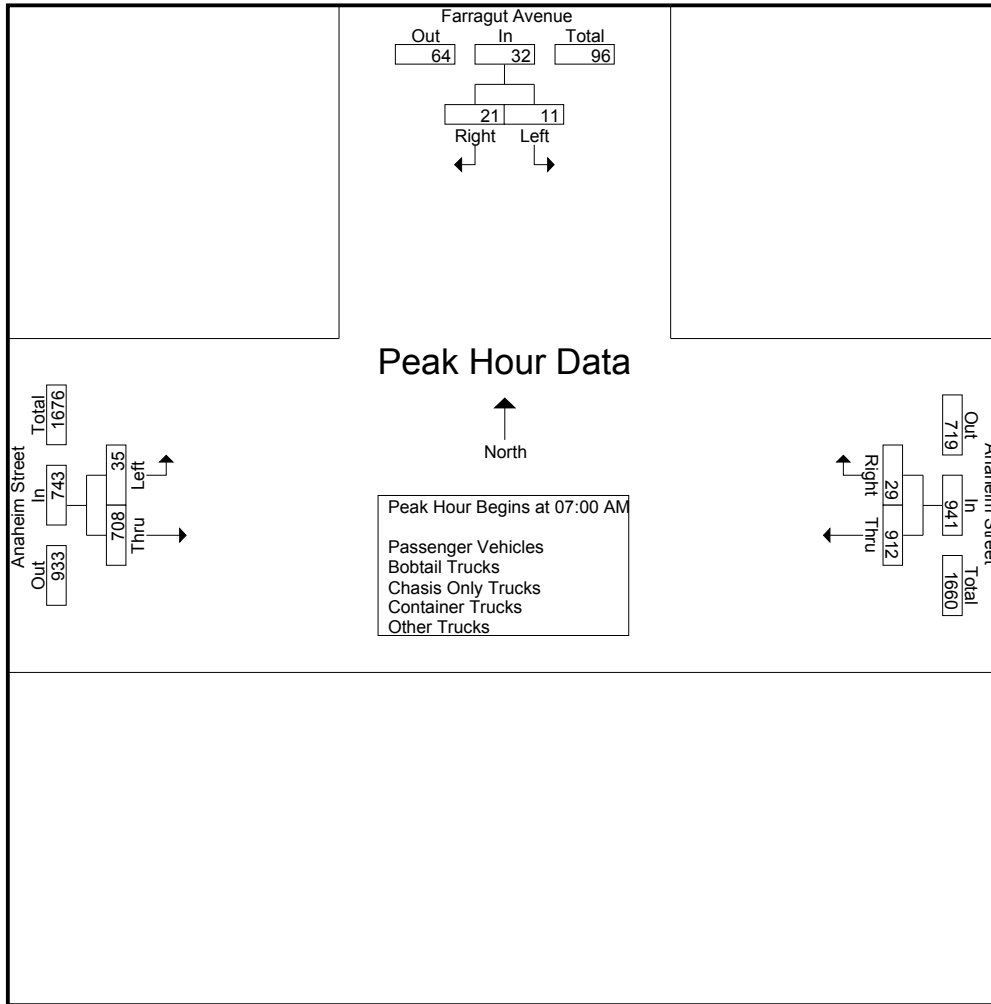
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	6	2	8	191	9	200	12	176	188	396
07:15 AM	2	4	6	225	7	232	11	209	220	458
07:30 AM	1	8	9	236	7	243	6	169	175	427
07:45 AM	2	7	9	260	6	266	6	154	160	435
Total	11	21	32	912	29	941	35	708	743	1716
08:00 AM	3	3	6	208	7	215	7	144	151	372
08:15 AM	2	7	9	202	5	207	7	150	157	373
08:30 AM	2	5	7	197	11	208	2	177	179	394
08:45 AM	3	5	8	176	6	182	4	133	137	327
Total	10	20	30	783	29	812	20	604	624	1466
Grand Total	21	41	62	1695	58	1753	55	1312	1367	3182
Apprch %	33.9	66.1		96.7	3.3		4	96		
Total %	0.7	1.3	1.9	53.3	1.8	55.1	1.7	41.2	43	
Passenger Vehicles	17	36	53	1526	44	1570	45	1007	1052	2675
% Passenger Vehicles	81	87.8	85.5	90	75.9	89.6	81.8	76.8	77	84.1
Bobtail Trucks	2	0	2	41	2	43	2	88	90	135
% Bobtail Trucks	9.5	0	3.2	2.4	3.4	2.5	3.6	6.7	6.6	4.2
Chasis Only Trucks	0	1	1	14	2	16	0	10	10	27
% Chasis Only Trucks	0	2.4	1.6	0.8	3.4	0.9	0	0.8	0.7	0.8
Container Trucks	0	2	2	28	8	36	4	139	143	181
% Container Trucks	0	4.9	3.2	1.7	13.8	2.1	7.3	10.6	10.5	5.7
Other Trucks	2	2	4	86	2	88	4	68	72	164
% Other Trucks	9.5	4.9	6.5	5.1	3.4	5	7.3	5.2	5.3	5.2

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	6	2	8	191	9	200	12	176	188	396
07:15 AM	2	4	6	225	7	232	11	209	220	458
07:30 AM	1	8	9	236	7	243	6	169	175	427
07:45 AM	2	7	9	260	6	266	6	154	160	435
Total Volume	11	21	32	912	29	941	35	708	743	1716
% App. Total	34.4	65.6		96.9	3.1		4.7	95.3		
PHF	.458	.656	.889	.877	.806	.884	.729	.847	.844	.937

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:00 AM		
+0 mins.	1	8	9	225	7	232	12	176	188
+15 mins.	2	7	9	236	7	243	11	209	220
+30 mins.	3	3	6	260	6	266	6	169	175
+45 mins.	2	7	9	208	7	215	6	154	160
Total Volume	8	25	33	929	27	956	35	708	743
% App. Total	24.2	75.8		97.2	2.8		4.7	95.3	
PHF	.667	.781	.917	.893	.964	.898	.729	.847	.844

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	6	2	8	174	9	183	9	151	160	351
07:15 AM	1	4	5	210	7	217	9	178	187	409
07:30 AM	0	7	7	217	3	220	6	126	132	359
07:45 AM	2	7	9	236	6	242	5	118	123	374
Total	9	20	29	837	25	862	29	573	602	1493
08:00 AM	3	3	6	187	5	192	6	108	114	312
08:15 AM	2	4	6	183	2	185	5	112	117	308
08:30 AM	1	4	5	164	7	171	1	126	127	303
08:45 AM	2	5	7	155	5	160	4	88	92	259
Total	8	16	24	689	19	708	16	434	450	1182
Grand Total	17	36	53	1526	44	1570	45	1007	1052	2675
Apprch %	32.1	67.9		97.2	2.8		4.3	95.7		
Total %	0.6	1.3	2	57	1.6	58.7	1.7	37.6	39.3	

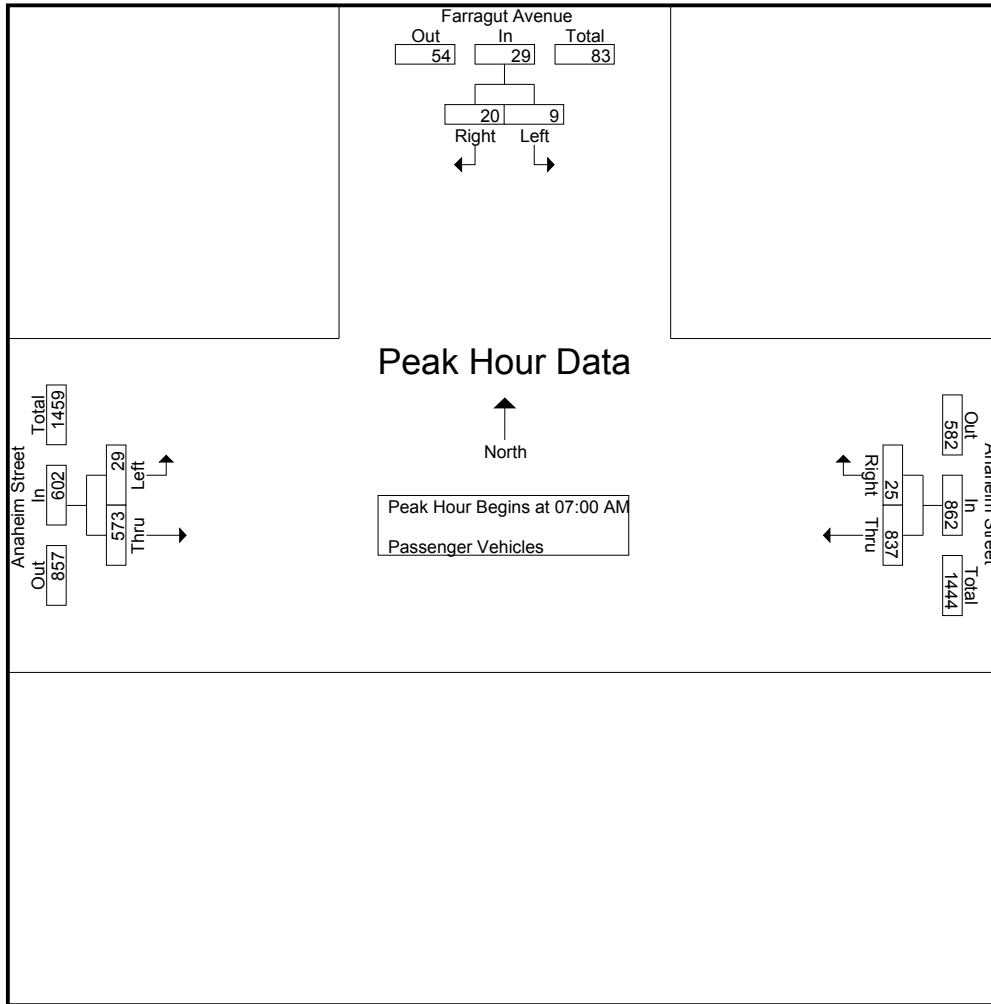
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	6	2	8	174	9	183	9	151	160	351
07:15 AM	1	4	5	210	7	217	9	178	187	409
07:30 AM	0	7	7	217	3	220	6	126	132	359
07:45 AM	2	7	9	236	6	242	5	118	123	374
Total Volume	9	20	29	837	25	862	29	573	602	1493
% App. Total	31	69		97.1	2.9		4.8	95.2		
PHF	.375	.714	.806	.887	.694	.890	.806	.805	.805	.913

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	6	2	8	174	9	183	9	151	160
+15 mins.	1	4	5	210	7	217	9	178	187
+30 mins.	0	7	7	217	3	220	6	126	132
+45 mins.	2	7	9	236	6	242	5	118	123
Total Volume	9	20	29	837	25	862	29	573	602
% App. Total	31	69		97.1	2.9		4.8	95.2	
PHF	.375	.714	.806	.887	.694	.890	.806	.805	.805

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

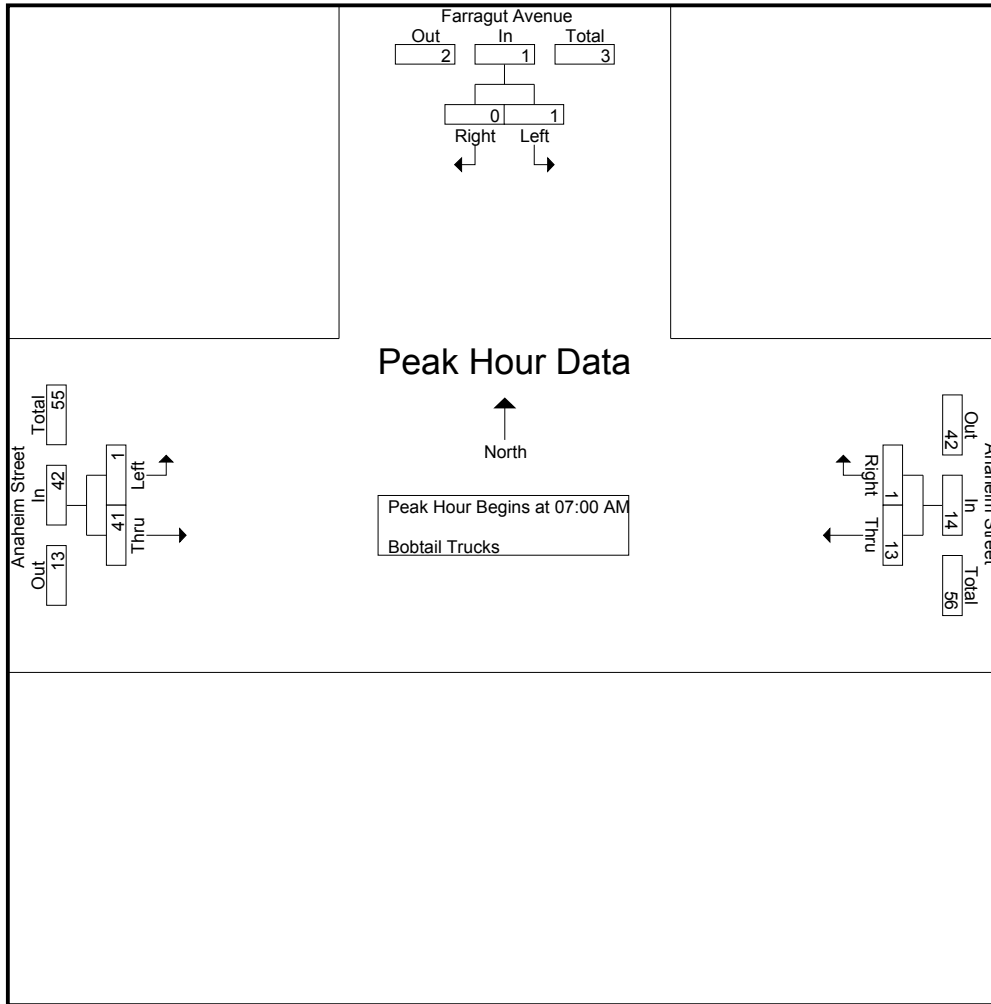
Groups Printed- Bobtail Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	6	0	6	0	4	4	10
07:15 AM	0	0	0	2	0	2	1	8	9	11
07:30 AM	1	0	1	0	1	1	0	15	15	17
07:45 AM	0	0	0	5	0	5	0	14	14	19
Total	1	0	1	13	1	14	1	41	42	57
08:00 AM	0	0	0	5	1	6	1	11	12	18
08:15 AM	0	0	0	6	0	6	0	9	9	15
08:30 AM	0	0	0	13	0	13	0	14	14	27
08:45 AM	1	0	1	4	0	4	0	13	13	18
Total	1	0	1	28	1	29	1	47	48	78
Grand Total	2	0	2	41	2	43	2	88	90	135
Apprch %	100	0		95.3	4.7		2.2	97.8		
Total %	1.5	0	1.5	30.4	1.5	31.9	1.5	65.2	66.7	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	6	0	6	0	4	4	10
07:15 AM	0	0	0	2	0	2	1	8	9	11
07:30 AM	1	0	1	0	1	1	0	15	15	17
07:45 AM	0	0	0	5	0	5	0	14	14	19
Total Volume	1	0	1	13	1	14	1	41	42	57
% App. Total	100	0		92.9	7.1		2.4	97.6		
PHF	.250	.000	.250	.542	.250	.583	.250	.683	.700	.750

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	6	0	6	0	4	4
+15 mins.	0	0	0	2	0	2	1	8	9
+30 mins.	1	0	1	0	1	1	0	15	15
+45 mins.	0	0	0	5	0	5	0	14	14
Total Volume	1	0	1	13	1	14	1	41	42
% App. Total	100	0		92.9	7.1		2.4	97.6	
PHF	.250	.000	.250	.542	.250	.583	.250	.683	.700

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

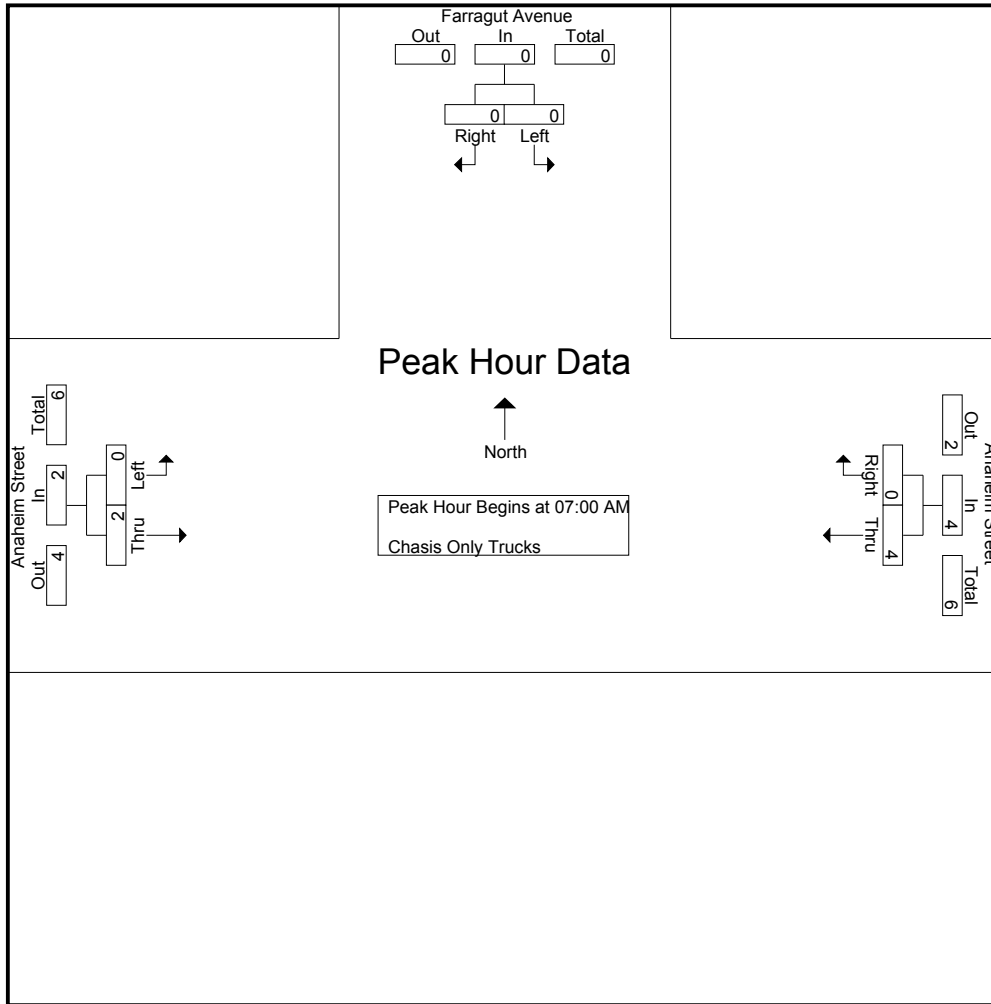
Groups Printed- Chasis Only Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	4	0	4	0	2	2	6
08:00 AM	0	0	0	3	0	3	0	2	2	5
08:15 AM	0	1	1	0	0	0	0	3	3	4
08:30 AM	0	0	0	6	2	8	0	1	1	9
08:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	1	1	10	2	12	0	8	8	21
Grand Total	0	1	1	14	2	16	0	10	10	27
Apprch %	0	100		87.5	12.5		0	100		
Total %	0	3.7	3.7	51.9	7.4	59.3	0	37	37	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	4	0	4	0	2	2	6
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.333	.000	.333	.000	.500	.500	.500

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	3	0	3	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	4	0	4	0	2	2
% App. Total	0	0	0	100	0	100	0	100	0
PHF	.000	.000	.000	.333	.000	.333	.000	.500	.500

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

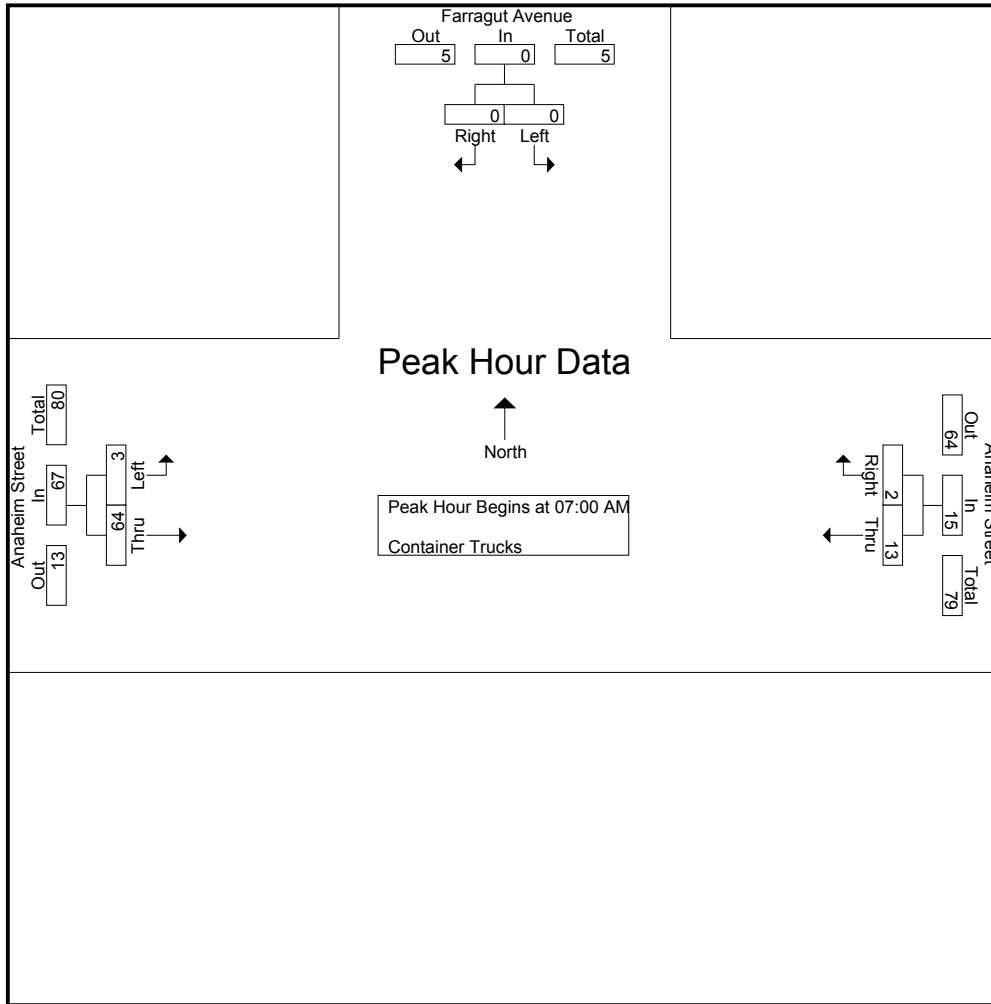
Groups Printed- Container Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	2	0	2	2	15	17	19
07:15 AM	0	0	0	1	0	1	1	16	17	18
07:30 AM	0	0	0	2	2	4	0	21	21	25
07:45 AM	0	0	0	8	0	8	0	12	12	20
Total	0	0	0	13	2	15	3	64	67	82
08:00 AM	0	0	0	1	1	2	0	16	16	18
08:15 AM	0	1	1	5	3	8	0	21	21	30
08:30 AM	0	1	1	4	1	5	1	21	22	28
08:45 AM	0	0	0	5	1	6	0	17	17	23
Total	0	2	2	15	6	21	1	75	76	99
Grand Total	0	2	2	28	8	36	4	139	143	181
Apprch %	0	100		77.8	22.2		2.8	97.2		
Total %	0	1.1	1.1	15.5	4.4	19.9	2.2	76.8	79	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	2	0	2	2	15	17	19
07:15 AM	0	0	0	1	0	1	1	16	17	18
07:30 AM	0	0	0	2	2	4	0	21	21	25
07:45 AM	0	0	0	8	0	8	0	12	12	20
Total Volume	0	0	0	13	2	15	3	64	67	82
% App. Total	0	0		86.7	13.3		4.5	95.5		
PHF	.000	.000	.000	.406	.250	.469	.375	.762	.798	.820

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	2	0	2	2	15	17
+15 mins.	0	0	0	1	0	1	1	16	17
+30 mins.	0	0	0	2	2	4	0	21	21
+45 mins.	0	0	0	8	0	8	0	12	12
Total Volume	0	0	0	13	2	15	3	64	67
% App. Total	0	0	0	86.7	13.3		4.5	95.5	
PHF	.000	.000	.000	.406	.250	.469	.375	.762	.798

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

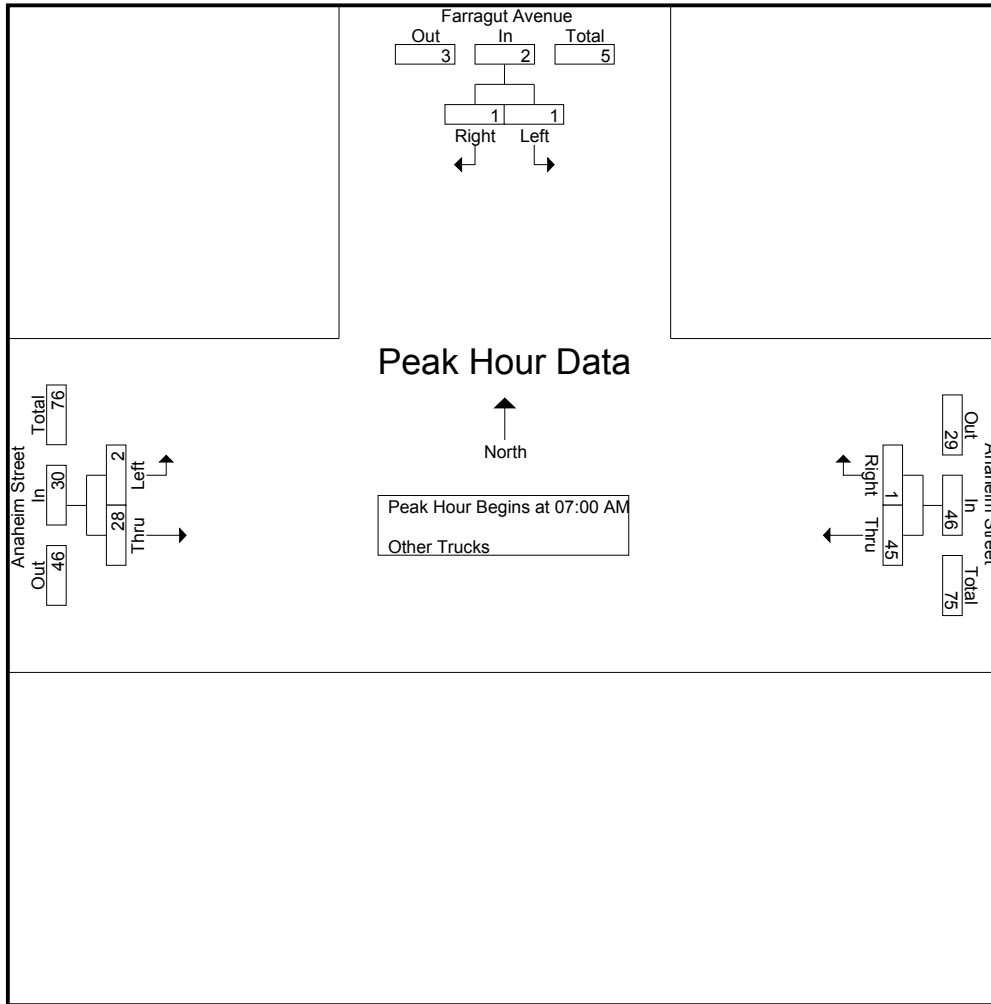
Groups Printed- Other Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	9	0	9	1	5	6	15
07:15 AM	1	0	1	11	0	11	0	7	7	19
07:30 AM	0	1	1	14	1	15	0	7	7	23
07:45 AM	0	0	0	11	0	11	1	9	10	21
Total	1	1	2	45	1	46	2	28	30	78
08:00 AM	0	0	0	12	0	12	0	7	7	19
08:15 AM	0	1	1	8	0	8	2	5	7	16
08:30 AM	1	0	1	10	1	11	0	15	15	27
08:45 AM	0	0	0	11	0	11	0	13	13	24
Total	1	1	2	41	1	42	2	40	42	86
Grand Total	2	2	4	86	2	88	4	68	72	164
Apprch %	50	50		97.7	2.3		5.6	94.4		
Total %	1.2	1.2	2.4	52.4	1.2	53.7	2.4	41.5	43.9	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	9	0	9	1	5	6	15
07:15 AM	1	0	1	11	0	11	0	7	7	19
07:30 AM	0	1	1	14	1	15	0	7	7	23
07:45 AM	0	0	0	11	0	11	1	9	10	21
Total Volume	1	1	2	45	1	46	2	28	30	78
% App. Total	50	50		97.8	2.2		6.7	93.3		
PHF	.250	.250	.500	.804	.250	.767	.500	.778	.750	.848

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	9	0	9	1	5	6
+15 mins.	1	0	1	11	0	11	0	7	7
+30 mins.	0	1	1	14	1	15	0	7	7
+45 mins.	0	0	0	11	0	11	1	9	10
Total Volume	1	1	2	45	1	46	2	28	30
% App. Total	50	50		97.8	2.2		6.7	93.3	
PHF	.250	.250	.500	.804	.250	.767	.500	.778	.750

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

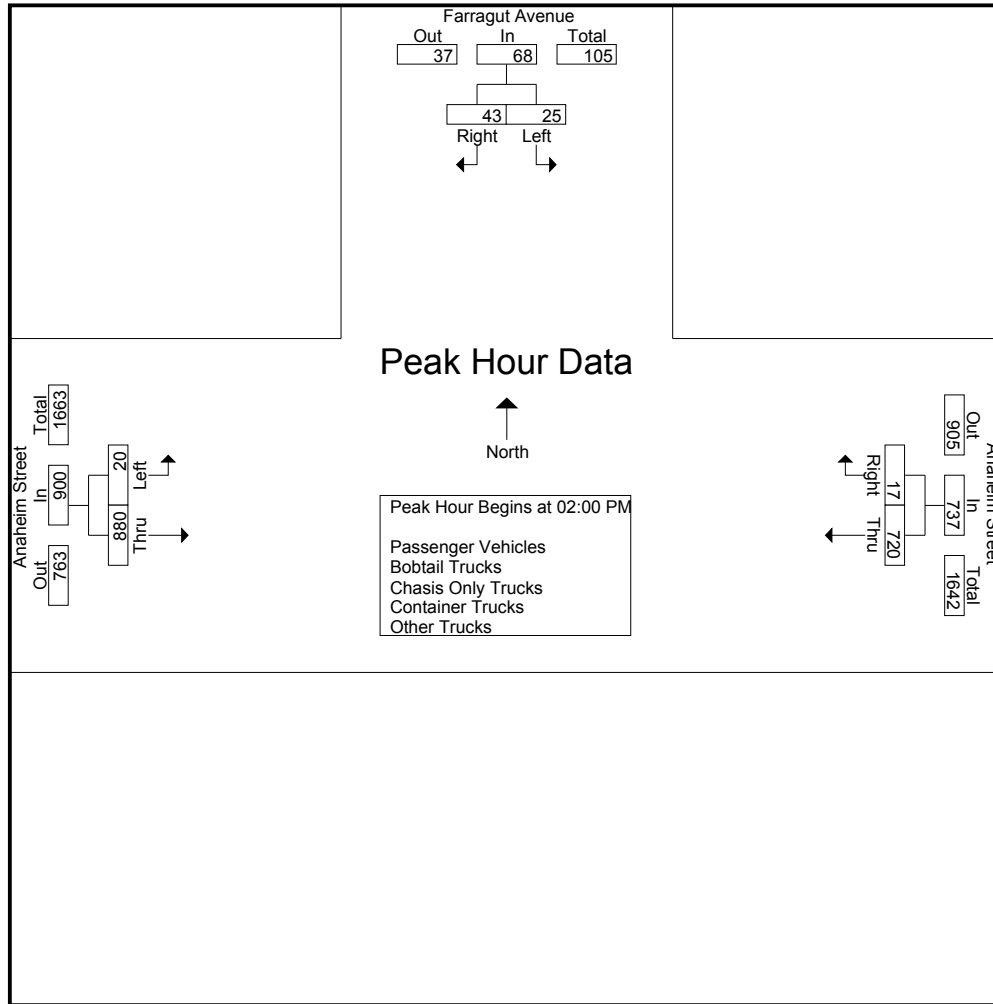
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	7	5	12	170	7	177	9	209	218	407
01:15 PM	5	3	8	182	5	187	4	177	181	376
01:30 PM	4	9	13	157	4	161	2	206	208	382
01:45 PM	2	14	16	159	3	162	3	210	213	391
Total	18	31	49	668	19	687	18	802	820	1556
02:00 PM	5	10	15	157	4	161	0	213	213	389
02:15 PM	2	9	11	195	3	198	6	221	227	436
02:30 PM	10	14	24	196	6	202	5	220	225	451
02:45 PM	8	10	18	172	4	176	9	226	235	429
Total	25	43	68	720	17	737	20	880	900	1705
Grand Total	43	74	117	1388	36	1424	38	1682	1720	3261
Apprch %	36.8	63.2		97.5	2.5		2.2	97.8		
Total %	1.3	2.3	3.6	42.6	1.1	43.7	1.2	51.6	52.7	
Passenger Vehicles	35	58	93	1132	19	1151	30	1379	1409	2653
% Passenger Vehicles	81.4	78.4	79.5	81.6	52.8	80.8	78.9	82	81.9	81.4
Bobtail Trucks	2	8	10	59	7	66	2	92	94	170
% Bobtail Trucks	4.7	10.8	8.5	4.3	19.4	4.6	5.3	5.5	5.5	5.2
Chasis Only Trucks	0	1	1	18	0	18	2	9	11	30
% Chasis Only Trucks	0	1.4	0.9	1.3	0	1.3	5.3	0.5	0.6	0.9
Container Trucks	2	3	5	88	7	95	2	112	114	214
% Container Trucks	4.7	4.1	4.3	6.3	19.4	6.7	5.3	6.7	6.6	6.6
Other Trucks	4	4	8	91	3	94	2	90	92	194
% Other Trucks	9.3	5.4	6.8	6.6	8.3	6.6	5.3	5.4	5.3	5.9

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	5	10	15	157	4	161	0	213	213	389
02:15 PM	2	9	11	195	3	198	6	221	227	436
02:30 PM	10	14	24	196	6	202	5	220	225	451
02:45 PM	8	10	18	172	4	176	9	226	235	429
Total Volume	25	43	68	720	17	737	20	880	900	1705
% App. Total	36.8	63.2		97.7	2.3		2.2	97.8		
PHF	.625	.768	.708	.918	.708	.912	.556	.973	.957	.945

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

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 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	5	10	15	157	4	161	0	213	213
+15 mins.	2	9	11	195	3	198	6	221	227
+30 mins.	10	14	24	196	6	202	5	220	225
+45 mins.	8	10	18	172	4	176	9	226	235
Total Volume	25	43	68	720	17	737	20	880	900
% App. Total	36.8	63.2		97.7	2.3		2.2	97.8	
PHF	.625	.768	.708	.918	.708	.912	.556	.973	.957

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
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Groups Printed- Passenger Vehicles

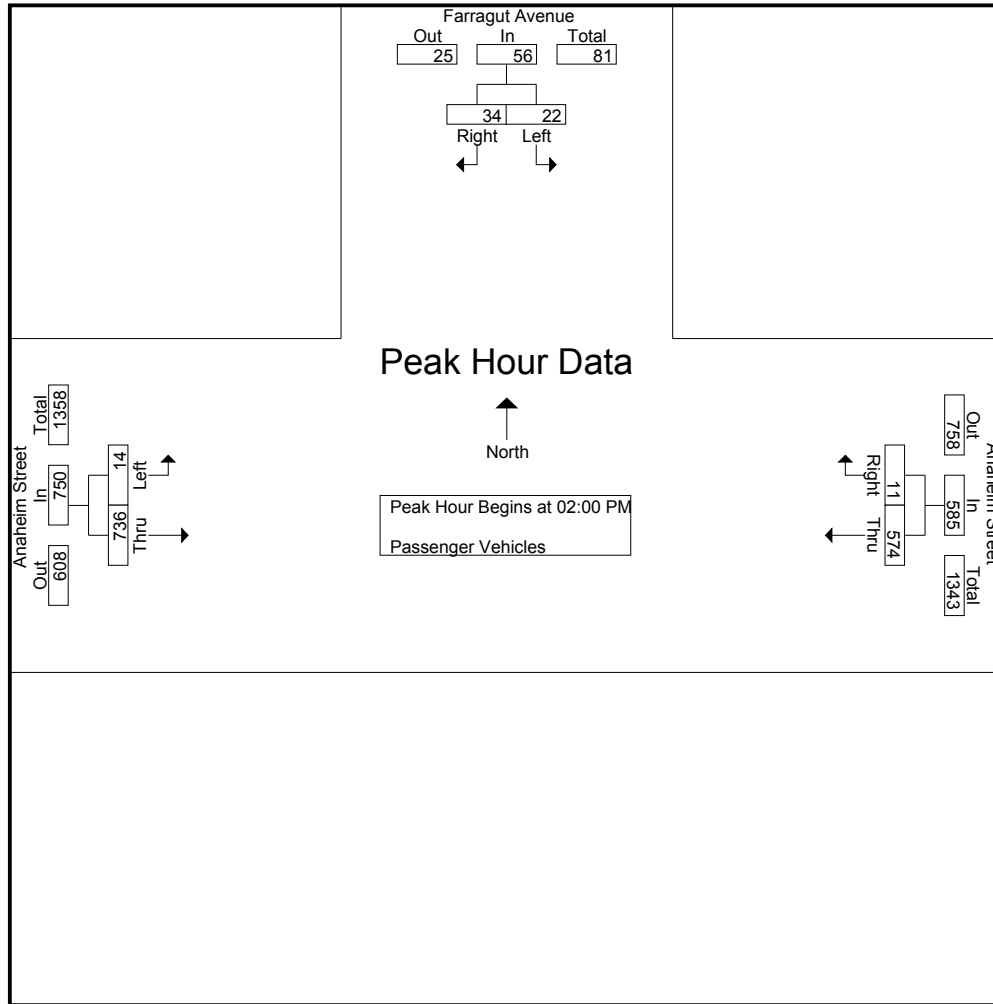
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	4	5	9	145	3	148	7	168	175	332
01:15 PM	5	2	7	146	1	147	4	154	158	312
01:30 PM	3	8	11	133	2	135	2	159	161	307
01:45 PM	1	9	10	134	2	136	3	162	165	311
Total	13	24	37	558	8	566	16	643	659	1262
02:00 PM	4	8	12	124	2	126	0	175	175	313
02:15 PM	2	8	10	152	0	152	4	186	190	352
02:30 PM	9	10	19	156	5	161	5	188	193	373
02:45 PM	7	8	15	142	4	146	5	187	192	353
Total	22	34	56	574	11	585	14	736	750	1391
Grand Total	35	58	93	1132	19	1151	30	1379	1409	2653
Apprch %	37.6	62.4		98.3	1.7		2.1	97.9		
Total %	1.3	2.2	3.5	42.7	0.7	43.4	1.1	52	53.1	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	4	8	12	124	2	126	0	175	175	313
02:15 PM	2	8	10	152	0	152	4	186	190	352
02:30 PM	9	10	19	156	5	161	5	188	193	373
02:45 PM	7	8	15	142	4	146	5	187	192	353
Total Volume	22	34	56	574	11	585	14	736	750	1391
% App. Total	39.3	60.7		98.1	1.9		1.9	98.1		
PHF	.611	.850	.737	.920	.550	.908	.700	.979	.972	.932

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

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 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	4	8	12	124	2	126	0	175	175
+15 mins.	2	8	10	152	0	152	4	186	190
+30 mins.	9	10	19	156	5	161	5	188	193
+45 mins.	7	8	15	142	4	146	5	187	192
Total Volume	22	34	56	574	11	585	14	736	750
% App. Total	39.3	60.7		98.1	1.9		1.9	98.1	
PHF	.611	.850	.737	.920	.550	.908	.700	.979	.972

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
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Groups Printed- Bobtail Trucks

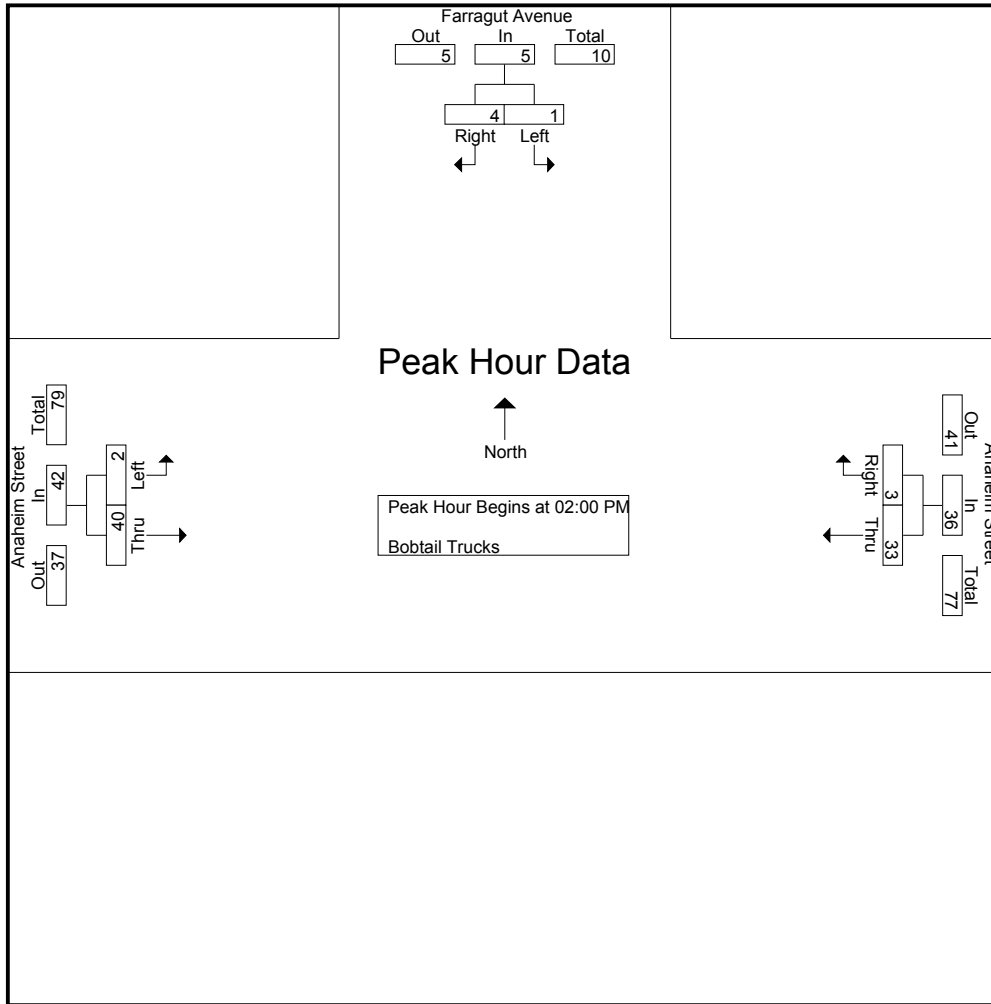
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	1	0	1	6	2	8	0	11	11	20
01:15 PM	0	0	0	3	1	4	0	9	9	13
01:30 PM	0	0	0	7	0	7	0	14	14	21
01:45 PM	0	4	4	10	1	11	0	18	18	33
Total	1	4	5	26	4	30	0	52	52	87
02:00 PM	0	0	0	4	1	5	0	10	10	15
02:15 PM	0	1	1	11	1	12	1	13	14	27
02:30 PM	0	2	2	13	1	14	0	11	11	27
02:45 PM	1	1	2	5	0	5	1	6	7	14
Total	1	4	5	33	3	36	2	40	42	83
Grand Total	2	8	10	59	7	66	2	92	94	170
Apprch %	20	80		89.4	10.6		2.1	97.9		
Total %	1.2	4.7	5.9	34.7	4.1	38.8	1.2	54.1	55.3	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	0	0	0	4	1	5	0	10	10	15
02:15 PM	0	1	1	11	1	12	1	13	14	27
02:30 PM	0	2	2	13	1	14	0	11	11	27
02:45 PM	1	1	2	5	0	5	1	6	7	14
Total Volume	1	4	5	33	3	36	2	40	42	83
% App. Total	20	80		91.7	8.3		4.8	95.2		
PHF	.250	.500	.625	.635	.750	.643	.500	.769	.750	.769

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	4	1	5	0	10	10
+15 mins.	0	1	1	11	1	12	1	13	14
+30 mins.	0	2	2	13	1	14	0	11	11
+45 mins.	1	1	2	5	0	5	1	6	7
Total Volume	1	4	5	33	3	36	2	40	42
% App. Total	20	80		91.7	8.3		4.8	95.2	
PHF	.250	.500	.625	.635	.750	.643	.500	.769	.750

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

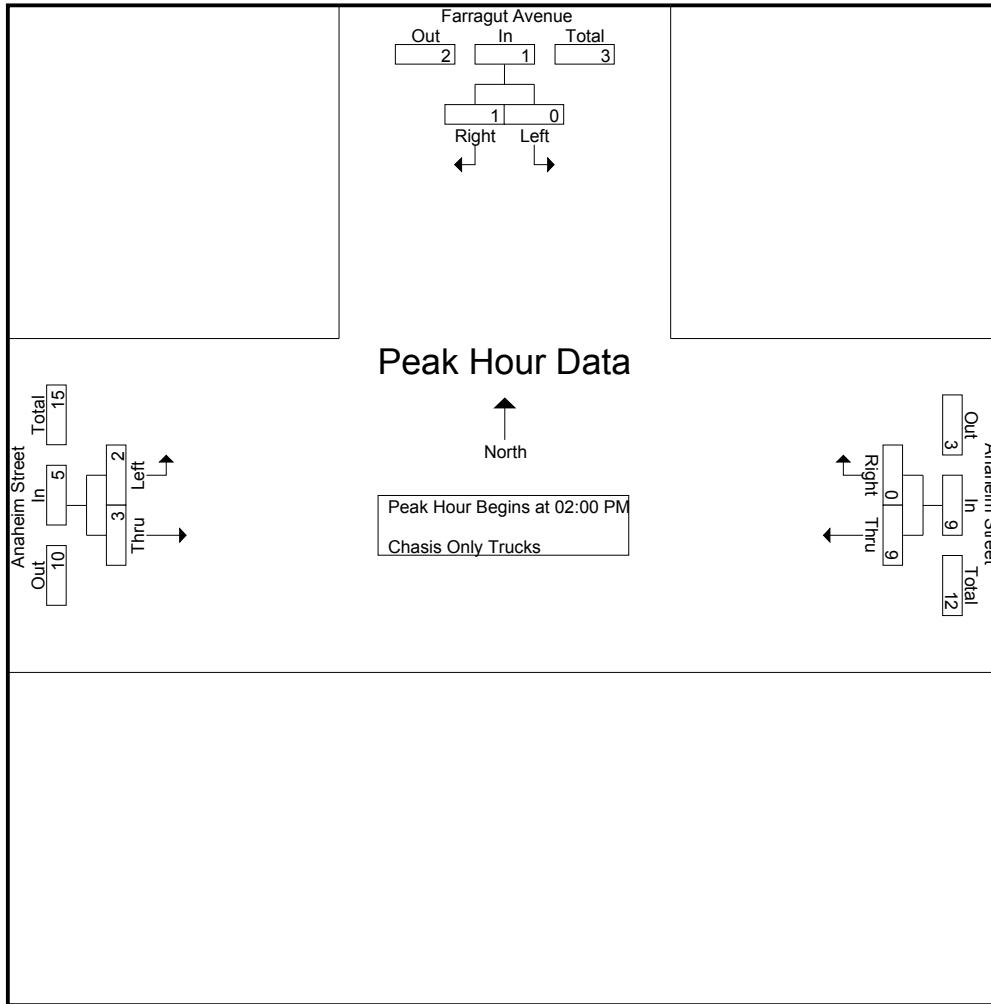
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	3	0	3	0	2	2	5
01:15 PM	0	0	0	5	0	5	0	1	1	6
01:30 PM	0	0	0	0	0	0	0	1	1	1
01:45 PM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	9	0	9	0	6	6	15
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	5	0	5	0	2	2	7
02:30 PM	0	0	0	2	0	2	0	0	0	2
02:45 PM	0	1	1	2	0	2	2	1	3	6
Total	0	1	1	9	0	9	2	3	5	15
Grand Total	0	1	1	18	0	18	2	9	11	30
Apprch %	0	100		100	0		18.2	81.8		
Total %	0	3.3	3.3	60	0	60	6.7	30	36.7	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	5	0	5	0	2	2	7
02:30 PM	0	0	0	2	0	2	0	0	0	2
02:45 PM	0	1	1	2	0	2	2	1	3	6
Total Volume	0	1	1	9	0	9	2	3	5	15
% App. Total	0	100		100	0		40	60		
PHF	.000	.250	.250	.450	.000	.450	.250	.375	.417	.536

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	5	0	5	0	2	2
+30 mins.	0	0	0	2	0	2	0	0	0
+45 mins.	0	1	1	2	0	2	2	1	3
Total Volume	0	1	1	9	0	9	2	3	5
% App. Total	0	100		100	0		40	60	
PHF	.000	.250	.250	.450	.000	.450	.250	.375	.417

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

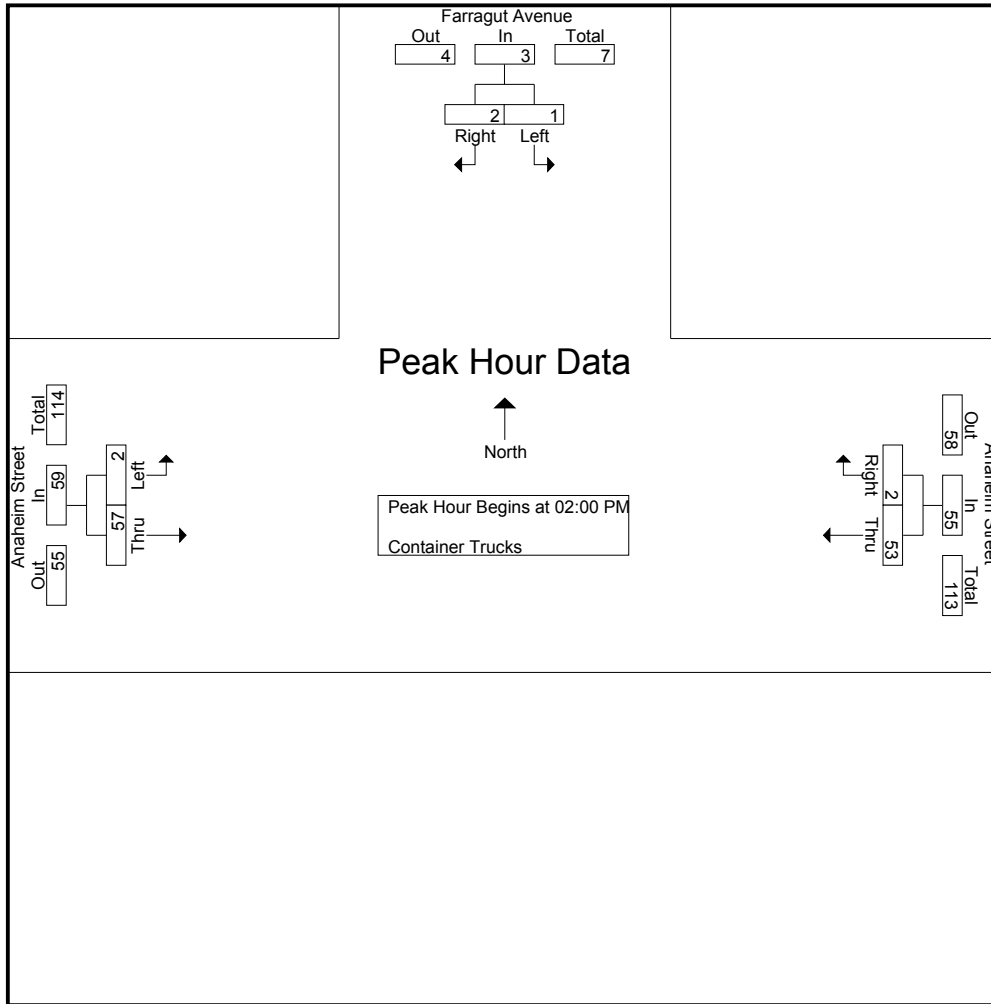
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	5	1	6	0	16	16	22
01:15 PM	0	0	0	16	2	18	0	6	6	24
01:30 PM	0	1	1	7	2	9	0	13	13	23
01:45 PM	1	0	1	7	0	7	0	20	20	28
Total	1	1	2	35	5	40	0	55	55	97
02:00 PM	0	1	1	15	0	15	0	18	18	34
02:15 PM	0	0	0	11	2	13	1	8	9	22
02:30 PM	1	1	2	13	0	13	0	9	9	24
02:45 PM	0	0	0	14	0	14	1	22	23	37
Total	1	2	3	53	2	55	2	57	59	117
Grand Total	2	3	5	88	7	95	2	112	114	214
Apprch %	40	60		92.6	7.4		1.8	98.2		
Total %	0.9	1.4	2.3	41.1	3.3	44.4	0.9	52.3	53.3	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	0	1	1	15	0	15	0	18	18	34
02:15 PM	0	0	0	11	2	13	1	8	9	22
02:30 PM	1	1	2	13	0	13	0	9	9	24
02:45 PM	0	0	0	14	0	14	1	22	23	37
Total Volume	1	2	3	53	2	55	2	57	59	117
% App. Total	33.3	66.7		96.4	3.6		3.4	96.6		
PHF	.250	.500	.375	.883	.250	.917	.500	.648	.641	.791

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	1	1	15	0	15	0	18	18
+15 mins.	0	0	0	11	2	13	1	8	9
+30 mins.	1	1	2	13	0	13	0	9	9
+45 mins.	0	0	0	14	0	14	1	22	23
Total Volume	1	2	3	53	2	55	2	57	59
% App. Total	33.3	66.7		96.4	3.6		3.4	96.6	
PHF	.250	.500	.375	.883	.250	.917	.500	.648	.641

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

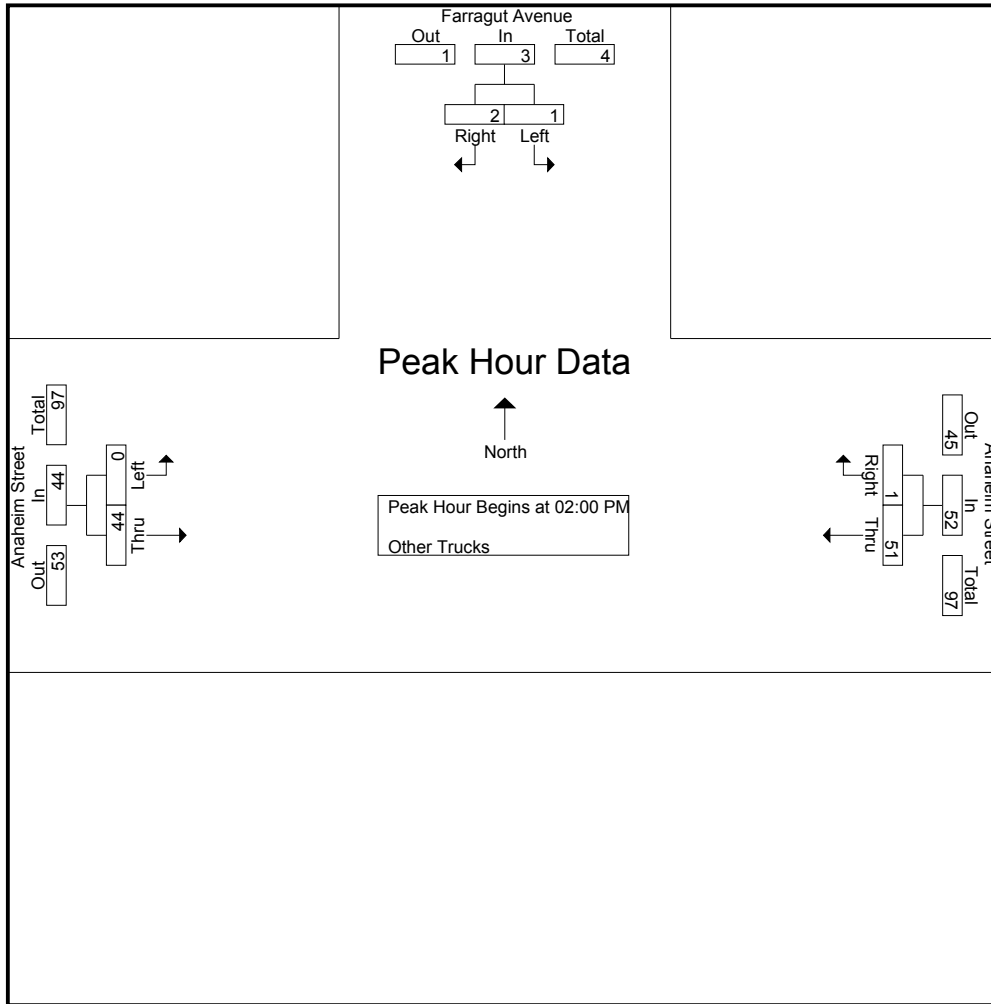
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	2	0	2	11	1	12	2	12	14	28
01:15 PM	0	1	1	12	1	13	0	7	7	21
01:30 PM	1	0	1	10	0	10	0	19	19	30
01:45 PM	0	1	1	7	0	7	0	8	8	16
Total	3	2	5	40	2	42	2	46	48	95
02:00 PM	1	1	2	14	1	15	0	10	10	27
02:15 PM	0	0	0	16	0	16	0	12	12	28
02:30 PM	0	1	1	12	0	12	0	12	12	25
02:45 PM	0	0	0	9	0	9	0	10	10	19
Total	1	2	3	51	1	52	0	44	44	99
Grand Total	4	4	8	91	3	94	2	90	92	194
Apprch %	50	50		96.8	3.2		2.2	97.8		
Total %	2.1	2.1	4.1	46.9	1.5	48.5	1	46.4	47.4	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	1	1	2	14	1	15	0	10	10	27
02:15 PM	0	0	0	16	0	16	0	12	12	28
02:30 PM	0	1	1	12	0	12	0	12	12	25
02:45 PM	0	0	0	9	0	9	0	10	10	19
Total Volume	1	2	3	51	1	52	0	44	44	99
% App. Total	33.3	66.7		98.1	1.9		0	100		
PHF	.250	.500	.375	.797	.250	.813	.000	.917	.917	.884

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	1	2	14	1	15	0	10	10
+15 mins.	0	0	0	16	0	16	0	12	12
+30 mins.	0	1	1	12	0	12	0	12	12
+45 mins.	0	0	0	9	0	9	0	10	10
Total Volume	1	2	3	51	1	52	0	44	44
% App. Total	33.3	66.7		98.1	1.9		0	100	
PHF	.250	.500	.375	.797	.250	.813	.000	.917	.917

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

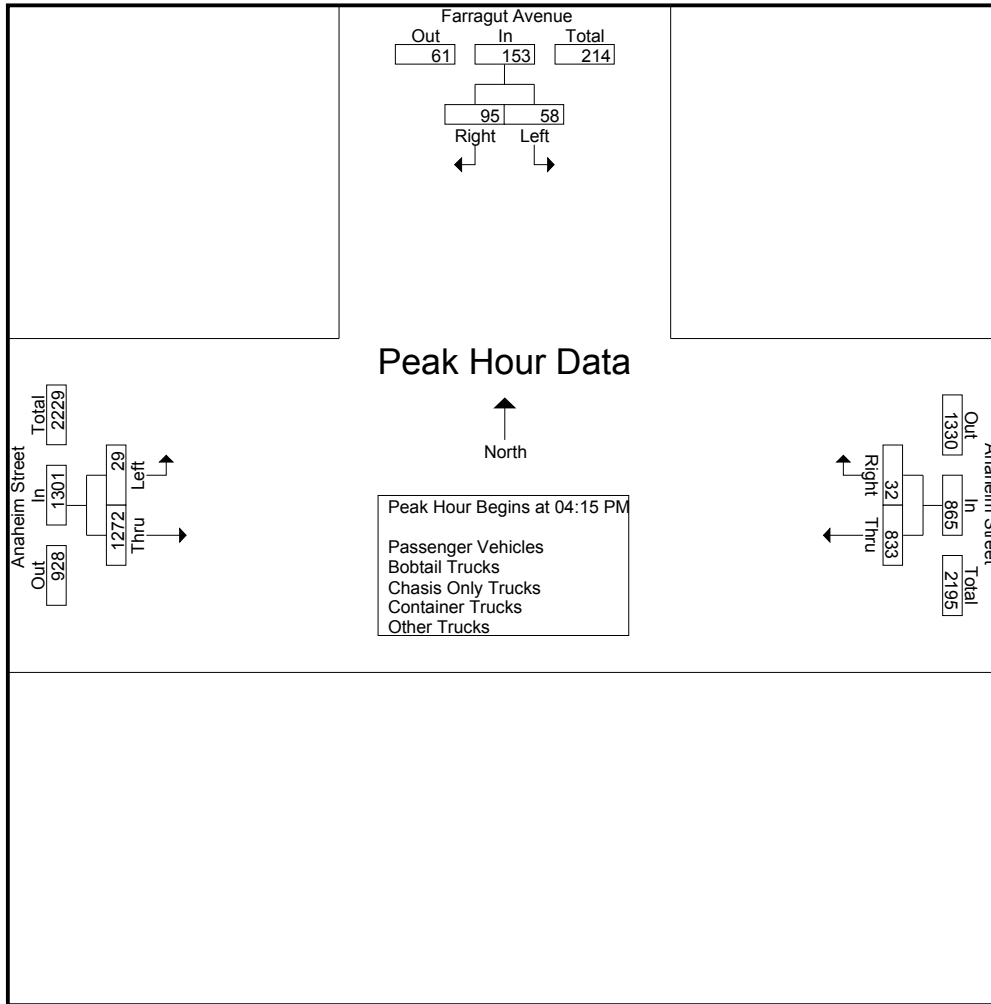
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	7	9	16	197	8	205	9	289	298	519
04:15 PM	14	5	19	239	14	253	10	291	301	573
04:30 PM	23	59	82	204	4	208	6	270	276	566
04:45 PM	15	21	36	205	6	211	8	332	340	587
Total	59	94	153	845	32	877	33	1182	1215	2245
05:00 PM	6	10	16	185	8	193	5	379	384	593
05:15 PM	7	4	11	127	13	140	5	306	311	462
05:30 PM	8	13	21	145	10	155	6	264	270	446
05:45 PM	2	5	7	107	3	110	7	219	226	343
Total	23	32	55	564	34	598	23	1168	1191	1844
Grand Total	82	126	208	1409	66	1475	56	2350	2406	4089
Apprch %	39.4	60.6		95.5	4.5		2.3	97.7		
Total %	2	3.1	5.1	34.5	1.6	36.1	1.4	57.5	58.8	
Passenger Vehicles	81	124	205	1218	37	1255	36	2133	2169	3629
% Passenger Vehicles	98.8	98.4	98.6	86.4	56.1	85.1	64.3	90.8	90.1	88.8
Bobtail Trucks	0	0	0	78	11	89	2	81	83	172
% Bobtail Trucks	0	0	0	5.5	16.7	6	3.6	3.4	3.4	4.2
Chasis Only Trucks	0	0	0	5	0	5	7	0	7	12
% Chasis Only Trucks	0	0	0	0.4	0	0.3	12.5	0	0.3	0.3
Container Trucks	1	1	2	63	15	78	2	86	88	168
% Container Trucks	1.2	0.8	1	4.5	22.7	5.3	3.6	3.7	3.7	4.1
Other Trucks	0	1	1	45	3	48	9	50	59	108
% Other Trucks	0	0.8	0.5	3.2	4.5	3.3	16.1	2.1	2.5	2.6

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	14	5	19	239	14	253	10	291	301	573
04:30 PM	23	59	82	204	4	208	6	270	276	566
04:45 PM	15	21	36	205	6	211	8	332	340	587
05:00 PM	6	10	16	185	8	193	5	379	384	593
Total Volume	58	95	153	833	32	865	29	1272	1301	2319
% App. Total	37.9	62.1		96.3	3.7		2.2	97.8		
PHF	.630	.403	.466	.871	.571	.855	.725	.839	.847	.978

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	7	9	16	197	8	205	6	270	276
+15 mins.	14	5	19	239	14	253	8	332	340
+30 mins.	23	59	82	204	4	208	5	379	384
+45 mins.	15	21	36	205	6	211	5	306	311
Total Volume	59	94	153	845	32	877	24	1287	1311
% App. Total	38.6	61.4		96.4	3.6		1.8	98.2	
PHF	.641	.398	.466	.884	.571	.867	.750	.849	.854

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

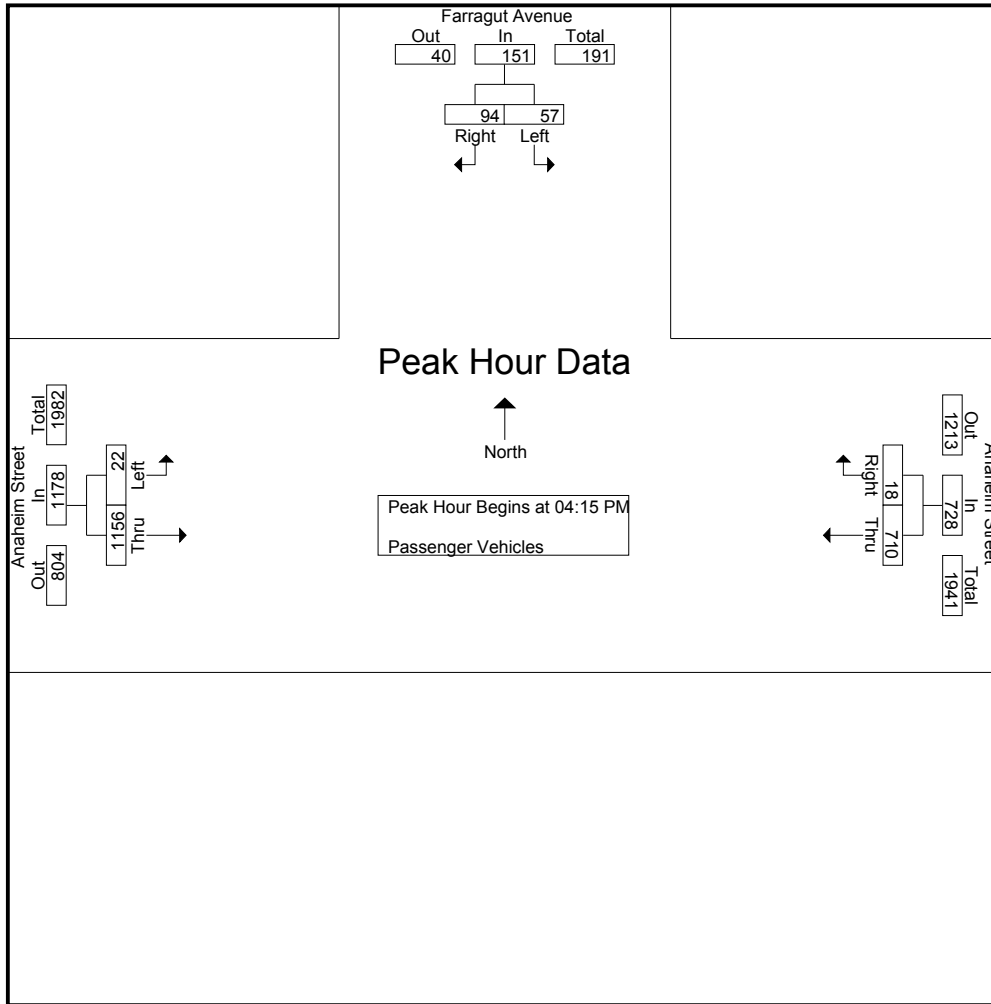
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	7	8	15	165	5	170	7	251	258	443
04:15 PM	14	5	19	197	9	206	6	251	257	482
04:30 PM	23	59	82	172	2	174	6	245	251	507
04:45 PM	14	21	35	176	3	179	6	305	311	525
Total	58	93	151	710	19	729	25	1052	1077	1957
05:00 PM	6	9	15	165	4	169	4	355	359	543
05:15 PM	7	4	11	113	7	120	3	276	279	410
05:30 PM	8	13	21	132	6	138	4	248	252	411
05:45 PM	2	5	7	98	1	99	0	202	202	308
Total	23	31	54	508	18	526	11	1081	1092	1672
Grand Total	81	124	205	1218	37	1255	36	2133	2169	3629
Apprch %	39.5	60.5		97.1	2.9		1.7	98.3		
Total %	2.2	3.4	5.6	33.6	1	34.6	1	58.8	59.8	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	14	5	19	197	9	206	6	251	257	482
04:30 PM	23	59	82	172	2	174	6	245	251	507
04:45 PM	14	21	35	176	3	179	6	305	311	525
05:00 PM	6	9	15	165	4	169	4	355	359	543
Total Volume	57	94	151	710	18	728	22	1156	1178	2057
% App. Total	37.7	62.3		97.5	2.5		1.9	98.1		
PHF	.620	.398	.460	.901	.500	.883	.917	.814	.820	.947

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	14	5	19	197	9	206	6	251	257
+15 mins.	23	59	82	172	2	174	6	245	251
+30 mins.	14	21	35	176	3	179	6	305	311
+45 mins.	6	9	15	165	4	169	4	355	359
Total Volume	57	94	151	710	18	728	22	1156	1178
% App. Total	37.7	62.3		97.5	2.5		1.9	98.1	
PHF	.620	.398	.460	.901	.500	.883	.917	.814	.820

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

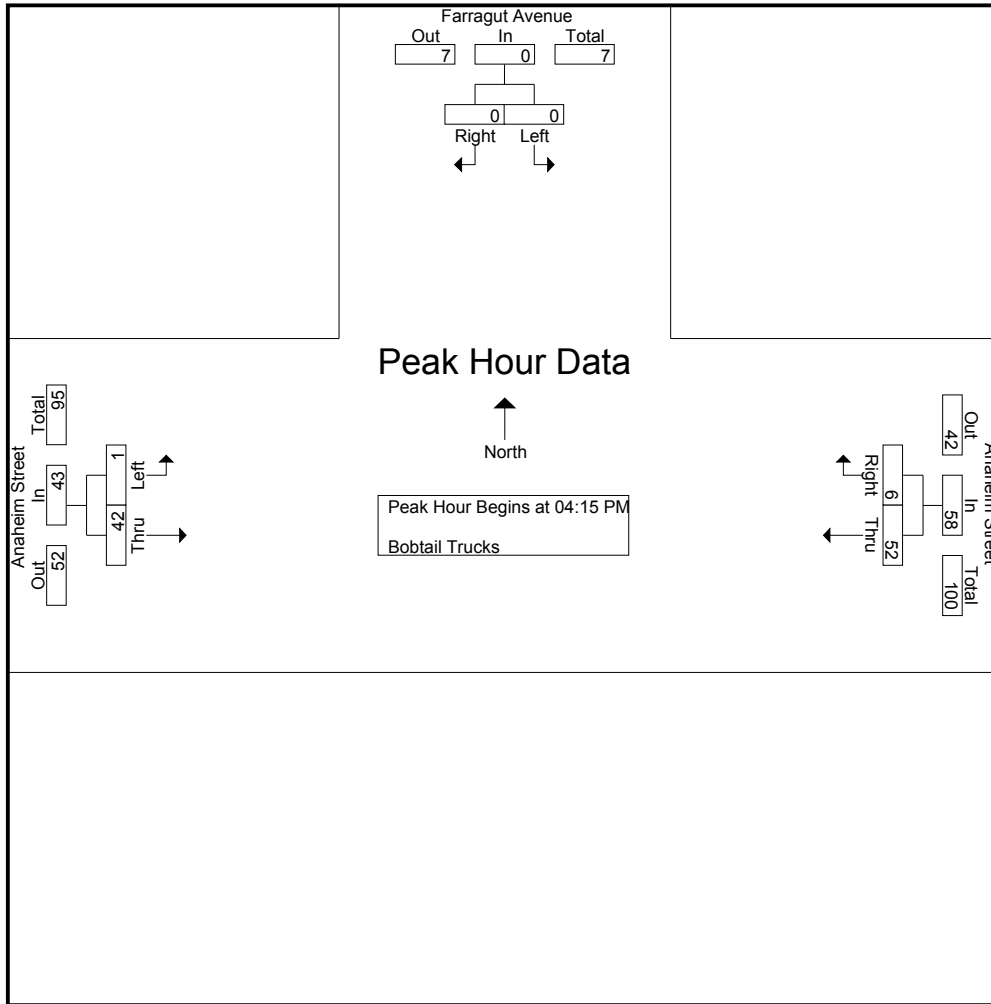
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	15	2	17	0	13	13	30
04:15 PM	0	0	0	21	3	24	1	14	15	39
04:30 PM	0	0	0	13	1	14	0	11	11	25
04:45 PM	0	0	0	12	2	14	0	8	8	22
Total	0	0	0	61	8	69	1	46	47	116
05:00 PM	0	0	0	6	0	6	0	9	9	15
05:15 PM	0	0	0	4	1	5	1	13	14	19
05:30 PM	0	0	0	2	0	2	0	7	7	9
05:45 PM	0	0	0	5	2	7	0	6	6	13
Total	0	0	0	17	3	20	1	35	36	56
Grand Total	0	0	0	78	11	89	2	81	83	172
Apprch %	0	0		87.6	12.4		2.4	97.6		
Total %	0	0		45.3	6.4	51.7	1.2	47.1	48.3	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	21	3	24	1	14	15	39
04:30 PM	0	0	0	13	1	14	0	11	11	25
04:45 PM	0	0	0	12	2	14	0	8	8	22
05:00 PM	0	0	0	6	0	6	0	9	9	15
Total Volume	0	0	0	52	6	58	1	42	43	101
% App. Total	0	0		89.7	10.3		2.3	97.7		
PHF	.000	.000	.000	.619	.500	.604	.250	.750	.717	.647

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	21	3	24	1	14	15
+15 mins.	0	0	0	13	1	14	0	11	11
+30 mins.	0	0	0	12	2	14	0	8	8
+45 mins.	0	0	0	6	0	6	0	9	9
Total Volume	0	0	0	52	6	58	1	42	43
% App. Total	0	0	0	89.7	10.3		2.3	97.7	
PHF	.000	.000	.000	.619	.500	.604	.250	.750	.717

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

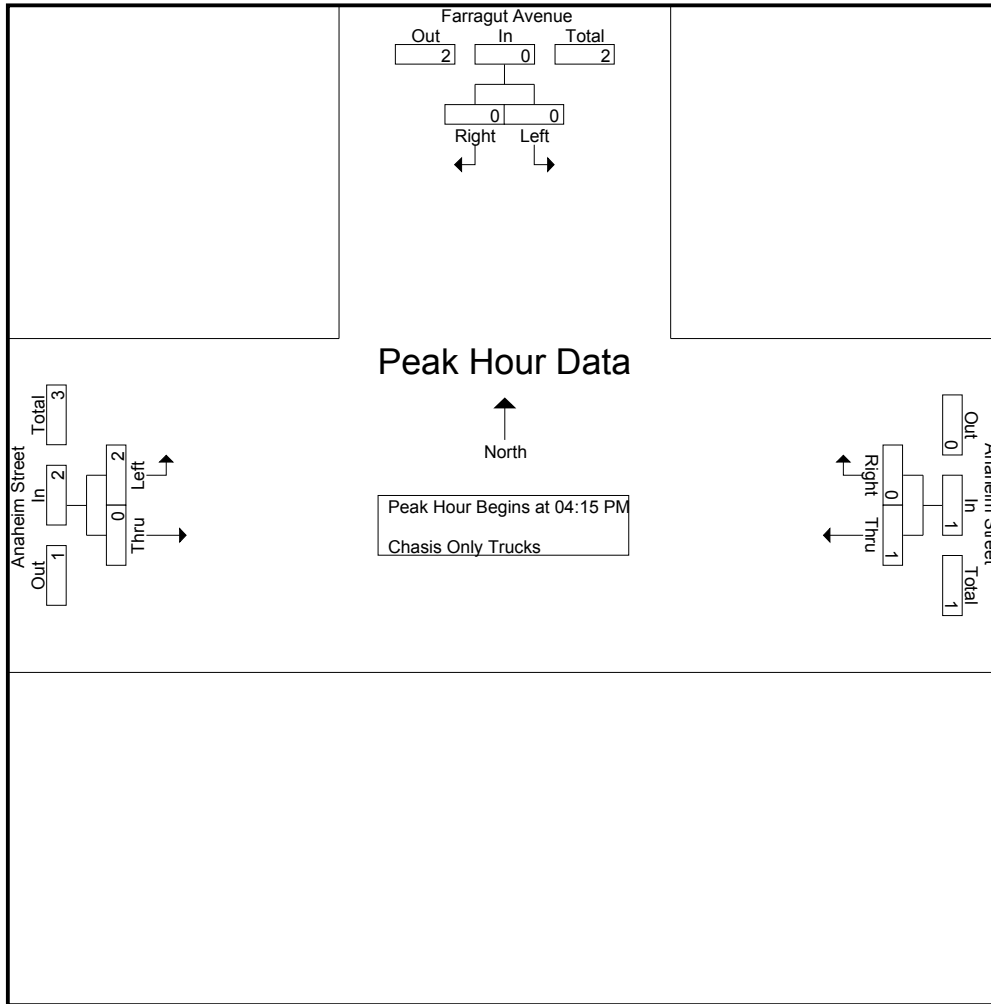
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	0	2	1	0	1	3
04:15 PM	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	3	3	0	3	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	1	0	1	1	0	1	2
05:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	2	0	2	4	0	4	6
Grand Total	0	0	0	5	0	5	7	0	7	12
Apprch %	0	0		100	0		100	0		
Total %	0	0		41.7	0	41.7	58.3	0	58.3	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	2	0	2	3
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.250	.000	.250	.250	.000	.250	.375

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	2	0	2
% App. Total	0	0	0	100	0	100	100	0	100
PHF	.000	.000	.000	.250	.000	.250	.250	.000	.250

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

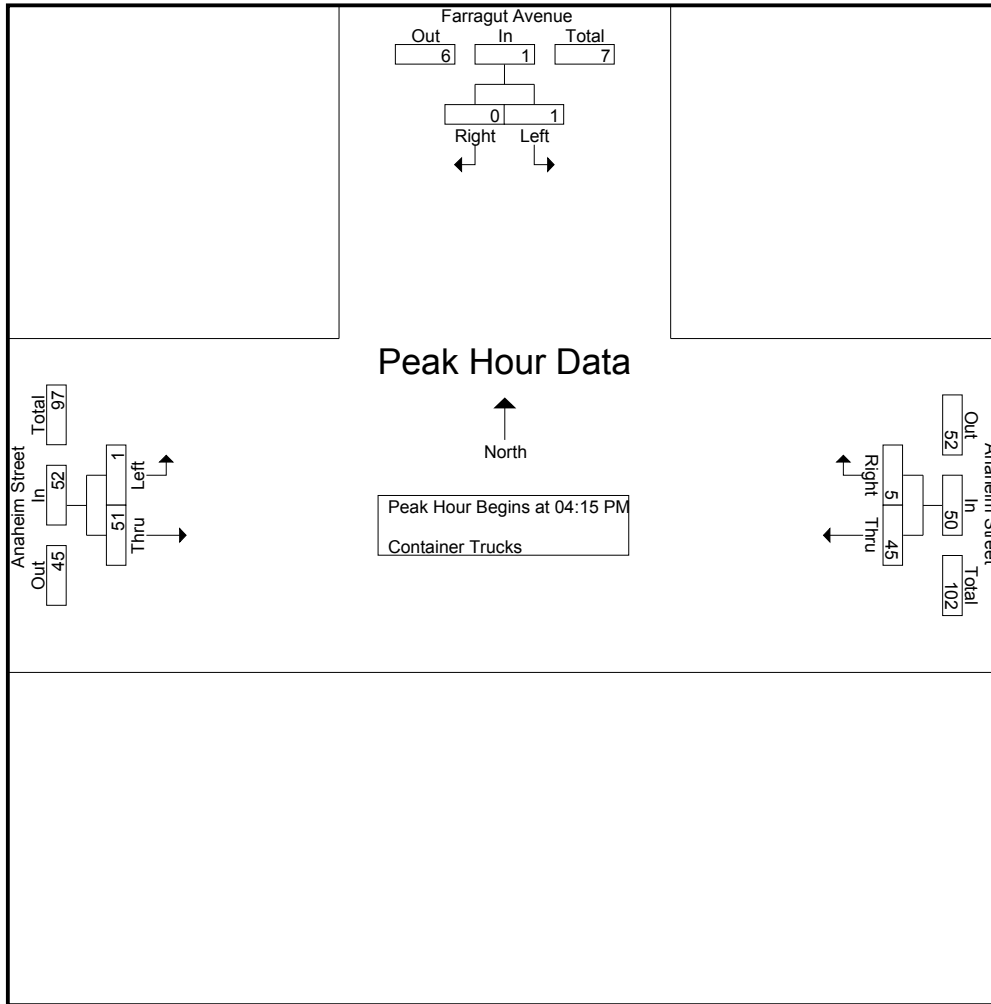
Groups Printed- Container Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	1	1	5	1	6	1	10	11	18
04:15 PM	0	0	0	13	1	14	0	19	19	33
04:30 PM	0	0	0	10	0	10	0	12	12	22
04:45 PM	1	0	1	11	1	12	0	11	11	24
Total	1	1	2	39	3	42	1	52	53	97
05:00 PM	0	0	0	11	3	14	1	9	10	24
05:15 PM	0	0	0	6	5	11	0	12	12	23
05:30 PM	0	0	0	4	4	8	0	5	5	13
05:45 PM	0	0	0	3	0	3	0	8	8	11
Total	0	0	0	24	12	36	1	34	35	71
Grand Total	1	1	2	63	15	78	2	86	88	168
Apprch %	50	50		80.8	19.2		2.3	97.7		
Total %	0.6	0.6	1.2	37.5	8.9	46.4	1.2	51.2	52.4	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	13	1	14	0	19	19	33
04:30 PM	0	0	0	10	0	10	0	12	12	22
04:45 PM	1	0	1	11	1	12	0	11	11	24
05:00 PM	0	0	0	11	3	14	1	9	10	24
Total Volume	1	0	1	45	5	50	1	51	52	103
% App. Total	100	0		90	10		1.9	98.1		
PHF	.250	.000	.250	.865	.417	.893	.250	.671	.684	.780

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	13	1	14	0	19	19
+15 mins.	0	0	0	10	0	10	0	12	12
+30 mins.	1	0	1	11	1	12	0	11	11
+45 mins.	0	0	0	11	3	14	1	9	10
Total Volume	1	0	1	45	5	50	1	51	52
% App. Total	100	0		90	10		1.9	98.1	
PHF	.250	.000	.250	.865	.417	.893	.250	.671	.684

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

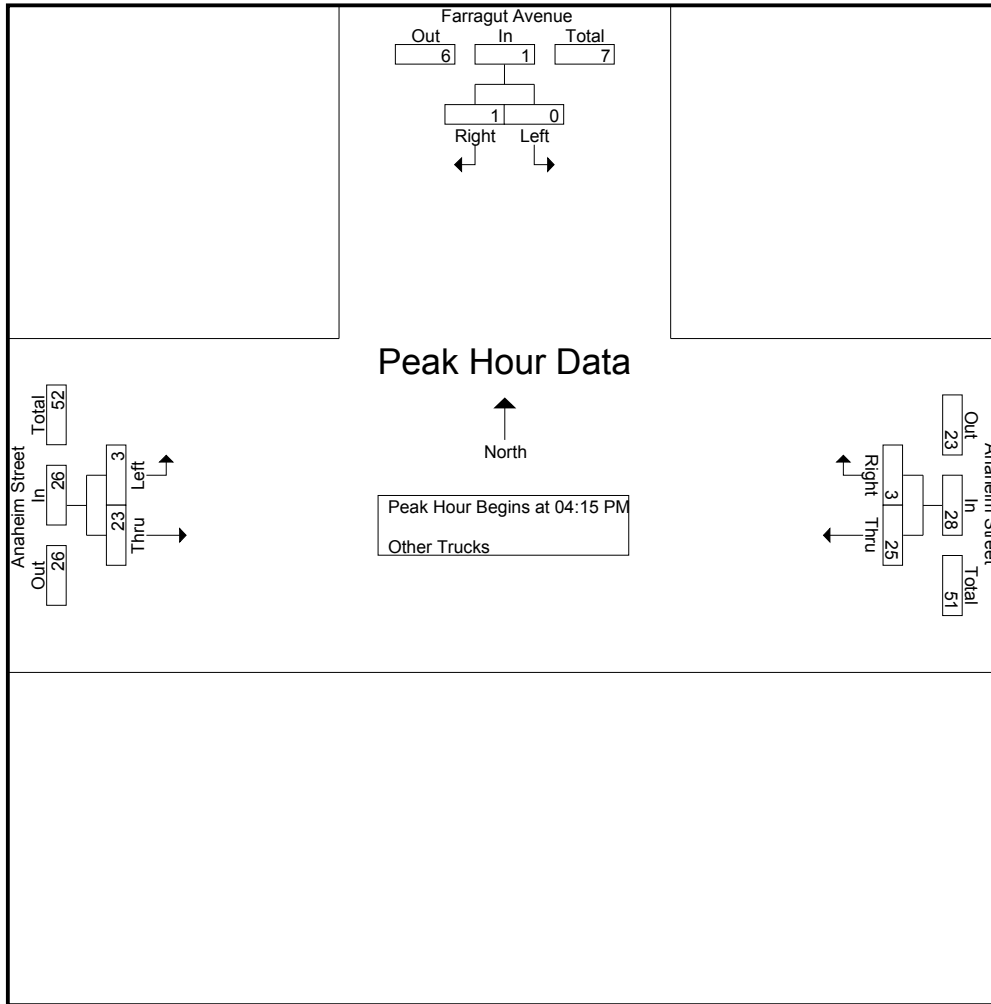
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	10	0	10	0	15	15	25
04:15 PM	0	0	0	8	1	9	1	7	8	17
04:30 PM	0	0	0	8	1	9	0	2	2	11
04:45 PM	0	0	0	6	0	6	2	8	10	16
Total	0	0	0	32	2	34	3	32	35	69
05:00 PM	0	1	1	3	1	4	0	6	6	11
05:15 PM	0	0	0	3	0	3	1	5	6	9
05:30 PM	0	0	0	6	0	6	1	4	5	11
05:45 PM	0	0	0	1	0	1	4	3	7	8
Total	0	1	1	13	1	14	6	18	24	39
Grand Total	0	1	1	45	3	48	9	50	59	108
Apprch %	0	100		93.8	6.2		15.3	84.7		
Total %	0	0.9	0.9	41.7	2.8	44.4	8.3	46.3	54.6	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	8	1	9	1	7	8	17
04:30 PM	0	0	0	8	1	9	0	2	2	11
04:45 PM	0	0	0	6	0	6	2	8	10	16
05:00 PM	0	1	1	3	1	4	0	6	6	11
Total Volume	0	1	1	25	3	28	3	23	26	55
% App. Total	0	100		89.3	10.7		11.5	88.5		
PHF	.000	.250	.250	.781	.750	.778	.375	.719	.650	.809

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	8	1	9	1	7	8
+15 mins.	0	0	0	8	1	9	0	2	2
+30 mins.	0	0	0	6	0	6	2	8	10
+45 mins.	0	1	1	3	1	4	0	6	6
Total Volume	0	1	1	25	3	28	3	23	26
% App. Total	0	100		89.3	10.7		11.5	88.5	
PHF	.000	.250	.250	.781	.750	.778	.375	.719	.650

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	13	4	26	11	171	18	200	7	5	10	22	10	185	61	256	504
07:15 AM	13	24	2	39	12	194	16	222	9	4	15	28	12	187	93	292	581
07:30 AM	13	36	7	56	18	198	15	231	7	4	4	15	14	175	61	250	552
07:45 AM	14	31	6	51	16	199	24	239	10	13	9	32	20	149	42	211	533
Total	49	104	19	172	57	762	73	892	33	26	38	97	56	696	257	1009	2170
08:00 AM	16	40	4	60	11	166	23	200	10	5	4	19	16	152	28	196	475
08:15 AM	25	41	5	71	16	147	16	179	15	12	10	37	18	134	26	178	465
08:30 AM	19	32	5	56	25	149	19	193	10	13	13	36	12	161	36	209	494
08:45 AM	18	31	5	54	14	142	22	178	17	20	14	51	11	119	23	153	436
Total	78	144	19	241	66	604	80	750	52	50	41	143	57	566	113	736	1870
Grand Total	127	248	38	413	123	1366	153	1642	85	76	79	240	113	1262	370	1745	4040
Apprch %	30.8	60	9.2		7.5	83.2	9.3		35.4	31.7	32.9		6.5	72.3	21.2		
Total %	3.1	6.1	0.9	10.2	3	33.8	3.8	40.6	2.1	1.9	2	5.9	2.8	31.2	9.2	43.2	
Passenger Vehicles	92	56	32	180	87	1260	137	1484	64	38	60	162	82	991	277	1350	3176
% Passenger Vehicles	72.4	22.6	84.2	43.6	70.7	92.2	89.5	90.4	75.3	50	75.9	67.5	72.6	78.5	74.9	77.4	78.6
Bobtail Trucks	18	82	2	102	22	16	5	43	7	21	10	38	15	76	68	159	342
% Bobtail Trucks	14.2	33.1	5.3	24.7	17.9	1.2	3.3	2.6	8.2	27.6	12.7	15.8	13.3	6	18.4	9.1	8.5
Chasis Only Trucks	0	18	0	18	0	0	0	0	1	2	0	3	0	7	6	13	34
% Chasis Only Trucks	0	7.3	0	4.4	0	0	0	0	1.2	2.6	0	1.2	0	0.6	1.6	0.7	0.8
Container Trucks	11	83	2	96	8	13	5	26	10	12	5	27	9	132	15	156	305
% Container Trucks	8.7	33.5	5.3	23.2	6.5	1	3.3	1.6	11.8	15.8	6.3	11.2	8	10.5	4.1	8.9	7.5
Other Trucks	6	9	2	17	6	77	6	89	3	3	4	10	7	56	4	67	183
% Other Trucks	4.7	3.6	5.3	4.1	4.9	5.6	3.9	5.4	3.5	3.9	5.1	4.2	6.2	4.4	1.1	3.8	4.5

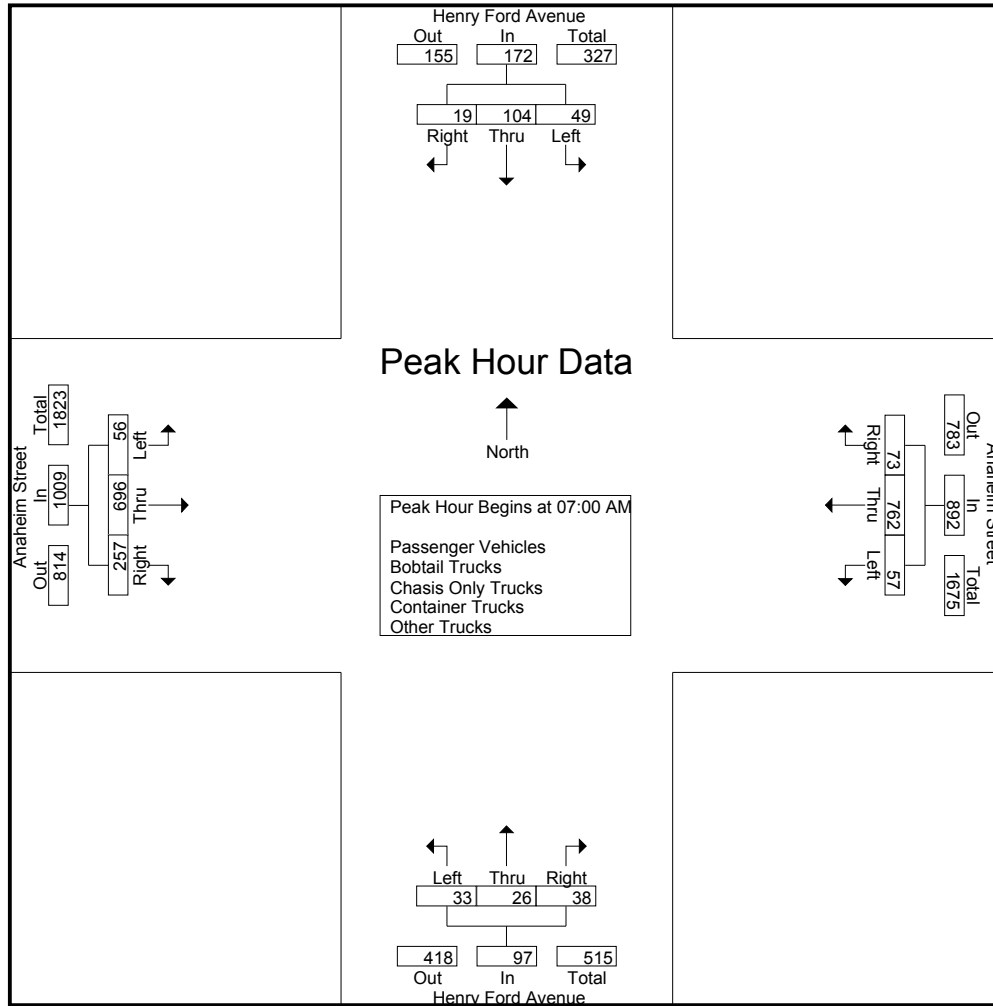
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	13	4	26	11	171	18	200	7	5	10	22	10	185	61	256	504
07:15 AM	13	24	2	39	12	194	16	222	9	4	15	28	12	187	93	292	581
07:30 AM	13	36	7	56	18	198	15	231	7	4	4	15	14	175	61	250	552
07:45 AM	14	31	6	51	16	199	24	239	10	13	9	32	20	149	42	211	533
Total Volume	49	104	19	172	57	762	73	892	33	26	38	97	56	696	257	1009	2170
% App. Total	28.5	60.5	11		6.4	85.4	8.2		34	26.8	39.2		5.6	69	25.5		
PHF	.875	.722	.679	.768	.792	.957	.760	.933	.825	.500	.633	.758	.700	.930	.691	.864	.934

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	16	40	4	60	11	171	18	200	10	5	4	19	10	185	61	256
+15 mins.	25	41	5	71	12	194	16	222	15	12	10	37	12	187	93	292
+30 mins.	19	32	5	56	18	198	15	231	10	13	13	36	14	175	61	250
+45 mins.	18	31	5	54	16	199	24	239	17	20	14	51	20	149	42	211
Total Volume	78	144	19	241	57	762	73	892	52	50	41	143	56	696	257	1009
% App. Total	32.4	59.8	7.9		6.4	85.4	8.2		36.4	35	28.7		5.6	69	25.5	
PHF	.780	.878	.950	.849	.792	.957	.760	.933	.765	.625	.732	.701	.700	.930	.691	.864

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

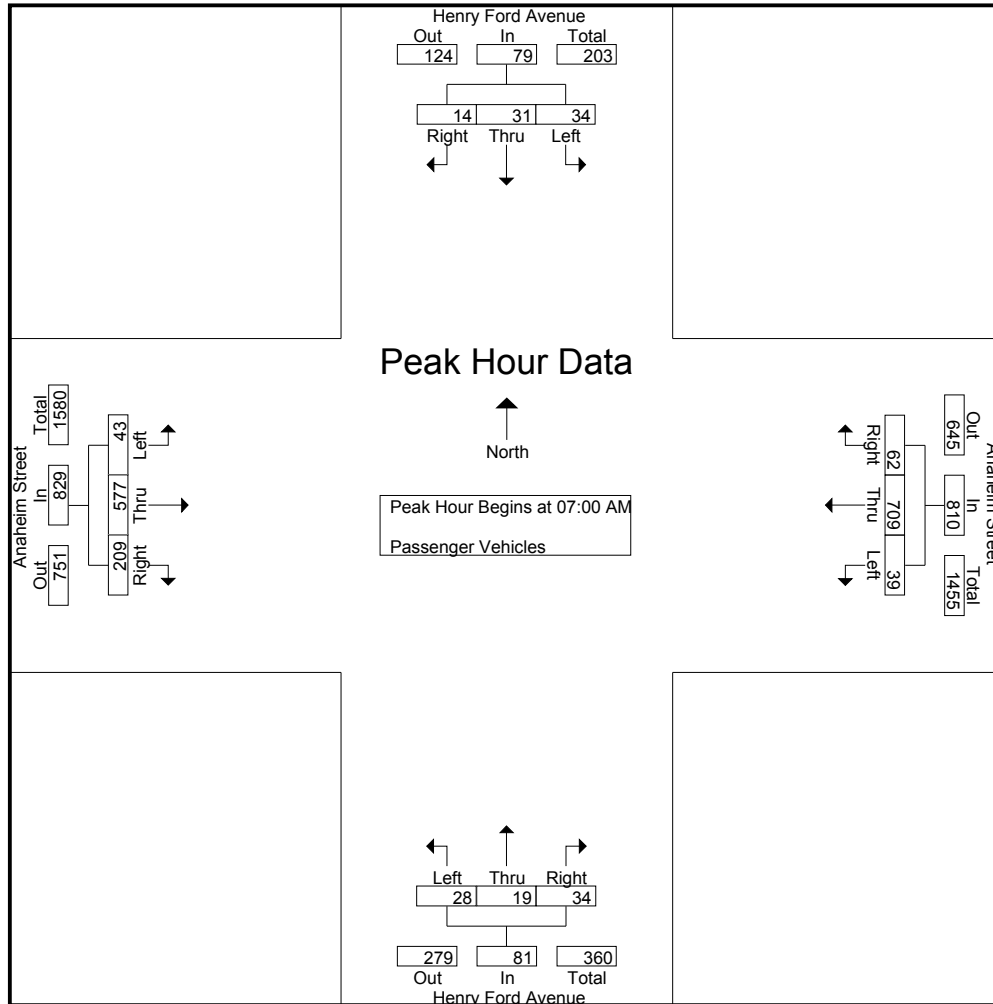
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	6	3	15	9	161	14	184	7	3	10	20	8	155	52	215	434
07:15 AM	9	6	2	17	10	182	13	205	9	4	14	27	8	159	82	249	498
07:30 AM	9	10	5	24	11	185	14	210	6	2	3	11	11	140	50	201	446
07:45 AM	10	9	4	23	9	181	21	211	6	10	7	23	16	123	25	164	421
Total	34	31	14	79	39	709	62	810	28	19	34	81	43	577	209	829	1799
08:00 AM	10	13	3	26	10	155	21	186	10	4	4	18	9	114	19	142	372
08:15 AM	20	5	5	30	13	131	16	160	13	7	7	27	14	99	17	130	347
08:30 AM	14	3	5	22	15	135	17	167	5	3	9	17	9	113	21	143	349
08:45 AM	14	4	5	23	10	130	21	161	8	5	6	19	7	88	11	106	309
Total	58	25	18	101	48	551	75	674	36	19	26	81	39	414	68	521	1377
Grand Total	92	56	32	180	87	1260	137	1484	64	38	60	162	82	991	277	1350	3176
Apprch %	51.1	31.1	17.8		5.9	84.9	9.2		39.5	23.5	37		6.1	73.4	20.5		
Total %	2.9	1.8	1	5.7	2.7	39.7	4.3	46.7	2	1.2	1.9	5.1	2.6	31.2	8.7	42.5	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	6	3	15	9	161	14	184	7	3	10	20	8	155	52	215	434
07:15 AM	9	6	2	17	10	182	13	205	9	4	14	27	8	159	82	249	498
07:30 AM	9	10	5	24	11	185	14	210	6	2	3	11	11	140	50	201	446
07:45 AM	10	9	4	23	9	181	21	211	6	10	7	23	16	123	25	164	421
Total Volume	34	31	14	79	39	709	62	810	28	19	34	81	43	577	209	829	1799
% App. Total	43	39.2	17.7		4.8	87.5	7.7		34.6	23.5	42		5.2	69.6	25.2		
PHF	.850	.775	.700	.823	.886	.958	.738	.960	.778	.475	.607	.750	.672	.907	.637	.832	.903

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	6	3	15	9	161	14	184	7	3	10	20	8	155	52	215
+15 mins.	9	6	2	17	10	182	13	205	9	4	14	27	8	159	82	249
+30 mins.	9	10	5	24	11	185	14	210	6	2	3	11	11	140	50	201
+45 mins.	10	9	4	23	9	181	21	211	6	10	7	23	16	123	25	164
Total Volume	34	31	14	79	39	709	62	810	28	19	34	81	43	577	209	829
% App. Total	4.3	39.2	17.7		4.8	87.5	7.7		34.6	23.5	42		5.2	69.6	25.2	
PHF	.850	.775	.700	.823	.886	.958	.738	.960	.778	.475	.607	.750	.672	.907	.637	.832

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

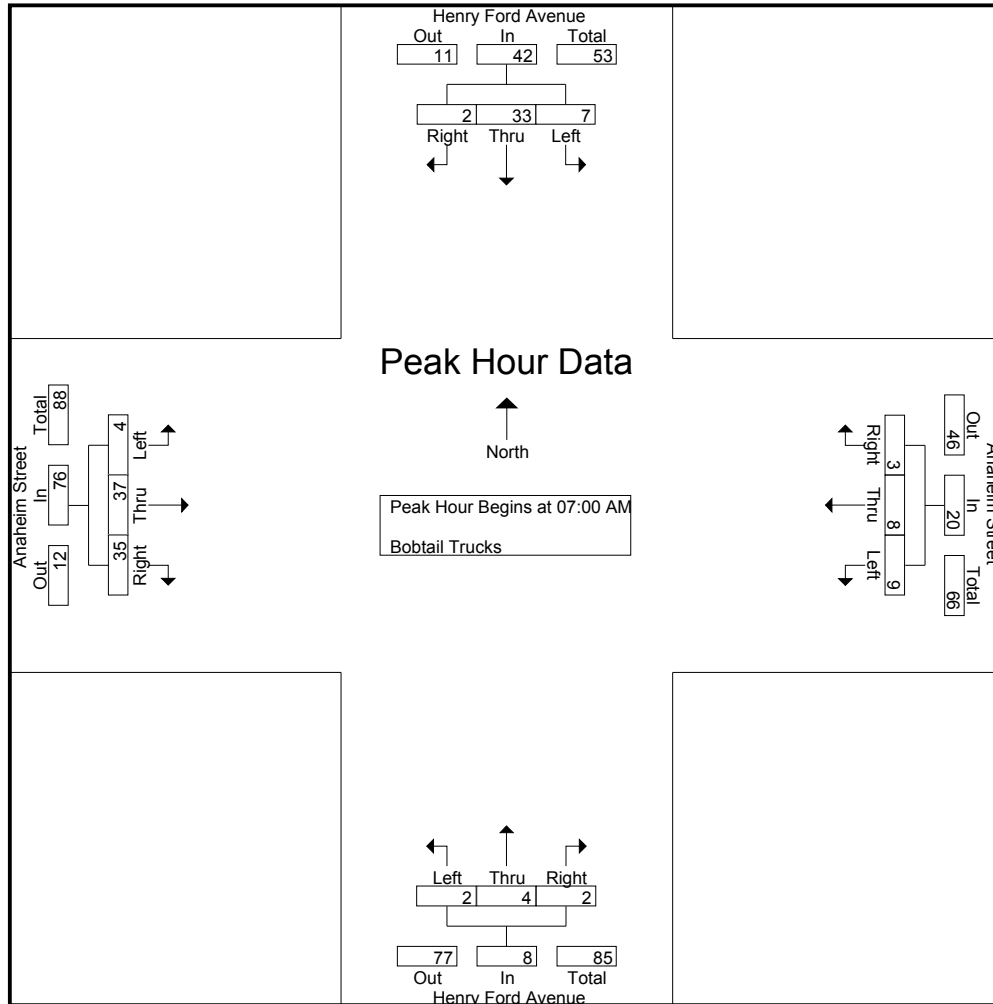
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	1	2	2	5	0	1	0	1	0	6	8	14	23
07:15 AM	3	8	0	11	2	2	0	4	0	0	1	1	2	6	7	15	31
07:30 AM	3	9	1	13	1	0	0	1	0	2	0	2	0	13	6	19	35
07:45 AM	1	13	1	15	5	4	1	10	2	1	1	4	2	12	14	28	57
Total	7	33	2	42	9	8	3	20	2	4	2	8	4	37	35	76	146
08:00 AM	5	14	0	19	1	2	1	4	0	0	0	0	3	12	7	22	45
08:15 AM	3	13	0	16	2	3	0	5	0	5	1	6	2	6	3	11	38
08:30 AM	2	10	0	12	7	3	1	11	1	6	3	10	3	11	13	27	60
08:45 AM	1	12	0	13	3	0	0	3	4	6	4	14	3	10	10	23	53
Total	11	49	0	60	13	8	2	23	5	17	8	30	11	39	33	83	196
Grand Total	18	82	2	102	22	16	5	43	7	21	10	38	15	76	68	159	342
Apprch %	17.6	80.4	2		51.2	37.2	11.6		18.4	55.3	26.3		9.4	47.8	42.8		
Total %	5.3	24	0.6	29.8	6.4	4.7	1.5	12.6	2	6.1	2.9	11.1	4.4	22.2	19.9	46.5	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	1	2	2	5	0	1	0	1	0	6	8	14	23
07:15 AM	3	8	0	11	2	2	0	4	0	0	1	1	2	6	7	15	31
07:30 AM	3	9	1	13	1	0	0	1	0	2	0	2	0	13	6	19	35
07:45 AM	1	13	1	15	5	4	1	10	2	1	1	4	2	12	14	28	57
Total Volume	7	33	2	42	9	8	3	20	2	4	2	8	4	37	35	76	146
% App. Total	16.7	78.6	4.8		45	40	15		25	50	25		5.3	48.7	46.1		
PHF	.583	.635	.500	.700	.450	.500	.375	.500	.250	.500	.500	.500	.500	.712	.625	.679	.640

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	3	0	3	1	2	2	5	0	1	0	1	0	6	8	14
+15 mins.	3	8	0	11	2	2	0	4	0	0	1	1	2	6	7	15
+30 mins.	3	9	1	13	1	0	0	1	0	2	0	2	0	13	6	19
+45 mins.	1	13	1	15	5	4	1	10	2	1	1	4	2	12	14	28
Total Volume	7	33	2	42	9	8	3	20	2	4	2	8	4	37	35	76
% App. Total	16.7	78.6	4.8		45	40	15		25	50	25		5.3	48.7	46.1	
PHF	.583	.635	.500	.700	.450	.500	.375	.500	.250	.500	.500	.500	.500	.712	.625	.679

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	5	0	5	0	0	0	0	0	0	0	0	0	1	2	3	8
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	7	0	7	0	0	0	0	0	0	0	0	0	2	5	7	14
08:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
08:15 AM	0	5	0	5	0	0	0	0	0	0	0	0	0	1	1	2	7
08:30 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1	4
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	2	0	2	5
Total	0	11	0	11	0	0	0	0	1	2	0	3	0	5	1	6	20
Grand Total	0	18	0	18	0	0	0	0	1	2	0	3	0	7	6	13	34
Apprch %	0	100	0		0	0	0		33.3	66.7	0		0	53.8	46.2		
Total %	0	52.9	0	52.9	0	0	0	0	2.9	5.9	0	8.8	0	20.6	17.6	38.2	

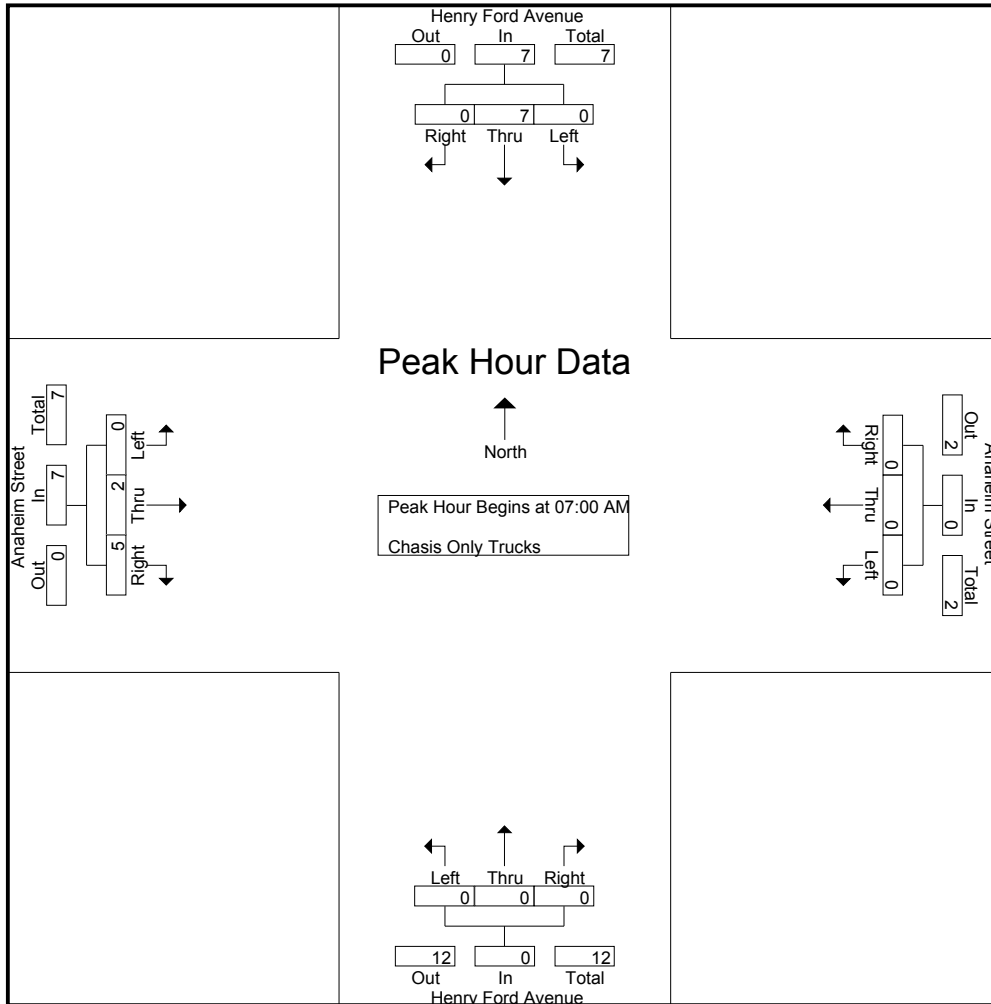
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	5	0	5	0	0	0	0	0	0	0	0	0	1	2	3	8
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	7	0	7	0	0	0	0	0	0	0	0	0	2	5	7	14
% App. Total	0	100	0		0	0	0		0	0	0		0	28.6	71.4		
PHF	.000	.350	.000	.350	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.625	.583	.438

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
+30 mins.	0	5	0	5	0	0	0	0	0	0	0	0	0	1	2	3
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	7	0	7	0	0	0	0	0	0	0	0	0	2	5	7
% App. Total	0	100	0		0	0	0		0	0	0		0	28.6	71.4	
PHF	.000	.350	.000	.350	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.625	.583

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

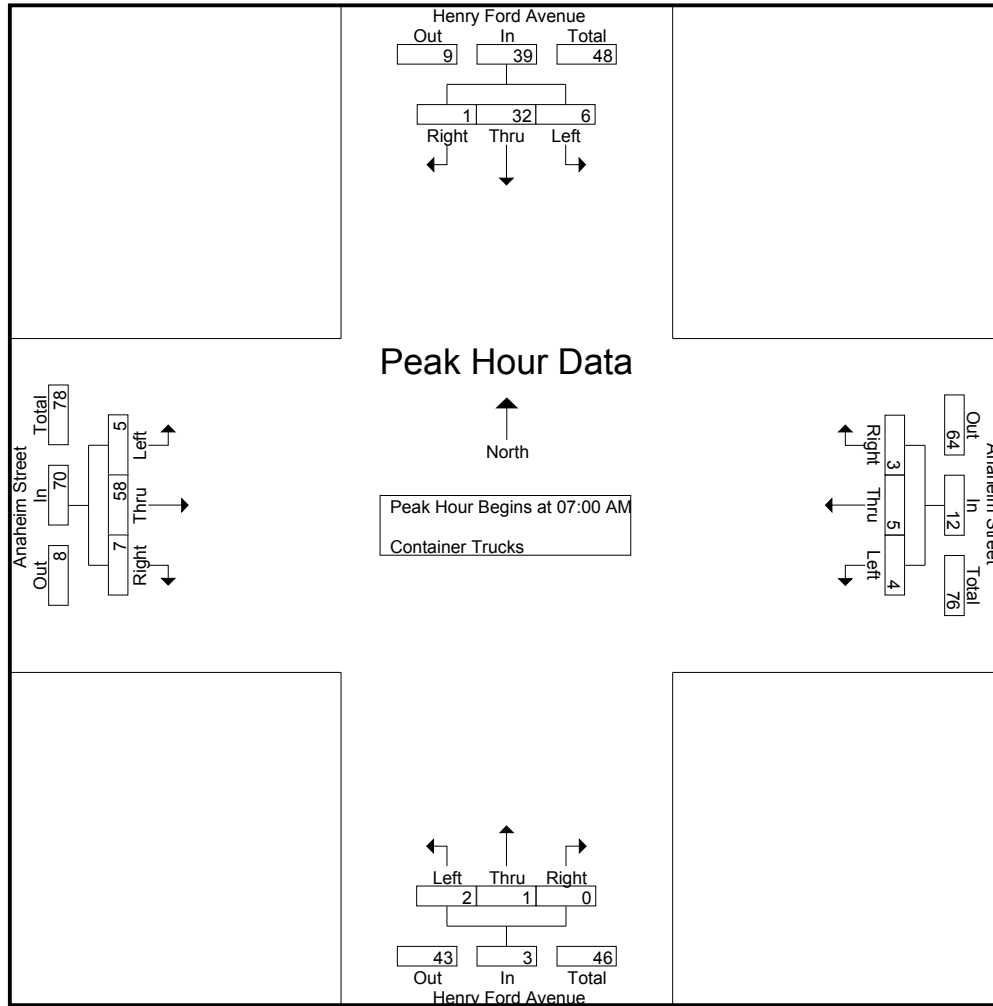
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	3	1	6	1	1	0	2	0	0	0	0	2	19	0	21	29
07:15 AM	1	10	0	11	0	0	1	1	0	0	0	0	1	17	1	19	31
07:30 AM	0	12	0	12	1	1	0	2	0	0	0	0	1	15	3	19	33
07:45 AM	3	7	0	10	2	3	2	7	2	1	0	3	1	7	3	11	31
Total	6	32	1	39	4	5	3	12	2	1	0	3	5	58	7	70	124
08:00 AM	0	9	1	10	0	0	1	1	0	1	0	1	3	19	2	24	36
08:15 AM	2	17	0	19	1	3	0	4	1	0	1	2	1	20	3	24	49
08:30 AM	1	14	0	15	2	3	0	5	3	2	0	5	0	27	1	28	53
08:45 AM	2	11	0	13	1	2	1	4	4	8	4	16	0	8	2	10	43
Total	5	51	1	57	4	8	2	14	8	11	5	24	4	74	8	86	181
Grand Total	11	83	2	96	8	13	5	26	10	12	5	27	9	132	15	156	305
Apprch %	11.5	86.5	2.1		30.8	50	19.2		37	44.4	18.5		5.8	84.6	9.6		
Total %	3.6	27.2	0.7	31.5	2.6	4.3	1.6	8.5	3.3	3.9	1.6	8.9	3	43.3	4.9	51.1	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	3	1	6	1	1	0	2	0	0	0	0	2	19	0	21	29
07:15 AM	1	10	0	11	0	0	1	1	0	0	0	0	1	17	1	19	31
07:30 AM	0	12	0	12	1	1	0	2	0	0	0	0	1	15	3	19	33
07:45 AM	3	7	0	10	2	3	2	7	2	1	0	3	1	7	3	11	31
Total Volume	6	32	1	39	4	5	3	12	2	1	0	3	5	58	7	70	124
% App. Total	15.4	82.1	2.6		33.3	41.7	25		66.7	33.3	0		7.1	82.9	10		
PHF	.500	.667	.250	.813	.500	.417	.375	.429	.250	.250	.000	.250	.625	.763	.583	.833	.939

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	3	1	6	1	1	0	2	0	0	0	0	2	19	0	21
+15 mins.	1	10	0	11	0	0	1	1	0	0	0	0	1	17	1	19
+30 mins.	0	12	0	12	1	1	0	2	0	0	0	0	1	15	3	19
+45 mins.	3	7	0	10	2	3	2	7	2	1	0	3	1	7	3	11
Total Volume	6	32	1	39	4	5	3	12	2	1	0	3	5	58	7	70
% App. Total	15.4	82.1	2.6		33.3	41.7	25		66.7	33.3	0		7.1	82.9	10	
PHF	.500	.667	.250	.813	.500	.417	.375	.429	.250	.250	.000	.250	.625	.763	.583	.833

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

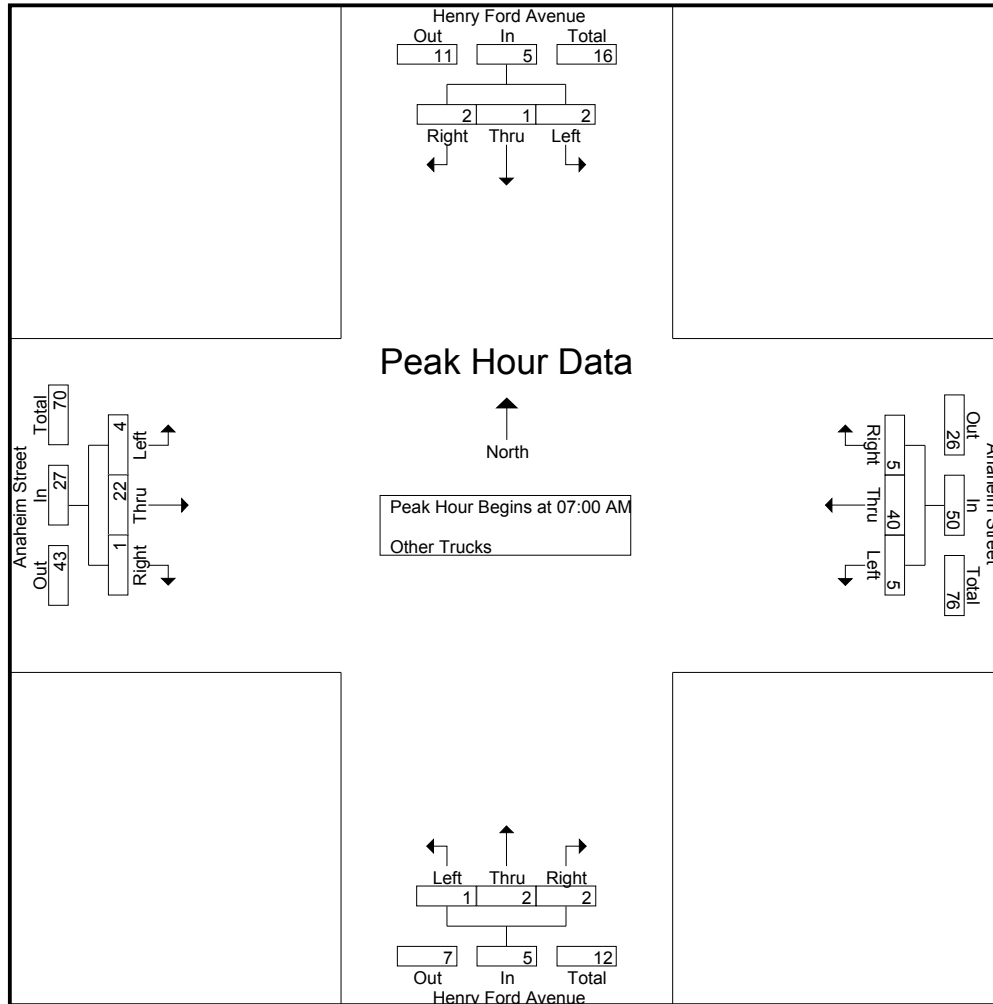
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	7	2	9	0	1	0	1	0	5	0	5	16
07:15 AM	0	0	0	0	0	10	2	12	0	0	0	0	1	5	1	7	19
07:30 AM	1	0	1	2	5	12	1	18	1	0	1	2	2	6	0	8	30
07:45 AM	0	1	1	2	0	11	0	11	0	1	1	2	1	6	0	7	22
Total	2	1	2	5	5	40	5	50	1	2	2	5	4	22	1	27	87
08:00 AM	1	1	0	2	0	9	0	9	0	0	0	0	1	6	0	7	18
08:15 AM	0	1	0	1	0	10	0	10	1	0	1	2	1	8	2	11	24
08:30 AM	2	4	0	6	1	8	1	10	0	1	1	2	0	9	1	10	28
08:45 AM	1	2	0	3	0	10	0	10	1	0	0	1	1	11	0	12	26
Total	4	8	0	12	1	37	1	39	2	1	2	5	3	34	3	40	96
Grand Total	6	9	2	17	6	77	6	89	3	3	4	10	7	56	4	67	183
Apprch %	35.3	52.9	11.8		6.7	86.5	6.7		30	30	40		10.4	83.6	6		
Total %	3.3	4.9	1.1	9.3	3.3	42.1	3.3	48.6	1.6	1.6	2.2	5.5	3.8	30.6	2.2	36.6	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	7	2	9	0	1	0	1	0	5	0	5	16
07:15 AM	0	0	0	0	0	10	2	12	0	0	0	0	1	5	1	7	19
07:30 AM	1	0	1	2	5	12	1	18	1	0	1	2	2	6	0	8	30
07:45 AM	0	1	1	2	0	11	0	11	0	1	1	2	1	6	0	7	22
Total Volume	2	1	2	5	5	40	5	50	1	2	2	5	4	22	1	27	87
% App. Total	40	20	40		10	80	10		20	40	40		14.8	81.5	3.7		
PHF	.500	.250	.500	.625	.250	.833	.625	.694	.250	.500	.500	.625	.500	.917	.250	.844	.725

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	7	2	9	0	1	0	1	0	5	0	5
+15 mins.	0	0	0	0	0	10	2	12	0	0	0	0	1	5	1	7
+30 mins.	1	0	1	2	5	12	1	18	1	0	1	2	2	6	0	8
+45 mins.	0	1	1	2	0	11	0	11	0	1	1	2	1	6	0	7
Total Volume	2	1	2	5	5	40	5	50	1	2	2	5	4	22	1	27
% App. Total	40	20	40		10	80	10		20	40	40		14.8	81.5	3.7	
PHF	.500	.250	.500	.625	.250	.833	.625	.694	.250	.500	.500	.625	.500	.917	.250	.844

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

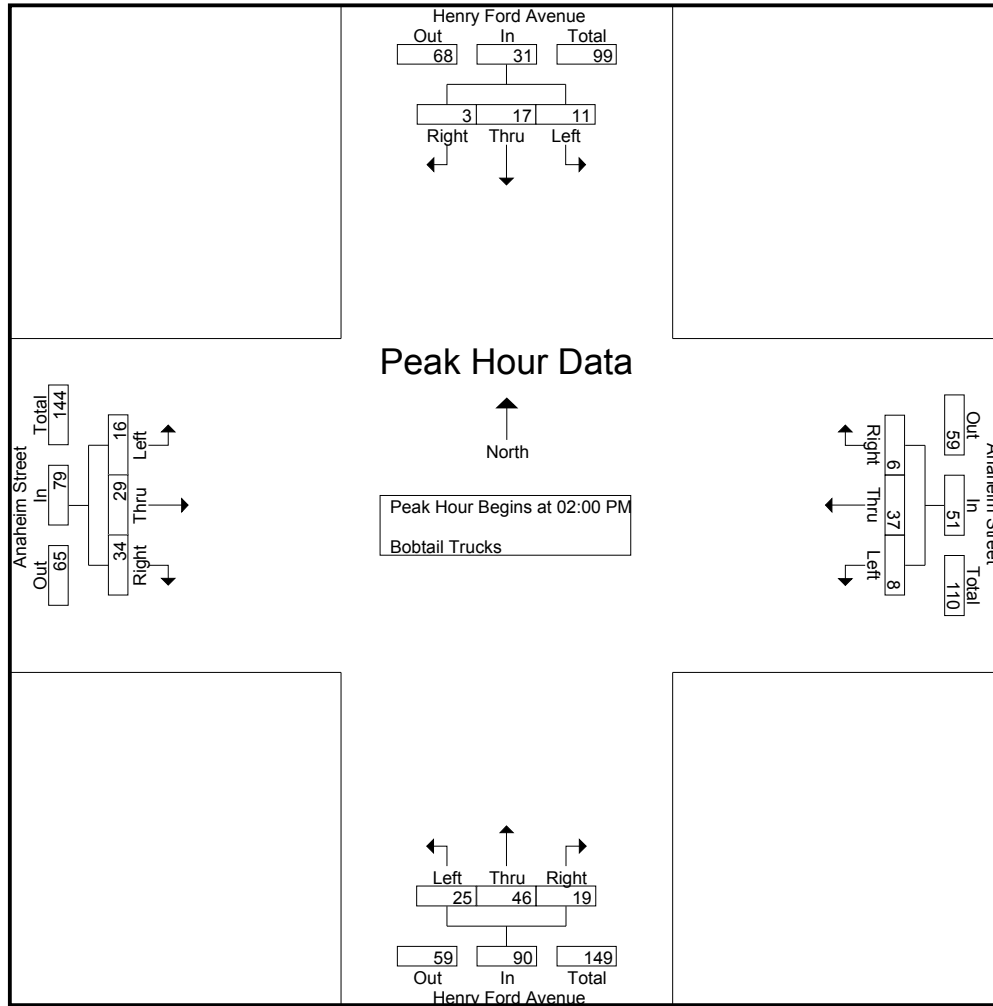
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	3	5	1	9	1	4	2	7	2	5	1	8	0	9	3	12	36
01:15 PM	2	4	0	6	0	3	3	6	7	7	7	21	4	3	4	11	44
01:30 PM	1	8	0	9	1	5	2	8	10	15	4	29	1	12	4	17	63
01:45 PM	3	7	1	11	1	9	4	14	11	12	4	27	4	7	8	19	71
Total	9	24	2	35	3	21	11	35	30	39	16	85	9	31	19	59	214
02:00 PM	4	1	2	7	1	5	0	6	8	16	4	28	4	6	7	17	58
02:15 PM	1	3	0	4	2	14	3	19	9	16	7	32	1	8	5	14	69
02:30 PM	4	7	1	12	2	14	1	17	5	6	2	13	7	10	13	30	72
02:45 PM	2	6	0	8	3	4	2	9	3	8	6	17	4	5	9	18	52
Total	11	17	3	31	8	37	6	51	25	46	19	90	16	29	34	79	251
Grand Total	20	41	5	66	11	58	17	86	55	85	35	175	25	60	53	138	465
Apprch %	30.3	62.1	7.6		12.8	67.4	19.8		31.4	48.6	20		18.1	43.5	38.4		
Total %	4.3	8.8	1.1	14.2	2.4	12.5	3.7	18.5	11.8	18.3	7.5	37.6	5.4	12.9	11.4	29.7	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	4	1	2	7	1	5	0	6	8	16	4	28	4	6	7	17	58
02:15 PM	1	3	0	4	2	14	3	19	9	16	7	32	1	8	5	14	69
02:30 PM	4	7	1	12	2	14	1	17	5	6	2	13	7	10	13	30	72
02:45 PM	2	6	0	8	3	4	2	9	3	8	6	17	4	5	9	18	52
Total Volume	11	17	3	31	8	37	6	51	25	46	19	90	16	29	34	79	251
% App. Total	35.5	54.8	9.7		15.7	72.5	11.8		27.8	51.1	21.1		20.3	36.7	43		
PHF	.688	.607	.375	.646	.667	.661	.500	.671	.694	.719	.679	.703	.571	.725	.654	.658	.872

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	4	1	2	7	1	5	0	6	8	16	4	28	4	6	7	17
+15 mins.	1	3	0	4	2	14	3	19	9	16	7	32	1	8	5	14
+30 mins.	4	7	1	12	2	14	1	17	5	6	2	13	7	10	13	30
+45 mins.	2	6	0	8	3	4	2	9	3	8	6	17	4	5	9	18
Total Volume	11	17	3	31	8	37	6	51	25	46	19	90	16	29	34	79
% App. Total	35.5	54.8	9.7		15.7	72.5	11.8		27.8	51.1	21.1		20.3	36.7	43	
PHF	.688	.607	.375	.646	.667	.661	.500	.671	.694	.719	.679	.703	.571	.725	.654	.658

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

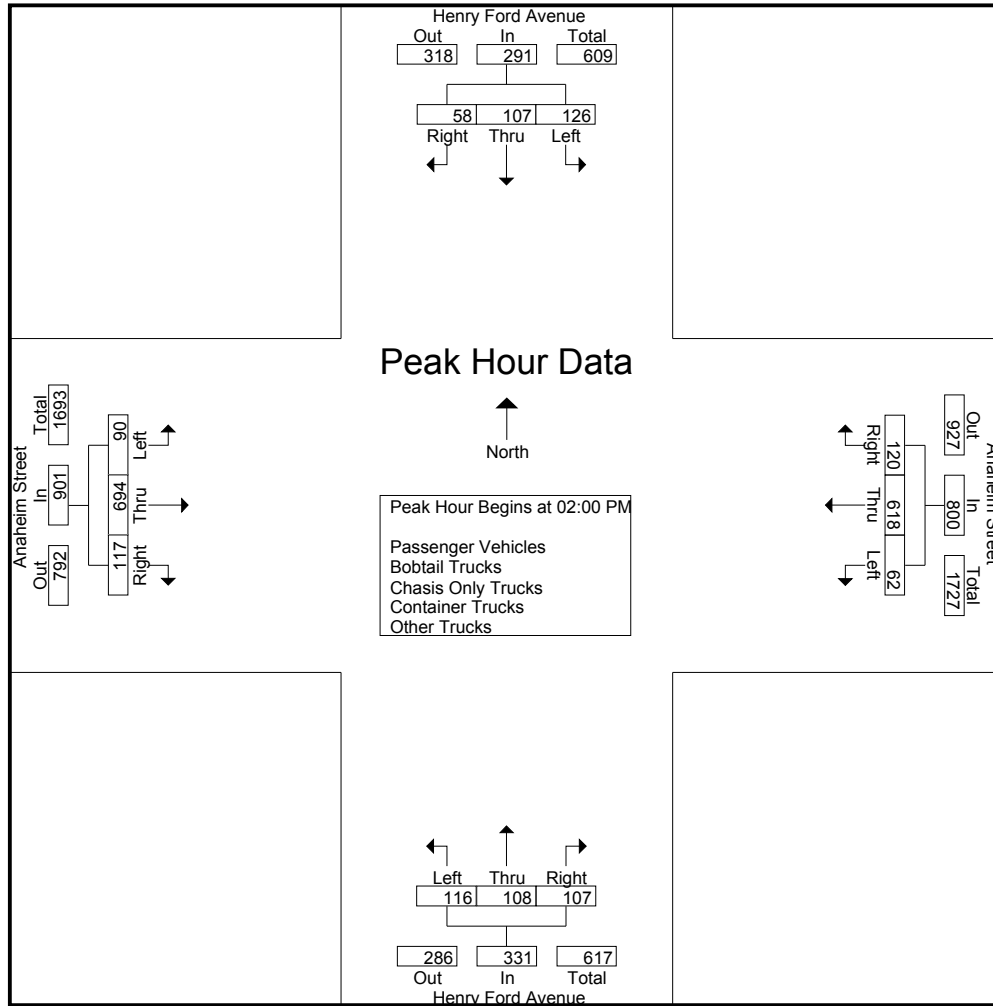
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	25	25	6	56	14	140	28	182	11	9	14	34	22	153	21	196	468
01:15 PM	21	19	16	56	11	164	30	205	25	20	16	61	26	144	22	192	514
01:30 PM	24	17	14	55	17	123	20	160	22	35	18	75	11	176	26	213	503
01:45 PM	25	24	7	56	12	129	31	172	32	28	21	81	26	156	22	204	513
Total	95	85	43	223	54	556	109	719	90	92	69	251	85	629	91	805	1998
02:00 PM	41	19	14	74	11	132	27	170	32	31	28	91	23	150	26	199	534
02:15 PM	22	26	13	61	19	166	25	210	31	33	35	99	19	178	22	219	589
02:30 PM	28	25	21	74	14	167	42	223	25	23	22	70	22	192	34	248	615
02:45 PM	35	37	10	82	18	153	26	197	28	21	22	71	26	174	35	235	585
Total	126	107	58	291	62	618	120	800	116	108	107	331	90	694	117	901	2323
Grand Total	221	192	101	514	116	1174	229	1519	206	200	176	582	175	1323	208	1706	4321
Apprch %	43	37.4	19.6		7.6	77.3	15.1		35.4	34.4	30.2		10.3	77.5	12.2		
Total %	5.1	4.4	2.3	11.9	2.7	27.2	5.3	35.2	4.8	4.6	4.1	13.5	4	30.6	4.8	39.5	
Passenger Vehicles	169	58	94	321	90	979	167	1236	92	46	111	249	116	1110	108	1334	3140
% Passenger Vehicles	76.5	30.2	93.1	62.5	77.6	83.4	72.9	81.4	44.7	23	63.1	42.8	66.3	83.9	51.9	78.2	72.7
Bobtail Trucks	20	41	5	66	11	58	17	86	55	85	35	175	25	60	53	138	465
% Bobtail Trucks	9	21.4	5	12.8	9.5	4.9	7.4	5.7	26.7	42.5	19.9	30.1	14.3	4.5	25.5	8.1	10.8
Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	25	88	1	114	12	58	23	93	51	62	23	136	23	80	37	140	483
% Container Trucks	11.3	45.8	1	22.2	10.3	4.9	10	6.1	24.8	31	13.1	23.4	13.1	6	17.8	8.2	11.2
Other Trucks	7	5	1	13	3	79	22	104	8	7	7	22	11	73	10	94	233
% Other Trucks	3.2	2.6	1	2.5	2.6	6.7	9.6	6.8	3.9	3.5	4	3.8	6.3	5.5	4.8	5.5	5.4

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	41	19	14	74	11	132	27	170	32	31	28	91	23	150	26	199	534
02:15 PM	22	26	13	61	19	166	25	210	31	33	35	99	19	178	22	219	589
02:30 PM	28	25	21	74	14	167	42	223	25	23	22	70	22	192	34	248	615
02:45 PM	35	37	10	82	18	153	26	197	28	21	22	71	26	174	35	235	585
Total Volume	126	107	58	291	62	618	120	800	116	108	107	331	90	694	117	901	2323
% App. Total	43.3	36.8	19.9		7.8	77.2	15		35	32.6	32.3		10	77	13		
PHF	.768	.723	.690	.887	.816	.925	.714	.897	.906	.818	.764	.836	.865	.904	.836	.908	.944

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				01:30 PM				02:00 PM			
+0 mins.	41	19	14	74	11	132	27	170	22	35	18	75	23	150	26	199
+15 mins.	22	26	13	61	19	166	25	210	32	28	21	81	19	178	22	219
+30 mins.	28	25	21	74	14	167	42	223	32	31	28	91	22	192	34	248
+45 mins.	35	37	10	82	18	153	26	197	31	33	35	99	26	174	35	235
Total Volume	126	107	58	291	62	618	120	800	117	127	102	346	90	694	117	901
% App. Total	43.3	36.8	19.9		7.8	77.2	15		33.8	36.7	29.5		10	77	13	
PHF	.768	.723	.690	.887	.816	.925	.714	.897	.914	.907	.729	.874	.865	.904	.836	.908

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

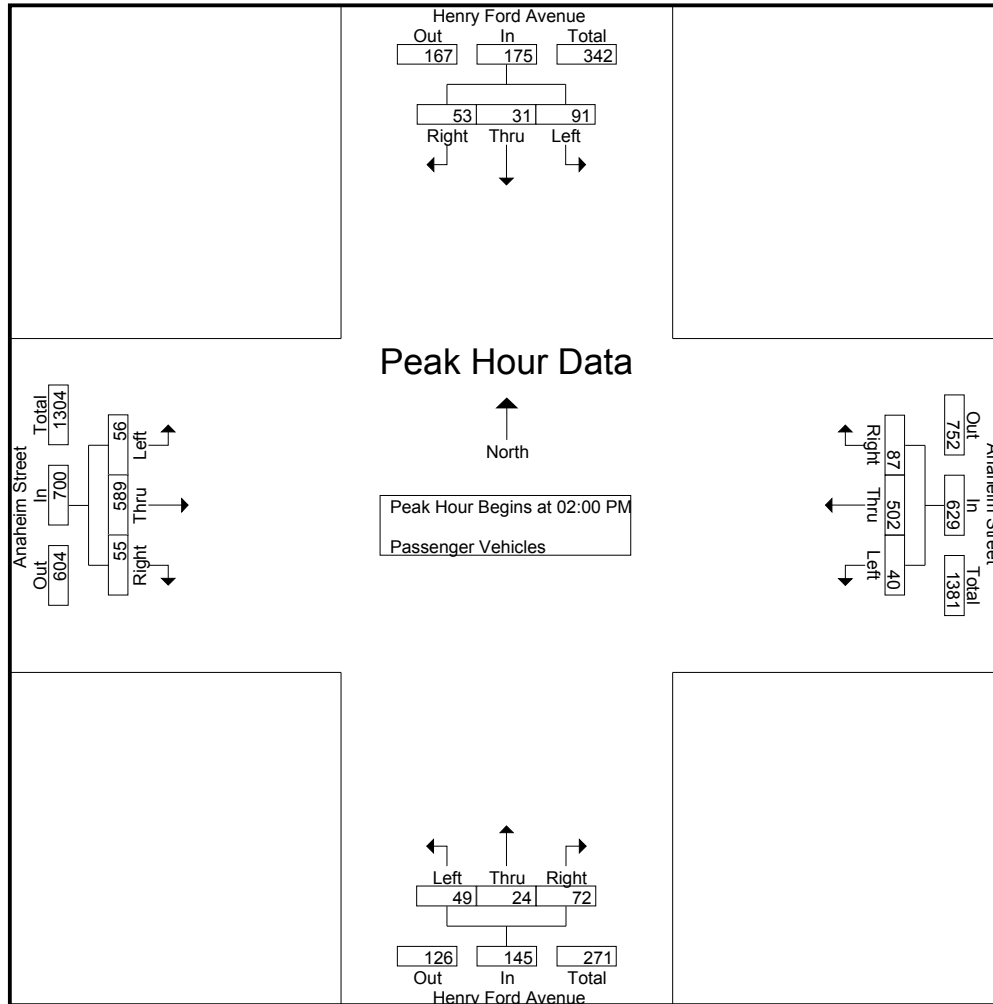
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	21	8	5	34	13	125	22	160	8	2	7	17	18	125	16	159	370
01:15 PM	17	7	16	40	11	139	21	171	15	8	7	30	18	130	15	163	404
01:30 PM	20	4	14	38	16	105	15	136	6	7	13	26	7	135	16	158	358
01:45 PM	20	8	6	34	10	108	22	140	14	5	12	31	17	131	6	154	359
Total	78	27	41	146	50	477	80	607	43	22	39	104	60	521	53	634	1491
02:00 PM	30	9	11	50	9	105	26	140	15	8	22	45	15	125	15	155	390
02:15 PM	19	8	13	40	11	135	12	158	12	11	25	48	14	151	14	179	425
02:30 PM	23	7	19	49	8	132	26	166	11	3	15	29	11	162	13	186	430
02:45 PM	19	7	10	36	12	130	23	165	11	2	10	23	16	151	13	180	404
Total	91	31	53	175	40	502	87	629	49	24	72	145	56	589	55	700	1649
Grand Total	169	58	94	321	90	979	167	1236	92	46	111	249	116	1110	108	1334	3140
Apprch %	52.6	18.1	29.3		7.3	79.2	13.5		36.9	18.5	44.6		8.7	83.2	8.1		
Total %	5.4	1.8	3	10.2	2.9	31.2	5.3	39.4	2.9	1.5	3.5	7.9	3.7	35.4	3.4	42.5	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	30	9	11	50	9	105	26	140	15	8	22	45	15	125	15	155	390
02:15 PM	19	8	13	40	11	135	12	158	12	11	25	48	14	151	14	179	425
02:30 PM	23	7	19	49	8	132	26	166	11	3	15	29	11	162	13	186	430
02:45 PM	19	7	10	36	12	130	23	165	11	2	10	23	16	151	13	180	404
Total Volume	91	31	53	175	40	502	87	629	49	24	72	145	56	589	55	700	1649
% App. Total	52	17.7	30.3		6.4	79.8	13.8		33.8	16.6	49.7		8	84.1	7.9		
PHF	.758	.861	.697	.875	.833	.930	.837	.947	.817	.545	.720	.755	.875	.909	.917	.941	.959

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	30	9	11	50	9	105	26	140	15	8	22	45	15	125	15	155
+15 mins.	19	8	13	40	11	135	12	158	12	11	25	48	14	151	14	179
+30 mins.	23	7	19	49	8	132	26	166	11	3	15	29	11	162	13	186
+45 mins.	19	7	10	36	12	130	23	165	11	2	10	23	16	151	13	180
Total Volume	91	31	53	175	40	502	87	629	49	24	72	145	56	589	55	700
% App. Total	52	17.7	30.3		6.4	79.8	13.8		33.8	16.6	49.7		8	84.1	7.9	
PHF	.758	.861	.697	.875	.833	.930	.837	.947	.817	.545	.720	.755	.875	.909	.917	.941

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 0000051
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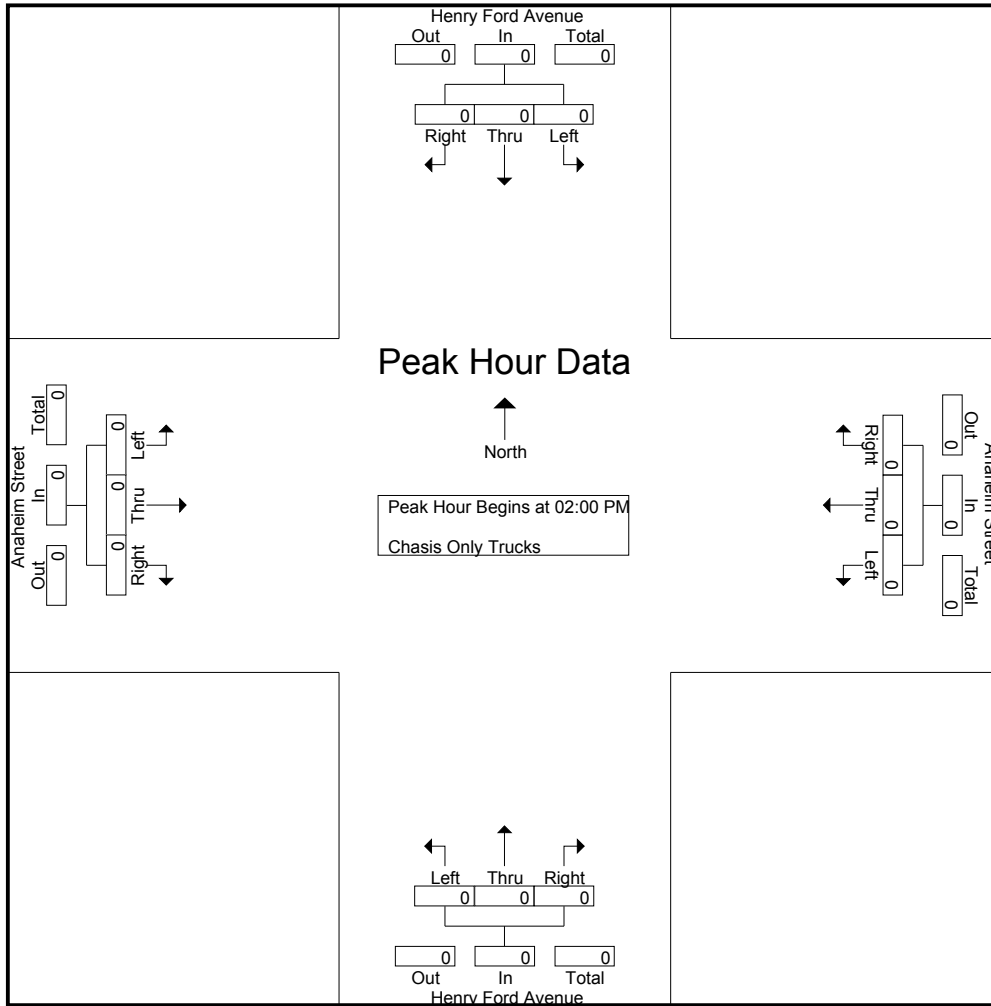
Groups Printed- Chasis Only Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 0000051
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
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 Page No : 1

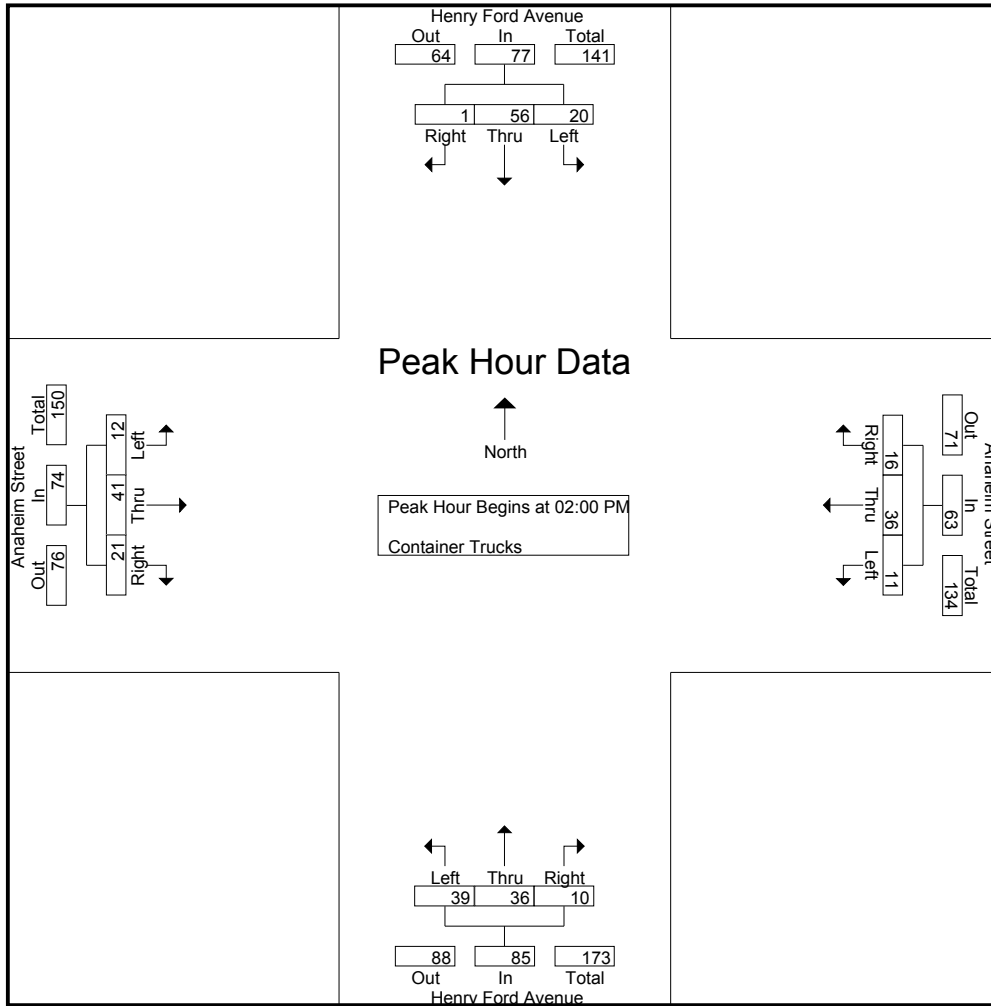
Groups Printed- Container Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	10	0	11	0	3	2	5	1	2	6	9	4	8	2	14	39
01:15 PM	1	8	0	9	0	9	3	12	2	4	2	8	2	4	3	9	38
01:30 PM	2	5	0	7	0	4	2	6	3	12	1	16	2	15	4	21	50
01:45 PM	1	9	0	10	1	6	0	7	6	8	4	18	3	12	7	22	57
Total	5	32	0	37	1	22	7	30	12	26	13	51	11	39	16	66	184
02:00 PM	4	8	0	12	1	10	1	12	8	7	2	17	2	12	4	18	59
02:15 PM	2	15	0	17	3	6	6	15	10	6	2	18	3	10	2	15	65
02:30 PM	1	11	1	13	4	9	8	21	9	13	4	26	2	10	6	18	78
02:45 PM	13	22	0	35	3	11	1	15	12	10	2	24	5	9	9	23	97
Total	20	56	1	77	11	36	16	63	39	36	10	85	12	41	21	74	299
Grand Total	25	88	1	114	12	58	23	93	51	62	23	136	23	80	37	140	483
Apprch %	21.9	77.2	0.9		12.9	62.4	24.7		37.5	45.6	16.9		16.4	57.1	26.4		
Total %	5.2	18.2	0.2	23.6	2.5	12	4.8	19.3	10.6	12.8	4.8	28.2	4.8	16.6	7.7	29	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	4	8	0	12	1	10	1	12	8	7	2	17	2	12	4	18	59
02:15 PM	2	15	0	17	3	6	6	15	10	6	2	18	3	10	2	15	65
02:30 PM	1	11	1	13	4	9	8	21	9	13	4	26	2	10	6	18	78
02:45 PM	13	22	0	35	3	11	1	15	12	10	2	24	5	9	9	23	97
Total Volume	20	56	1	77	11	36	16	63	39	36	10	85	12	41	21	74	299
% App. Total	26	72.7	1.3		17.5	57.1	25.4		45.9	42.4	11.8		16.2	55.4	28.4		
PHF	.385	.636	.250	.550	.688	.818	.500	.750	.813	.692	.625	.817	.600	.854	.583	.804	.771

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 0000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	4	8	0	12	1	10	1	12	8	7	2	17	2	12	4	18
+15 mins.	2	15	0	17	3	6	6	15	10	6	2	18	3	10	2	15
+30 mins.	1	11	1	13	4	9	8	21	9	13	4	26	2	10	6	18
+45 mins.	13	22	0	35	3	11	1	15	12	10	2	24	5	9	9	23
Total Volume	20	56	1	77	11	36	16	63	39	36	10	85	12	41	21	74
% App. Total	26	72.7	1.3		17.5	57.1	25.4		45.9	42.4	11.8		16.2	55.4	28.4	
PHF	.385	.636	.250	.550	.688	.818	.500	.750	.813	.692	.625	.817	.600	.854	.583	.804

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

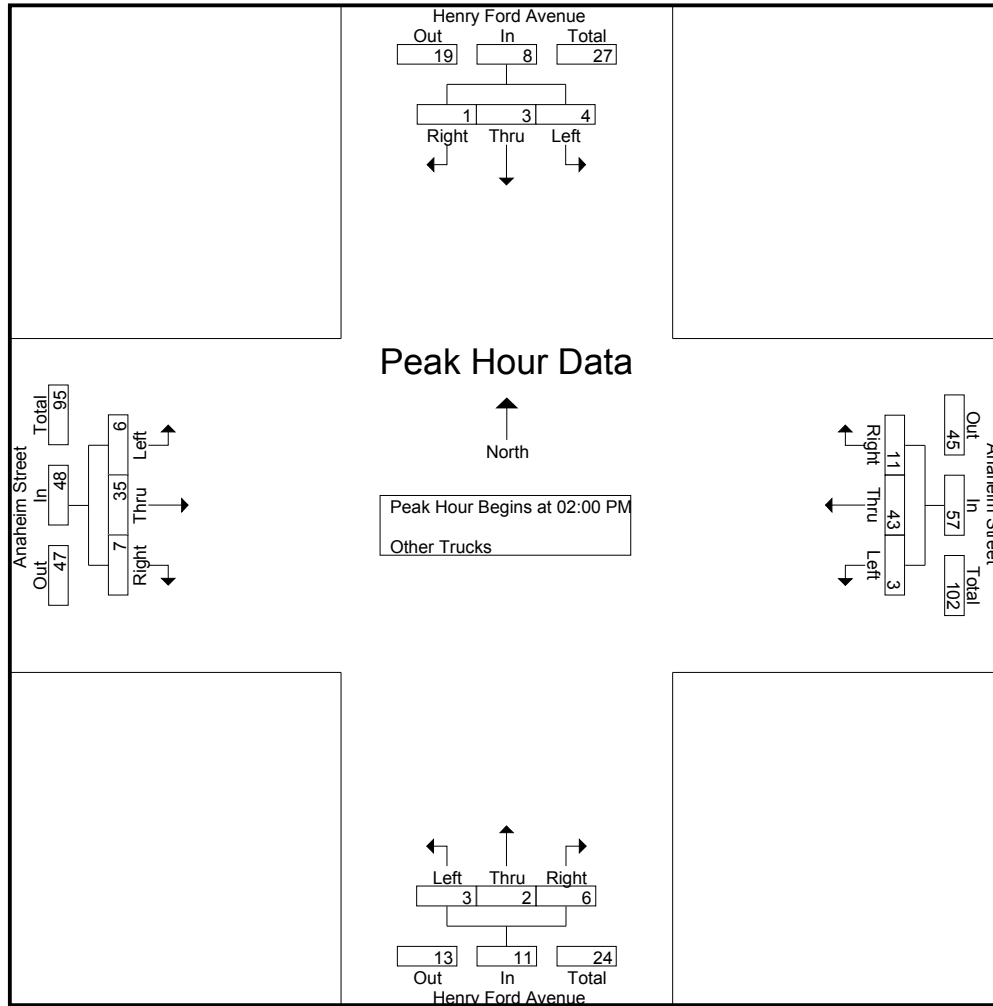
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	2	0	2	0	8	2	10	0	0	0	0	0	11	0	11	23
01:15 PM	1	0	0	1	0	13	3	16	1	1	0	2	2	7	0	9	28
01:30 PM	1	0	0	1	0	9	1	10	3	1	0	4	1	14	2	17	32
01:45 PM	1	0	0	1	0	6	5	11	1	3	1	5	2	6	1	9	26
Total	3	2	0	5	0	36	11	47	5	5	1	11	5	38	3	46	109
02:00 PM	3	1	1	5	0	12	0	12	1	0	0	1	2	7	0	9	27
02:15 PM	0	0	0	0	3	11	4	18	0	0	1	1	1	9	1	11	30
02:30 PM	0	0	0	0	0	12	7	19	0	1	1	2	2	10	2	14	35
02:45 PM	1	2	0	3	0	8	0	8	2	1	4	7	1	9	4	14	32
Total	4	3	1	8	3	43	11	57	3	2	6	11	6	35	7	48	124
Grand Total	7	5	1	13	3	79	22	104	8	7	7	22	11	73	10	94	233
Apprch %	53.8	38.5	7.7		2.9	76	21.2		36.4	31.8	31.8		11.7	77.7	10.6		
Total %	3	2.1	0.4	5.6	1.3	33.9	9.4	44.6	3.4	3	3	9.4	4.7	31.3	4.3	40.3	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	3	1	1	5	0	12	0	12	1	0	0	1	2	7	0	9	27
02:15 PM	0	0	0	0	3	11	4	18	0	0	1	1	1	9	1	11	30
02:30 PM	0	0	0	0	0	12	7	19	0	1	1	2	2	10	2	14	35
02:45 PM	1	2	0	3	0	8	0	8	2	1	4	7	1	9	4	14	32
Total Volume	4	3	1	8	3	43	11	57	3	2	6	11	6	35	7	48	124
% App. Total	50	37.5	12.5		5.3	75.4	19.3		27.3	18.2	54.5		12.5	72.9	14.6		
PHF	.333	.375	.250	.400	.250	.896	.393	.750	.375	.500	.375	.393	.750	.875	.438	.857	.886

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 0000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	3	1	1	5	0	12	0	12	1	0	0	1	2	7	0	9
+15 mins.	0	0	0	0	3	11	4	18	0	0	1	1	1	9	1	11
+30 mins.	0	0	0	0	0	12	7	19	0	1	1	2	2	10	2	14
+45 mins.	1	2	0	3	0	8	0	8	2	1	4	7	1	9	4	14
Total Volume	4	3	1	8	3	43	11	57	3	2	6	11	6	35	7	48
% App. Total	50	37.5	12.5		5.3	75.4	19.3		27.3	18.2	54.5		12.5	72.9	14.6	
PHF	.333	.375	.250	.400	.250	.896	.393	.750	.375	.500	.375	.393	.750	.875	.438	.857

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
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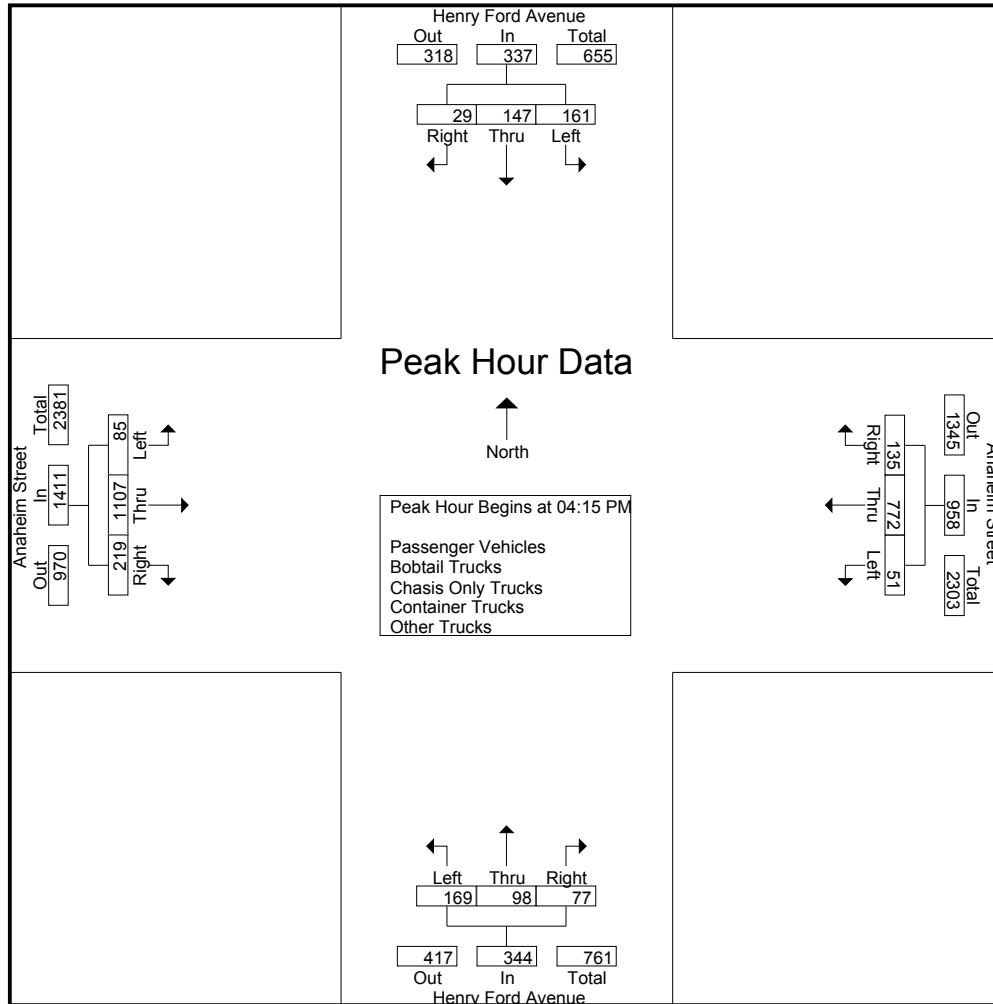
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	33	40	5	78	9	180	29	218	49	46	25	120	23	243	32	298	714
04:15 PM	38	38	7	83	10	199	31	240	54	36	20	110	20	240	36	296	729
04:30 PM	34	31	9	74	12	217	42	271	49	24	14	87	22	259	35	316	748
04:45 PM	34	39	5	78	8	190	27	225	44	25	23	92	22	292	72	386	781
Total	139	148	26	313	39	786	129	954	196	131	82	409	87	1034	175	1296	2972
05:00 PM	55	39	8	102	21	166	35	222	22	13	20	55	21	316	76	413	792
05:15 PM	41	43	10	94	7	139	18	164	21	6	15	42	23	267	60	350	650
05:30 PM	29	33	11	73	6	127	24	157	14	14	12	40	18	218	39	275	545
05:45 PM	34	28	7	69	4	102	14	120	16	9	7	32	16	168	25	209	430
Total	159	143	36	338	38	534	91	663	73	42	54	169	78	969	200	1247	2417
Grand Total	298	291	62	651	77	1320	220	1617	269	173	136	578	165	2003	375	2543	5389
Apprch %	45.8	44.7	9.5		4.8	81.6	13.6		46.5	29.9	23.5		6.5	78.8	14.7		
Total %	5.5	5.4	1.2	12.1	1.4	24.5	4.1	30	5	3.2	2.5	10.7	3.1	37.2	7	47.2	
Passenger Vehicles	242	69	50	361	51	1181	166	1398	160	70	102	332	120	1867	255	2242	4333
% Passenger Vehicles	81.2	23.7	80.6	55.5	66.2	89.5	75.5	86.5	59.5	40.5	75	57.4	72.7	93.2	68	88.2	80.4
Bobtail Trucks	29	99	7	135	12	69	32	113	60	50	18	128	21	35	71	127	503
% Bobtail Trucks	9.7	34	11.3	20.7	15.6	5.2	14.5	7	22.3	28.9	13.2	22.1	12.7	1.7	18.9	5	9.3
Chasis Only Trucks	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
% Chasis Only Trucks	0	0	0	0	0	0	0.9	0.1	0	0	0	0	0	0	0	0	0
Container Trucks	20	120	5	145	11	37	12	60	45	50	13	108	18	58	44	120	433
% Container Trucks	6.7	41.2	8.1	22.3	14.3	2.8	5.5	3.7	16.7	28.9	9.6	18.7	10.9	2.9	11.7	4.7	8
Other Trucks	7	3	0	10	3	33	8	44	4	3	3	10	6	43	5	54	118
% Other Trucks	2.3	1	0	1.5	3.9	2.5	3.6	2.7	1.5	1.7	2.2	1.7	3.6	2.1	1.3	2.1	2.2

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	38	38	7	83	10	199	31	240	54	36	20	110	20	240	36	296	729
04:30 PM	34	31	9	74	12	217	42	271	49	24	14	87	22	259	35	316	748
04:45 PM	34	39	5	78	8	190	27	225	44	25	23	92	22	292	72	386	781
05:00 PM	55	39	8	102	21	166	35	222	22	13	20	55	21	316	76	413	792
Total Volume	161	147	29	337	51	772	135	958	169	98	77	344	85	1107	219	1411	3050
% App. Total	47.8	43.6	8.6		5.3	80.6	14.1		49.1	28.5	22.4		6	78.5	15.5		
PHF	.732	.942	.806	.826	.607	.889	.804	.884	.782	.681	.837	.782	.966	.876	.720	.854	.963

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	34	31	9	74	10	199	31	240	49	46	25	120	22	259	35	316
+15 mins.	34	39	5	78	12	217	42	271	54	36	20	110	22	292	72	386
+30 mins.	55	39	8	102	8	190	27	225	49	24	14	87	21	316	76	413
+45 mins.	41	43	10	94	21	166	35	222	44	25	23	92	23	267	60	350
Total Volume	164	152	32	348	51	772	135	958	196	131	82	409	88	1134	243	1465
% App. Total	47.1	43.7	9.2		5.3	80.6	14.1		47.9	32	20		6	77.4	16.6	
PHF	.745	.884	.800	.853	.607	.889	.804	.884	.907	.712	.820	.852	.957	.897	.799	.887

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

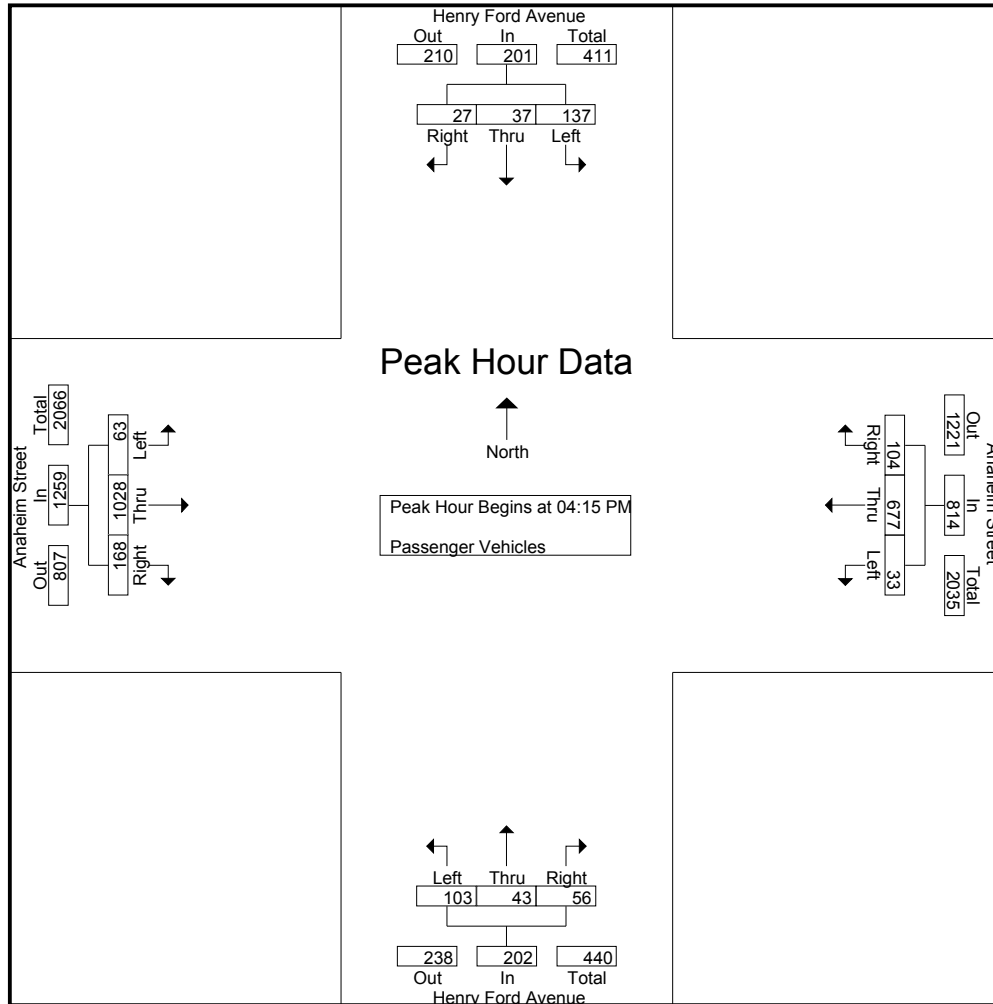
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	26	12	5	43	7	157	16	180	23	10	14	47	15	224	20	259	529
04:15 PM	33	10	7	50	4	171	21	196	27	11	10	48	14	221	24	259	553
04:30 PM	32	11	9	52	8	185	36	229	27	5	9	41	12	238	18	268	590
04:45 PM	26	9	5	40	5	168	21	194	33	18	21	72	17	272	66	355	661
Total	117	42	26	185	24	681	94	799	110	44	54	208	58	955	128	1141	2333
05:00 PM	46	7	6	59	16	153	26	195	16	9	16	41	20	297	60	377	672
05:15 PM	29	7	4	40	4	131	15	150	14	4	15	33	21	250	31	302	525
05:30 PM	25	8	8	41	4	121	19	144	10	9	12	31	12	208	23	243	459
05:45 PM	25	5	6	36	3	95	12	110	10	4	5	19	9	157	13	179	344
Total	125	27	24	176	27	500	72	599	50	26	48	124	62	912	127	1101	2000
Grand Total	242	69	50	361	51	1181	166	1398	160	70	102	332	120	1867	255	2242	4333
Apprch %	67	19.1	13.9		3.6	84.5	11.9		48.2	21.1	30.7		5.4	83.3	11.4		
Total %	5.6	1.6	1.2	8.3	1.2	27.3	3.8	32.3	3.7	1.6	2.4	7.7	2.8	43.1	5.9	51.7	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	33	10	7	50	4	171	21	196	27	11	10	48	14	221	24	259	553
04:30 PM	32	11	9	52	8	185	36	229	27	5	9	41	12	238	18	268	590
04:45 PM	26	9	5	40	5	168	21	194	33	18	21	72	17	272	66	355	661
05:00 PM	46	7	6	59	16	153	26	195	16	9	16	41	20	297	60	377	672
Total Volume	137	37	27	201	33	677	104	814	103	43	56	202	63	1028	168	1259	2476
% App. Total	68.2	18.4	13.4		4.1	83.2	12.8		51	21.3	27.7		5	81.7	13.3		
PHF	.745	.841	.750	.852	.516	.915	.722	.889	.780	.597	.667	.701	.788	.865	.636	.835	.921

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	33	10	7	50	4	171	21	196	27	11	10	48	14	221	24	259
+15 mins.	32	11	9	52	8	185	36	229	27	5	9	41	12	238	18	268
+30 mins.	26	9	5	40	5	168	21	194	33	18	21	72	17	272	66	355
+45 mins.	46	7	6	59	16	153	26	195	16	9	16	41	20	297	60	377
Total Volume	137	37	27	201	33	677	104	814	103	43	56	202	63	1028	168	1259
% App. Total	68.2	18.4	13.4		4.1	83.2	12.8		51	21.3	27.7		5	81.7	13.3	
PHF	.745	.841	.750	.852	.516	.915	.722	.889	.780	.597	.667	.701	.788	.865	.636	.835

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
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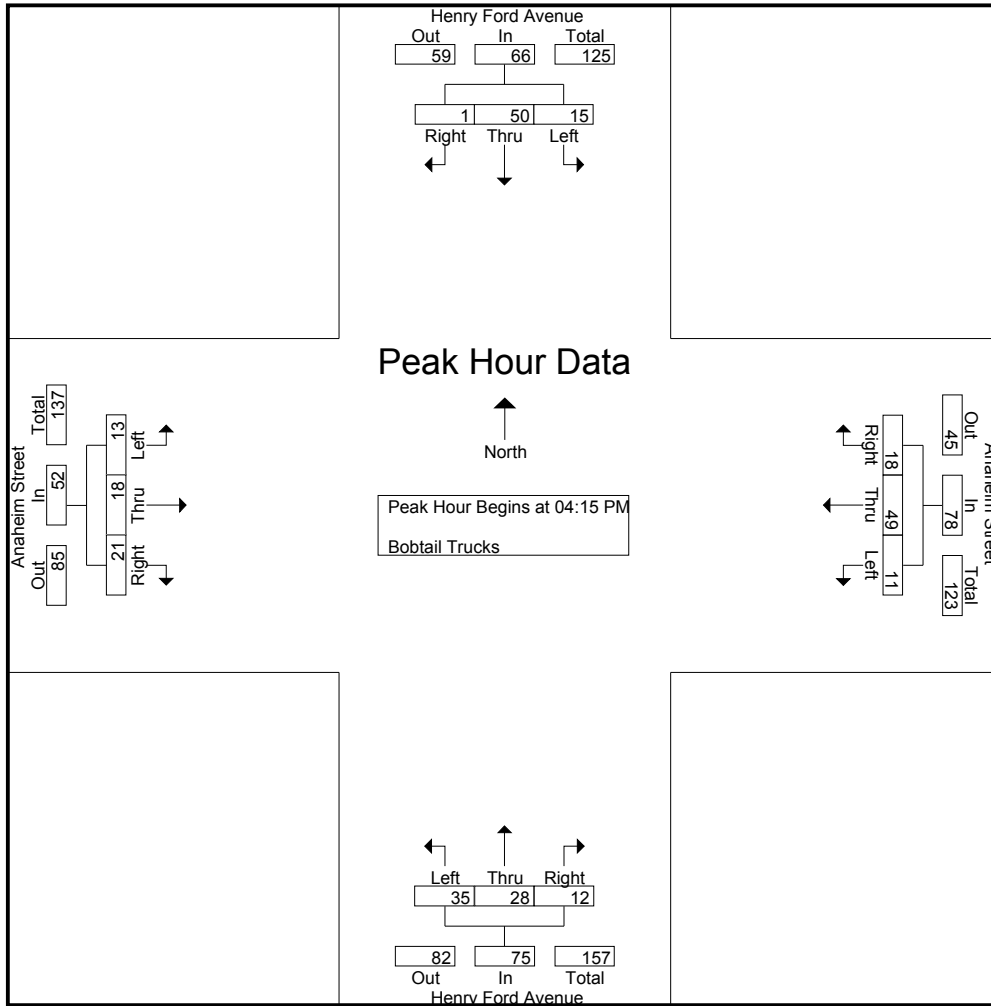
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	10	0	13	0	10	8	18	14	16	6	36	3	4	6	13	80
04:15 PM	2	6	0	8	4	12	7	23	10	16	3	29	2	4	8	14	74
04:30 PM	2	12	0	14	2	20	3	25	13	7	5	25	8	5	5	18	82
04:45 PM	6	14	0	20	2	11	3	16	10	3	1	14	3	2	2	7	57
Total	13	42	0	55	8	53	21	82	47	42	15	104	16	15	21	52	293
05:00 PM	5	18	1	24	3	6	5	14	2	2	3	7	0	7	6	13	58
05:15 PM	8	20	4	32	0	4	2	6	4	2	0	6	2	7	19	28	72
05:30 PM	2	10	2	14	1	2	3	6	4	3	0	7	1	2	13	16	43
05:45 PM	1	9	0	10	0	4	1	5	3	1	0	4	2	4	12	18	37
Total	16	57	7	80	4	16	11	31	13	8	3	24	5	20	50	75	210
Grand Total	29	99	7	135	12	69	32	113	60	50	18	128	21	35	71	127	503
Apprch %	21.5	73.3	5.2		10.6	61.1	28.3		46.9	39.1	14.1		16.5	27.6	55.9		
Total %	5.8	19.7	1.4	26.8	2.4	13.7	6.4	22.5	11.9	9.9	3.6	25.4	4.2	7	14.1	25.2	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	6	0	8	4	12	7	23	10	16	3	29	2	4	8	14	74
04:30 PM	2	12	0	14	2	20	3	25	13	7	5	25	8	5	5	18	82
04:45 PM	6	14	0	20	2	11	3	16	10	3	1	14	3	2	2	7	57
05:00 PM	5	18	1	24	3	6	5	14	2	2	3	7	0	7	6	13	58
Total Volume	15	50	1	66	11	49	18	78	35	28	12	75	13	18	21	52	271
% App. Total	22.7	75.8	1.5		14.1	62.8	23.1		46.7	37.3	16		25	34.6	40.4		
PHF	.625	.694	.250	.688	.688	.613	.643	.780	.673	.438	.600	.647	.406	.643	.656	.722	.826

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	6	0	8	4	12	7	23	10	16	3	29	2	4	8	14
+15 mins.	2	12	0	14	2	20	3	25	13	7	5	25	8	5	5	18
+30 mins.	6	14	0	20	2	11	3	16	10	3	1	14	3	2	2	7
+45 mins.	5	18	1	24	3	6	5	14	2	2	3	7	0	7	6	13
Total Volume	15	50	1	66	11	49	18	78	35	28	12	75	13	18	21	52
% App. Total	22.7	75.8	1.5		14.1	62.8	23.1		46.7	37.3	16		25	34.6	40.4	
PHF	.625	.694	.250	.688	.688	.613	.643	.780	.673	.438	.600	.647	.406	.643	.656	.722

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
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Groups Printed- Chasis Only Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0		
Total %	0	0	0		0	0	100	100	0	0	0		0	0	0		

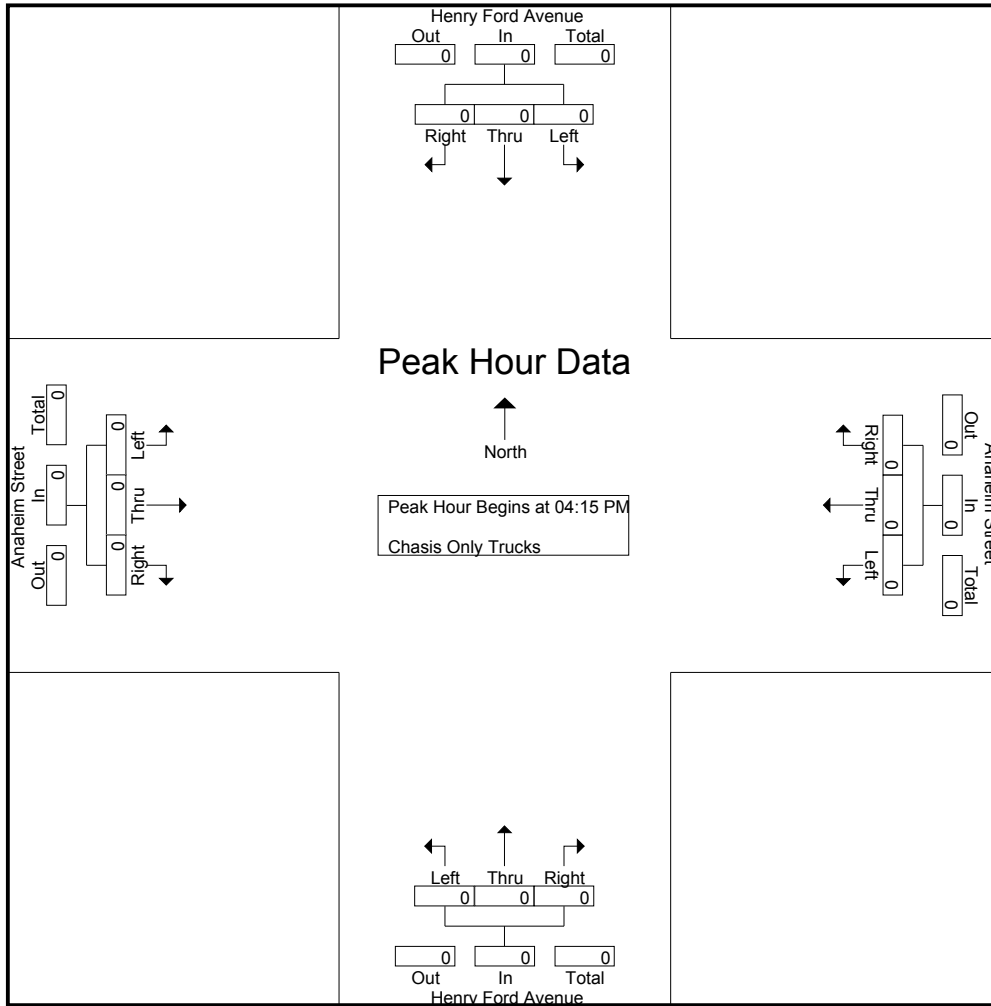
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
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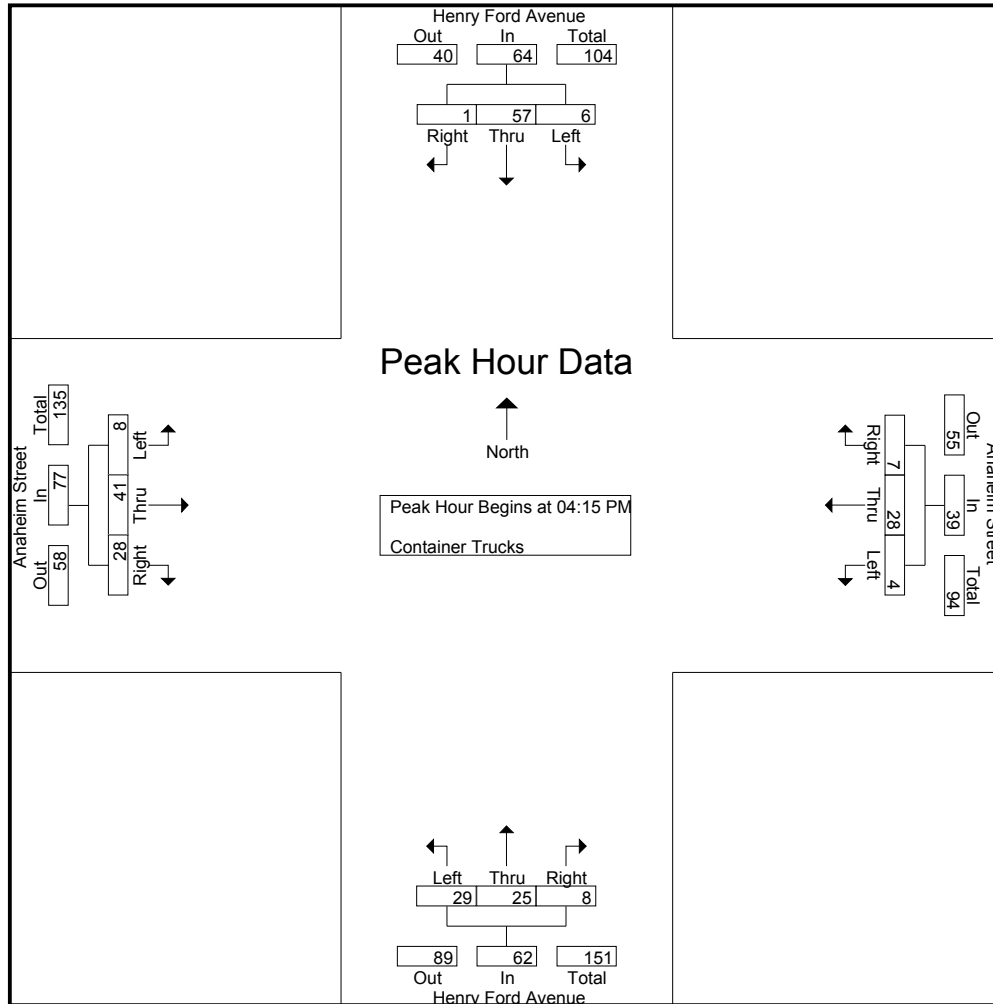
Groups Printed- Container Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	18	0	21	2	4	2	8	11	19	4	34	4	3	5	12	75
04:15 PM	1	21	0	22	2	9	2	13	15	9	7	31	4	10	3	17	83
04:30 PM	0	7	0	7	1	8	2	11	9	11	0	20	1	11	11	23	61
04:45 PM	1	15	0	16	0	5	1	6	1	4	1	6	2	12	4	18	46
Total	5	61	0	66	5	26	7	38	36	43	12	91	11	36	23	70	265
05:00 PM	4	14	1	19	1	6	2	9	4	1	0	5	1	8	10	19	52
05:15 PM	4	16	2	22	3	1	1	5	3	0	0	3	0	4	8	12	42
05:30 PM	1	15	1	17	1	2	2	5	0	2	0	2	2	5	3	10	34
05:45 PM	6	14	1	21	1	2	0	3	2	4	1	7	4	5	0	9	40
Total	15	59	5	79	6	11	5	22	9	7	1	17	7	22	21	50	168
Grand Total	20	120	5	145	11	37	12	60	45	50	13	108	18	58	44	120	433
Apprch %	13.8	82.8	3.4		18.3	61.7	20		41.7	46.3	12		15	48.3	36.7		
Total %	4.6	27.7	1.2	33.5	2.5	8.5	2.8	13.9	10.4	11.5	3	24.9	4.2	13.4	10.2	27.7	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	21	0	22	2	9	2	13	15	9	7	31	4	10	3	17	83
04:30 PM	0	7	0	7	1	8	2	11	9	11	0	20	1	11	11	23	61
04:45 PM	1	15	0	16	0	5	1	6	1	4	1	6	2	12	4	18	46
05:00 PM	4	14	1	19	1	6	2	9	4	1	0	5	1	8	10	19	52
Total Volume	6	57	1	64	4	28	7	39	29	25	8	62	8	41	28	77	242
% App. Total	9.4	89.1	1.6		10.3	71.8	17.9		46.8	40.3	12.9		10.4	53.2	36.4		
PHF	.375	.679	.250	.727	.500	.778	.875	.750	.483	.568	.286	.500	.500	.854	.636	.837	.729

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
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 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	21	0	22	2	9	2	13	15	9	7	31	4	10	3	17
+15 mins.	0	7	0	7	1	8	2	11	9	11	0	20	1	11	11	23
+30 mins.	1	15	0	16	0	5	1	6	1	4	1	6	2	12	4	18
+45 mins.	4	14	1	19	1	6	2	9	4	1	0	5	1	8	10	19
Total Volume	6	57	1	64	4	28	7	39	29	25	8	62	8	41	28	77
% App. Total	9.4	89.1	1.6		10.3	71.8	17.9		46.8	40.3	12.9		10.4	53.2	36.4	
PHF	.375	.679	.250	.727	.500	.778	.875	.750	.483	.568	.286	.500	.500	.854	.636	.837

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

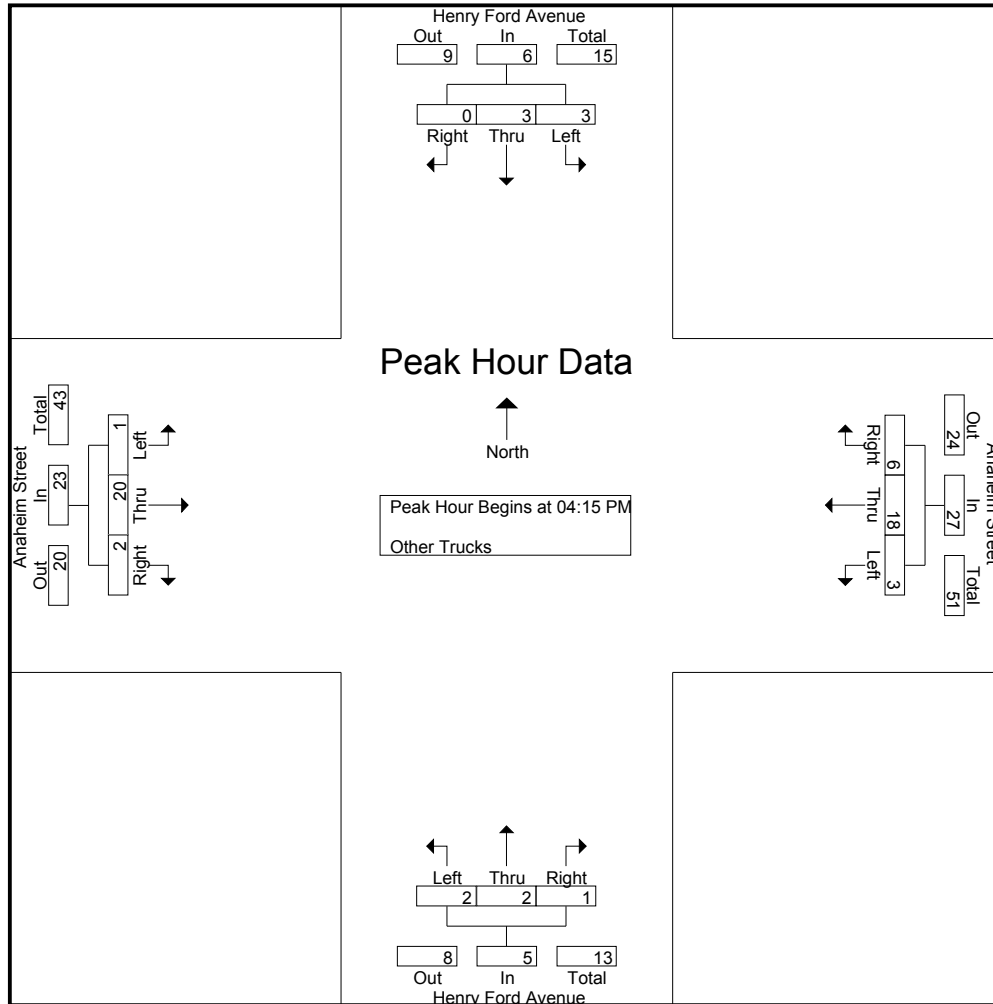
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	9	1	10	1	1	1	3	1	12	1	14	28
04:15 PM	2	1	0	3	0	7	1	8	2	0	0	2	0	5	1	6	19
04:30 PM	0	1	0	1	1	4	1	6	0	1	0	1	1	5	1	7	15
04:45 PM	1	1	0	2	1	6	2	9	0	0	0	0	0	6	0	6	17
Total	4	3	0	7	2	26	5	33	3	2	1	6	2	28	3	33	79
05:00 PM	0	0	0	0	1	1	2	4	0	1	1	2	0	4	0	4	10
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	2	8	11
05:30 PM	1	0	0	1	0	2	0	2	0	0	0	0	3	3	0	6	9
05:45 PM	2	0	0	2	0	1	1	2	1	0	1	2	1	2	0	3	9
Total	3	0	0	3	1	7	3	11	1	1	2	4	4	15	2	21	39
Grand Total	7	3	0	10	3	33	8	44	4	3	3	10	6	43	5	54	118
Apprch %	70	30	0		6.8	75	18.2		40	30	30		11.1	79.6	9.3		
Total %	5.9	2.5	0	8.5	2.5	28	6.8	37.3	3.4	2.5	2.5	8.5	5.1	36.4	4.2	45.8	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	1	0	3	0	7	1	8	2	0	0	2	0	5	1	6	19
04:30 PM	0	1	0	1	1	4	1	6	0	1	0	1	1	5	1	7	15
04:45 PM	1	1	0	2	1	6	2	9	0	0	0	0	0	6	0	6	17
05:00 PM	0	0	0	0	1	1	2	4	0	1	1	2	0	4	0	4	10
Total Volume	3	3	0	6	3	18	6	27	2	2	1	5	1	20	2	23	61
% App. Total	50	50	0		11.1	66.7	22.2		40	40	20		4.3	87	8.7		
PHF	.375	.750	.000	.500	.750	.643	.750	.750	.250	.500	.250	.625	.250	.833	.500	.821	.803

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	1	0	3	0	7	1	8	2	0	0	2	0	5	1	6
+15 mins.	0	1	0	1	1	4	1	6	0	1	0	1	1	5	1	7
+30 mins.	1	1	0	2	1	6	2	9	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	1	1	2	4	0	1	1	2	0	4	0	4
Total Volume	3	3	0	6	3	18	6	27	2	2	1	5	1	20	2	23
% App. Total	50	50	0		11.1	66.7	22.2		40	40	20		4.3	87	8.7	
PHF	.375	.750	.000	.500	.750	.643	.750	.750	.250	.500	.250	.625	.250	.833	.500	.821

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

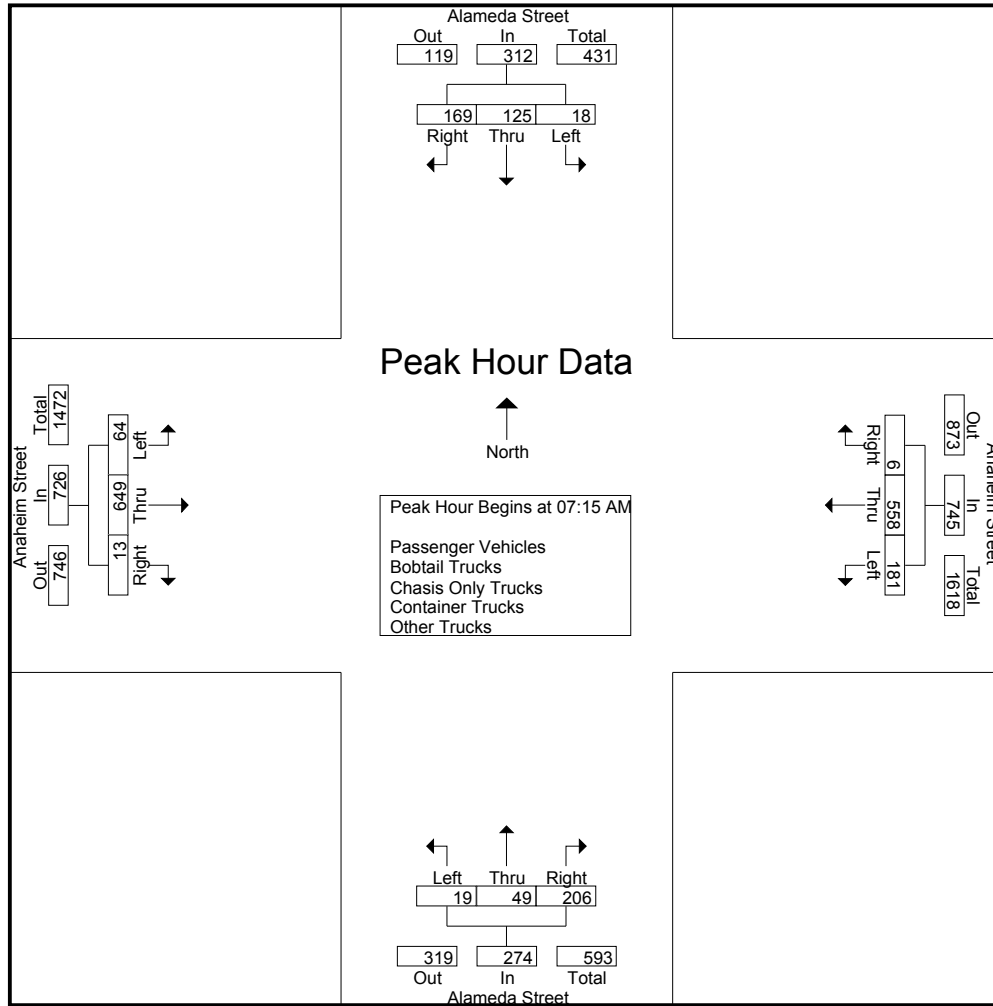
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	17	30	49	51	96	0	147	0	11	71	82	12	145	0	157	435
07:15 AM	5	29	41	75	47	137	1	185	6	11	80	97	15	180	2	197	554
07:30 AM	6	30	39	75	47	150	0	197	3	12	53	68	16	181	5	202	542
07:45 AM	4	29	52	85	40	151	1	192	6	15	33	54	15	148	3	166	497
Total	17	105	162	284	185	534	2	721	15	49	237	301	58	654	10	722	2028
08:00 AM	3	37	37	77	47	120	4	171	4	11	40	55	18	140	3	161	464
08:15 AM	1	24	33	58	31	133	0	164	1	13	37	51	14	134	1	149	422
08:30 AM	3	14	35	52	38	112	3	153	2	17	52	71	24	119	0	143	419
08:45 AM	0	24	45	69	30	122	2	154	2	16	25	43	12	110	1	123	389
Total	7	99	150	256	146	487	9	642	9	57	154	220	68	503	5	576	1694
Grand Total	24	204	312	540	331	1021	11	1363	24	106	391	521	126	1157	15	1298	3722
Apprch %	4.4	37.8	57.8		24.3	74.9	0.8		4.6	20.3	75		9.7	89.1	1.2		
Total %	0.6	5.5	8.4	14.5	8.9	27.4	0.3	36.6	0.6	2.8	10.5	14	3.4	31.1	0.4	34.9	
Passenger Vehicles	23	145	301	469	271	965	7	1243	22	70	296	388	119	934	14	1067	3167
% Passenger Vehicles	95.8	71.1	96.5	86.9	81.9	94.5	63.6	91.2	91.7	66	75.7	74.5	94.4	80.7	93.3	82.2	85.1
Bobtail Trucks	0	15	0	15	0	13	0	13	0	9	0	9	0	94	0	94	131
% Bobtail Trucks	0	7.4	0	2.8	0	1.3	0	1	0	8.5	0	1.7	0	8.1	0	7.2	3.5
Chasis Only Trucks	0	1	0	1	0	1	0	1	0	3	6	9	1	1	0	2	13
% Chasis Only Trucks	0	0.5	0	0.2	0	0.1	0	0.1	0	2.8	1.5	1.7	0.8	0.1	0	0.2	0.3
Container Trucks	1	9	2	12	9	12	1	22	0	11	50	61	5	89	0	94	189
% Container Trucks	4.2	4.4	0.6	2.2	2.7	1.2	9.1	1.6	0	10.4	12.8	11.7	4	7.7	0	7.2	5.1
Other Trucks	0	34	9	43	51	30	3	84	2	13	39	54	1	39	1	41	222
% Other Trucks	0	16.7	2.9	8	15.4	2.9	27.3	6.2	8.3	12.3	10	10.4	0.8	3.4	6.7	3.2	6

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	29	41	75	47	137	1	185	6	11	80	97	15	180	2	197	554
07:30 AM	6	30	39	75	47	150	0	197	3	12	53	68	16	181	5	202	542
07:45 AM	4	29	52	85	40	151	1	192	6	15	33	54	15	148	3	166	497
08:00 AM	3	37	37	77	47	120	4	171	4	11	40	55	18	140	3	161	464
Total Volume	18	125	169	312	181	558	6	745	19	49	206	274	64	649	13	726	2057
% App. Total	5.8	40.1	54.2		24.3	74.9	0.8		6.9	17.9	75.2		8.8	89.4	1.8		
PHF	.750	.845	.813	.918	.963	.924	.375	.945	.792	.817	.644	.706	.889	.896	.650	.899	.928

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	29	41	75	47	137	1	185	6	11	80	97	15	180	2	197
+15 mins.	6	30	39	75	47	150	0	197	3	12	53	68	16	181	5	202
+30 mins.	4	29	52	85	40	151	1	192	6	15	33	54	15	148	3	166
+45 mins.	3	37	37	77	47	120	4	171	4	11	40	55	18	140	3	161
Total Volume	18	125	169	312	181	558	6	745	19	49	206	274	64	649	13	726
% App. Total	5.8	40.1	54.2		24.3	74.9	0.8		6.9	17.9	75.2		8.8	89.4	1.8	
PHF	.750	.845	.813	.918	.963	.924	.375	.945	.792	.817	.644	.706	.889	.896	.650	.899

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

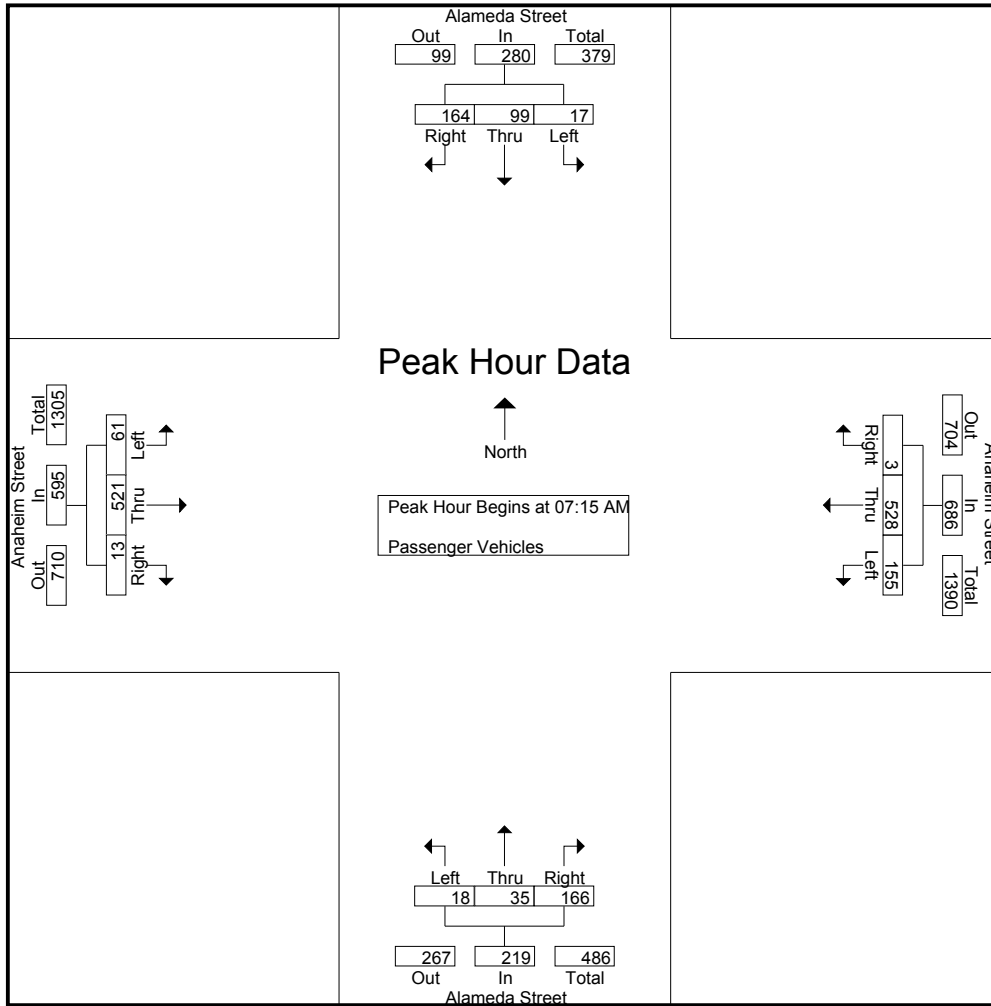
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	12	30	44	42	94	0	136	0	7	60	67	12	126	0	138	385
07:15 AM	5	21	39	65	44	130	1	175	6	9	70	85	13	152	2	167	492
07:30 AM	6	25	39	70	38	144	0	182	3	8	41	52	16	149	5	170	474
07:45 AM	4	26	50	80	31	141	0	172	6	11	25	42	14	115	3	132	426
Total	17	84	158	259	155	509	1	665	15	35	196	246	55	542	10	607	1777
08:00 AM	2	27	36	65	42	113	2	157	3	7	30	40	18	105	3	126	388
08:15 AM	1	15	32	48	22	126	0	148	1	10	22	33	12	104	1	117	346
08:30 AM	3	9	32	44	28	108	3	139	2	7	32	41	24	94	0	118	342
08:45 AM	0	10	43	53	24	109	1	134	1	11	16	28	10	89	0	99	314
Total	6	61	143	210	116	456	6	578	7	35	100	142	64	392	4	460	1390
Grand Total	23	145	301	469	271	965	7	1243	22	70	296	388	119	934	14	1067	3167
Apprch %	4.9	30.9	64.2		21.8	77.6	0.6		5.7	18	76.3		11.2	87.5	1.3		
Total %	0.7	4.6	9.5	14.8	8.6	30.5	0.2	39.2	0.7	2.2	9.3	12.3	3.8	29.5	0.4	33.7	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	21	39	65	44	130	1	175	6	9	70	85	13	152	2	167	492
07:30 AM	6	25	39	70	38	144	0	182	3	8	41	52	16	149	5	170	474
07:45 AM	4	26	50	80	31	141	0	172	6	11	25	42	14	115	3	132	426
08:00 AM	2	27	36	65	42	113	2	157	3	7	30	40	18	105	3	126	388
Total Volume	17	99	164	280	155	528	3	686	18	35	166	219	61	521	13	595	1780
% App. Total	6.1	35.4	58.6		22.6	77	0.4		8.2	16	75.8		10.3	87.6	2.2		
PHF	.708	.917	.820	.875	.881	.917	.375	.942	.750	.795	.593	.644	.847	.857	.650	.875	.904

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	21	39	65	44	130	1	175	6	9	70	85	13	152	2	167
+15 mins.	6	25	39	70	38	144	0	182	3	8	41	52	16	149	5	170
+30 mins.	4	26	50	80	31	141	0	172	6	11	25	42	14	115	3	132
+45 mins.	2	27	36	65	42	113	2	157	3	7	30	40	18	105	3	126
Total Volume	17	99	164	280	155	528	3	686	18	35	166	219	61	521	13	595
% App. Total	6.1	35.4	58.6		22.6	77	0.4		8.2	16	75.8		10.3	87.6	2.2	
PHF	.708	.917	.820	.875	.881	.917	.375	.942	.750	.795	.593	.644	.847	.857	.650	.875

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	6	0	6	8
07:15 AM	0	3	0	3	0	2	0	2	0	0	0	0	0	12	0	12	17
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	14	0	14	17
07:45 AM	0	2	0	2	0	5	0	5	0	0	0	0	0	18	0	18	25
Total	0	8	0	8	0	7	0	7	0	2	0	2	0	50	0	50	67
08:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	17	0	17	20
08:15 AM	0	2	0	2	0	1	0	1	0	2	0	2	0	8	0	8	13
08:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	10	0	10	15
08:45 AM	0	2	0	2	0	4	0	4	0	1	0	1	0	9	0	9	16
Total	0	7	0	7	0	6	0	6	0	7	0	7	0	44	0	44	64
Grand Total	0	15	0	15	0	13	0	13	0	9	0	9	0	94	0	94	131
Apprch %	0	100	0		0	100	0		0	100	0		0	100	0		
Total %	0	11.5	0	11.5	0	9.9	0	9.9	0	6.9	0	6.9	0	71.8	0	71.8	

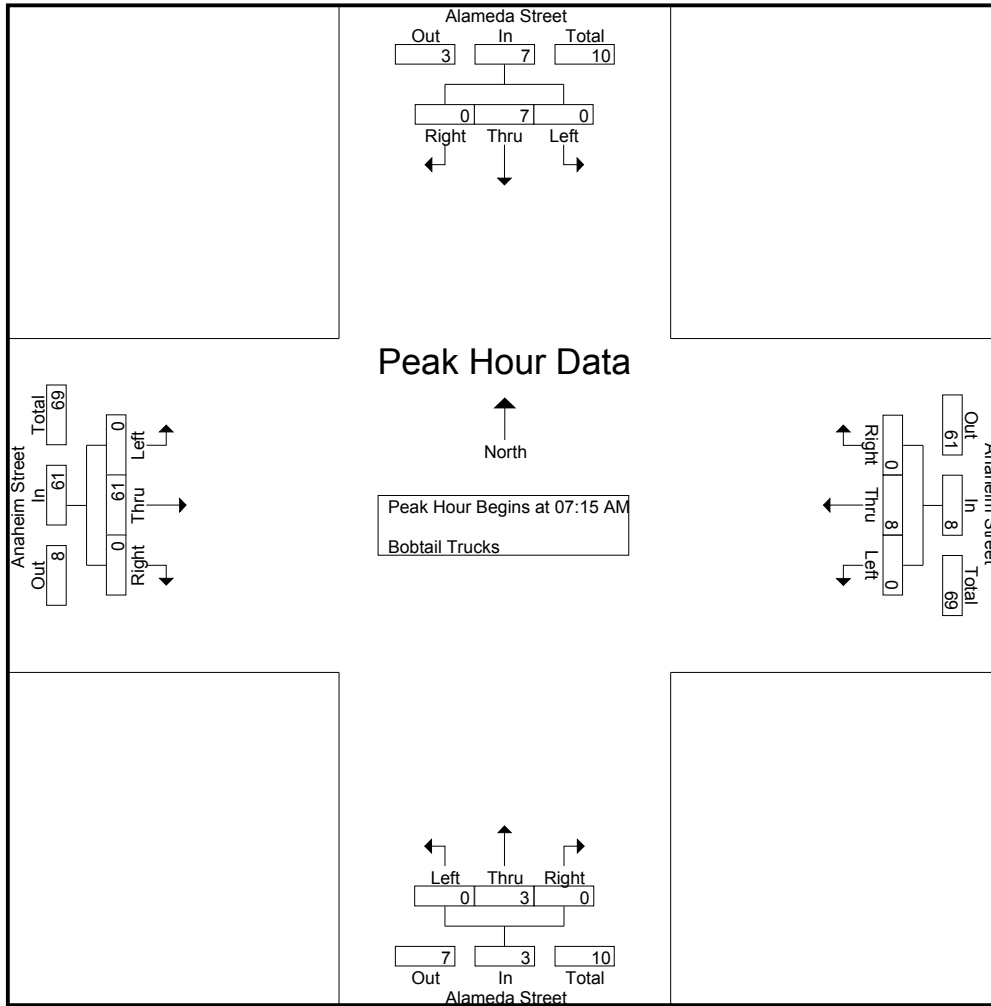
Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	3	0	3	0	2	0	2	0	0	0	0	0	12	0	12	17
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	14	0	14	17
07:45 AM	0	2	0	2	0	5	0	5	0	0	0	0	0	18	0	18	25
08:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	17	0	17	20
Total Volume	0	7	0	7	0	8	0	8	0	3	0	3	0	61	0	61	79
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.583	.000	.583	.000	.400	.000	.400	.000	.375	.000	.375	.000	.847	.000	.847	.790

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	2	0	2	0	0	0	0	0	12	0	12
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	14	0	14
+30 mins.	0	2	0	2	0	5	0	5	0	0	0	0	0	18	0	18
+45 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	17	0	17
Total Volume	0	7	0	7	0	8	0	8	0	3	0	3	0	61	0	61
% App. Total	0	100	0	0	0	100	0	0	0	100	0	0	0	100	0	0
PHF	.000	.583	.000	.583	.000	.400	.000	.400	.000	.375	.000	.375	.000	.847	.000	.847

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	6	7	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	2	0	2	1	1	0	2	6
Grand Total	0	1	0	1	0	1	0	1	0	3	6	9	1	1	0	2	13
Apprch %	0	100	0		0	100	0		0	33.3	66.7		50	50	0		
Total %	0	7.7	0	7.7	0	7.7	0	7.7	0	23.1	46.2	69.2	7.7	7.7	0	15.4	

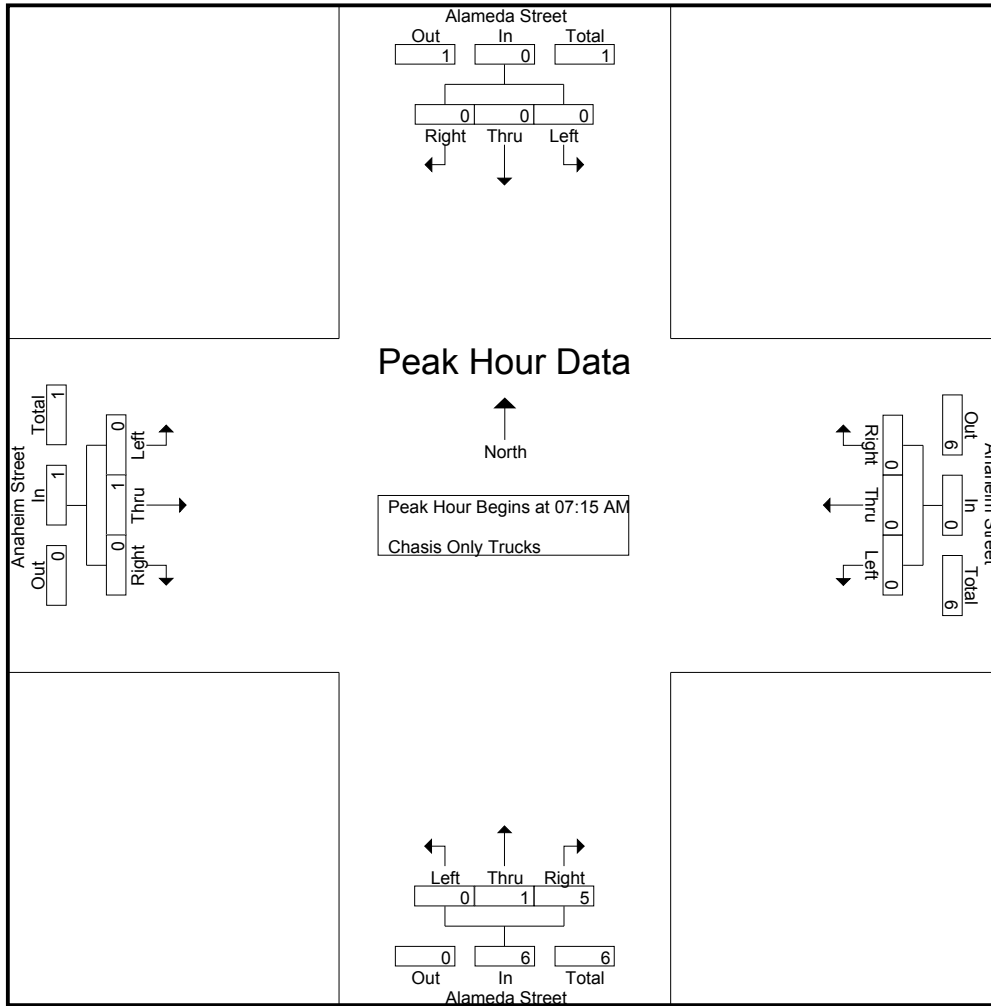
Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	5	6	0	1	0	1	7
% App. Total	0	0	0		0	0	0		0	16.7	83.3		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.417	.500	.000	.250	.000	.250	.583

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	5	6	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	16.7	83.3		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.417	.500	.000	.250	.000	.250

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

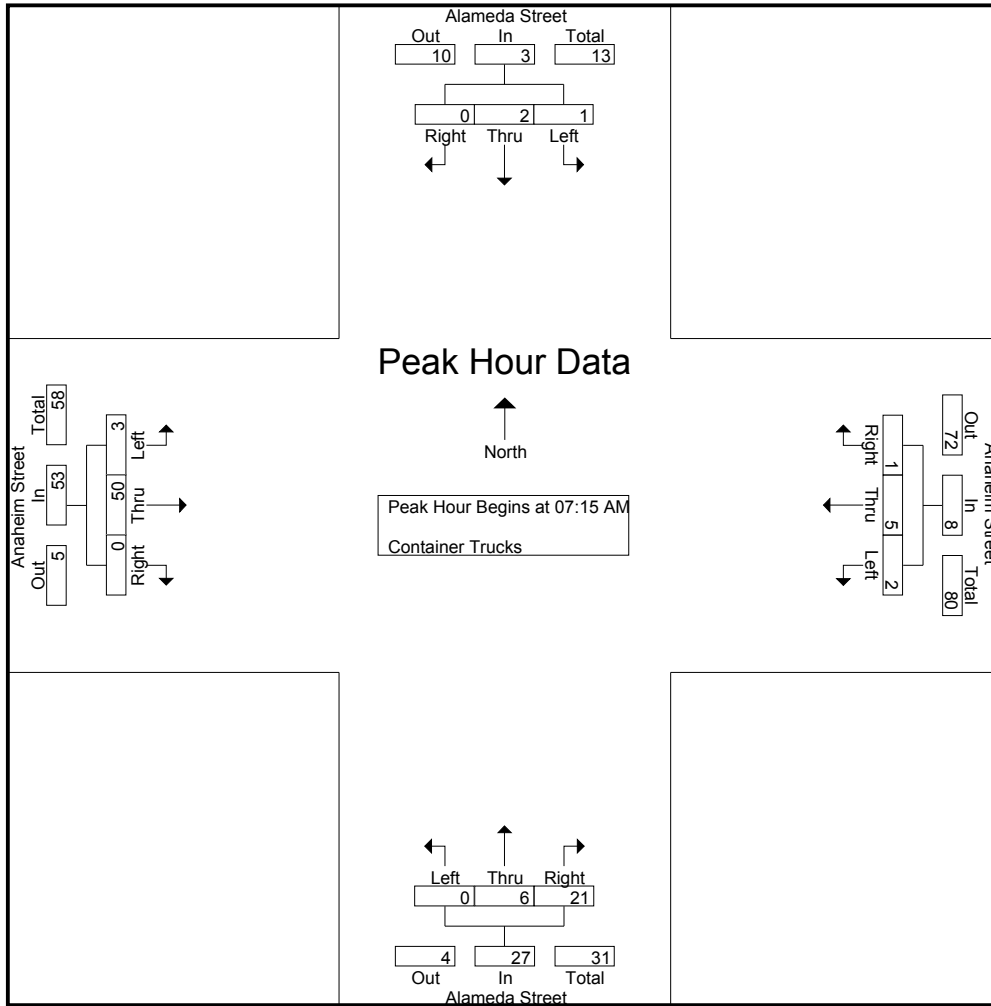
Groups Printed- Container Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	1	5	6	0	11	0	11	18
07:15 AM	0	1	0	1	0	0	0	0	0	1	6	7	2	12	0	14	22
07:30 AM	0	0	0	0	0	1	0	1	0	0	7	7	0	14	0	14	22
07:45 AM	0	1	0	1	2	3	0	5	0	3	2	5	1	11	0	12	23
Total	0	2	0	2	3	4	0	7	0	5	20	25	3	48	0	51	85
08:00 AM	1	0	0	1	0	1	1	2	0	2	6	8	0	13	0	13	24
08:15 AM	0	2	0	2	0	4	0	4	0	0	11	11	1	13	0	14	31
08:30 AM	0	2	1	3	3	2	0	5	0	2	9	11	0	13	0	13	32
08:45 AM	0	3	1	4	3	1	0	4	0	2	4	6	1	2	0	3	17
Total	1	7	2	10	6	8	1	15	0	6	30	36	2	41	0	43	104
Grand Total	1	9	2	12	9	12	1	22	0	11	50	61	5	89	0	94	189
Apprch %	8.3	75	16.7		40.9	54.5	4.5		0	18	82		5.3	94.7	0		
Total %	0.5	4.8	1.1	6.3	4.8	6.3	0.5	11.6	0	5.8	26.5	32.3	2.6	47.1	0	49.7	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	1	6	7	2	12	0	14	22
07:30 AM	0	0	0	0	0	1	0	1	0	0	7	7	0	14	0	14	22
07:45 AM	0	1	0	1	2	3	0	5	0	3	2	5	1	11	0	12	23
08:00 AM	1	0	0	1	0	1	1	2	0	2	6	8	0	13	0	13	24
Total Volume	1	2	0	3	2	5	1	8	0	6	21	27	3	50	0	53	91
% App. Total	33.3	66.7	0		25	62.5	12.5		0	22.2	77.8		5.7	94.3	0		
PHF	.250	.500	.000	.750	.250	.417	.250	.400	.000	.500	.750	.844	.375	.893	.000	.946	.948

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	6	7	2	12	0	14
+15 mins.	0	0	0	0	0	1	0	1	0	0	7	7	0	14	0	14
+30 mins.	0	1	0	1	2	3	0	5	0	3	2	5	1	11	0	12
+45 mins.	1	0	0	1	0	1	1	2	0	2	6	8	0	13	0	13
Total Volume	1	2	0	3	2	5	1	8	0	6	21	27	3	50	0	53
% App. Total	33.3	66.7	0		25	62.5	12.5		0	22.2	77.8		5.7	94.3	0	
PHF	.250	.500	.000	.750	.250	.417	.250	.400	.000	.500	.750	.844	.375	.893	.000	.946

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

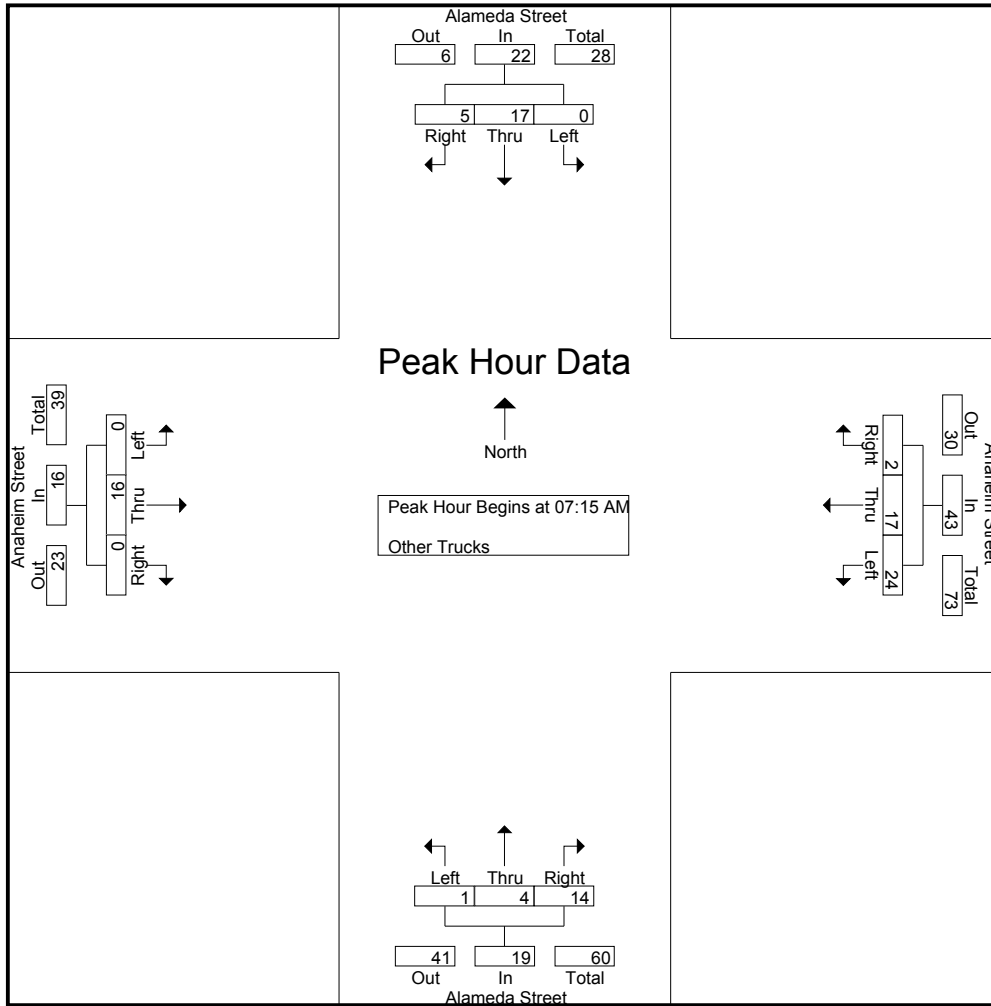
Groups Printed- Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	8	2	0	10	0	3	5	8	0	2	0	2	23
07:15 AM	0	4	2	6	3	5	0	8	0	1	3	4	0	4	0	4	22
07:30 AM	0	4	0	4	9	5	0	14	0	1	4	5	0	4	0	4	27
07:45 AM	0	0	2	2	7	2	1	10	0	1	3	4	0	4	0	4	20
Total	0	11	4	15	27	14	1	42	0	6	15	21	0	14	0	14	92
08:00 AM	0	9	1	10	5	5	1	11	1	1	4	6	0	4	0	4	31
08:15 AM	0	5	1	6	9	2	0	11	0	1	4	5	0	9	0	9	31
08:30 AM	0	1	2	3	7	1	0	8	0	3	11	14	0	2	0	2	27
08:45 AM	0	8	1	9	3	8	1	12	1	2	5	8	1	10	1	12	41
Total	0	23	5	28	24	16	2	42	2	7	24	33	1	25	1	27	130
Grand Total	0	34	9	43	51	30	3	84	2	13	39	54	1	39	1	41	222
Apprch %	0	79.1	20.9		60.7	35.7	3.6		3.7	24.1	72.2		2.4	95.1	2.4		
Total %	0	15.3	4.1	19.4	23	13.5	1.4	37.8	0.9	5.9	17.6	24.3	0.5	17.6	0.5	18.5	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	2	6	3	5	0	8	0	1	3	4	0	4	0	4	22
07:30 AM	0	4	0	4	9	5	0	14	0	1	4	5	0	4	0	4	27
07:45 AM	0	0	2	2	7	2	1	10	0	1	3	4	0	4	0	4	20
08:00 AM	0	9	1	10	5	5	1	11	1	1	4	6	0	4	0	4	31
Total Volume	0	17	5	22	24	17	2	43	1	4	14	19	0	16	0	16	100
% App. Total	0	77.3	22.7		55.8	39.5	4.7		5.3	21.1	73.7		0	100	0		
PHF	.000	.472	.625	.550	.667	.850	.500	.768	.250	1.00	.875	.792	.000	1.00	.000	1.00	.806

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	2	6	3	5	0	8	0	1	3	4	0	4	0	4
+15 mins.	0	4	0	4	9	5	0	14	0	1	4	5	0	4	0	4
+30 mins.	0	0	2	2	7	2	1	10	0	1	3	4	0	4	0	4
+45 mins.	0	9	1	10	5	5	1	11	1	1	4	6	0	4	0	4
Total Volume	0	17	5	22	24	17	2	43	1	4	14	19	0	16	0	16
% App. Total	0	77.3	22.7		55.8	39.5	4.7		5.3	21.1	73.7		0	100	0	
PHF	.000	.472	.625	.550	.667	.850	.500	.768	.250	1.000	.875	.792	.000	1.000	.000	1.000

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

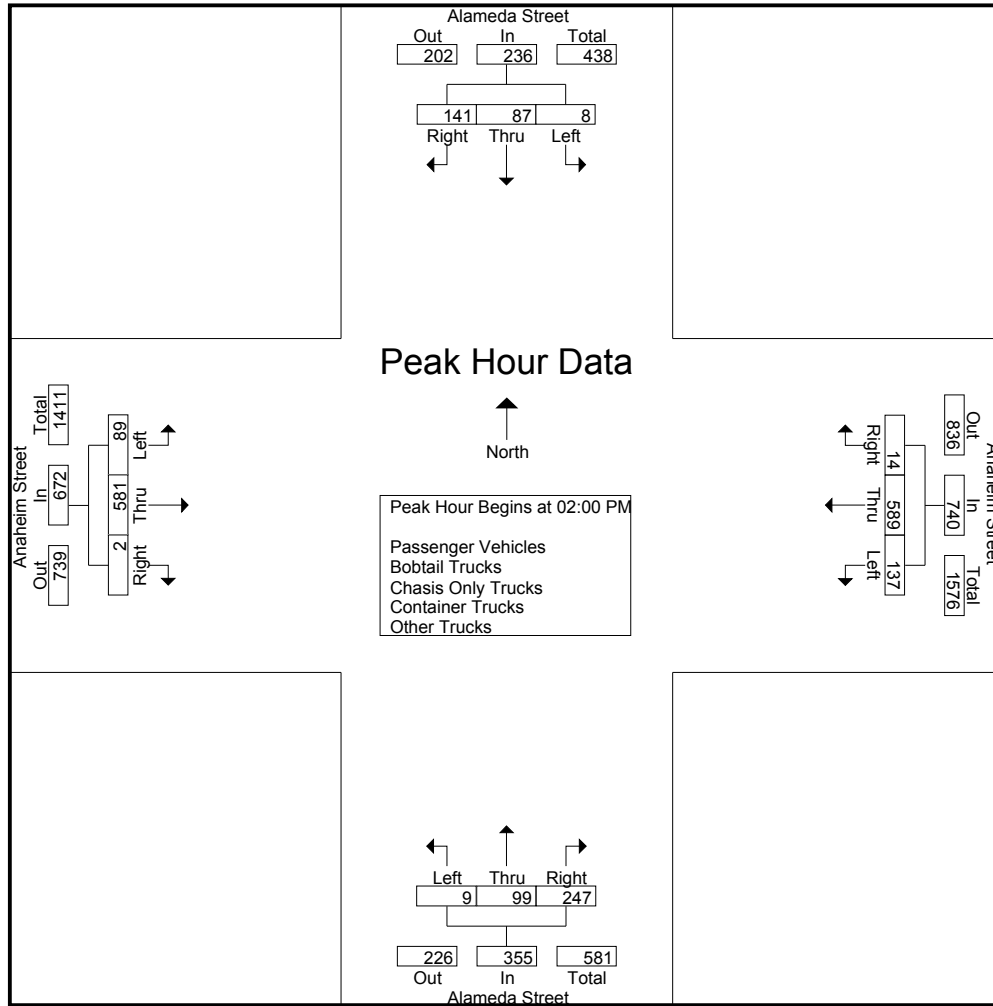
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	19	26	49	26	120	5	151	3	18	49	70	26	133	0	159	429
01:15 PM	3	23	24	50	43	154	2	199	2	19	48	69	23	135	3	161	479
01:30 PM	3	20	36	59	32	142	2	176	1	18	71	90	24	136	1	161	486
01:45 PM	4	16	34	54	24	145	3	172	1	17	62	80	33	129	2	164	470
Total	14	78	120	212	125	561	12	698	7	72	230	309	106	533	6	645	1864
02:00 PM	2	21	33	56	32	144	3	179	2	24	50	76	28	137	0	165	476
02:15 PM	0	23	40	63	44	149	2	195	1	16	61	78	28	151	1	180	516
02:30 PM	4	28	35	67	35	151	6	192	2	27	65	94	18	148	1	167	520
02:45 PM	2	15	33	50	26	145	3	174	4	32	71	107	15	145	0	160	491
Total	8	87	141	236	137	589	14	740	9	99	247	355	89	581	2	672	2003
Grand Total	22	165	261	448	262	1150	26	1438	16	171	477	664	195	1114	8	1317	3867
Apprch %	4.9	36.8	58.3		18.2	80	1.8		2.4	25.8	71.8		14.8	84.6	0.6		
Total %	0.6	4.3	6.7	11.6	6.8	29.7	0.7	37.2	0.4	4.4	12.3	17.2	5	28.8	0.2	34.1	
Passenger Vehicles	20	79	218	317	142	979	20	1141	16	78	270	364	165	967	8	1140	2962
% Passenger Vehicles	90.9	47.9	83.5	70.8	54.2	85.1	76.9	79.3	100	45.6	56.6	54.8	84.6	86.8	100	86.6	76.6
Bobtail Trucks	0	19	0	19	30	74	4	108	0	31	69	100	17	55	0	72	299
% Bobtail Trucks	0	11.5	0	4.2	11.5	6.4	15.4	7.5	0	18.1	14.5	15.1	8.7	4.9	0	5.5	7.7
Chasis Only Trucks	0	3	9	12	3	2	0	5	0	2	5	7	2	3	0	5	29
% Chasis Only Trucks	0	1.8	3.4	2.7	1.1	0.2	0	0.3	0	1.2	1	1.1	1	0.3	0	0.4	0.7
Container Trucks	0	42	22	64	41	53	2	96	0	45	74	119	4	44	0	48	327
% Container Trucks	0	25.5	8.4	14.3	15.6	4.6	7.7	6.7	0	26.3	15.5	17.9	2.1	3.9	0	3.6	8.5
Other Trucks	2	22	12	36	46	42	0	88	0	15	59	74	7	45	0	52	250
% Other Trucks	9.1	13.3	4.6	8	17.6	3.7	0	6.1	0	8.8	12.4	11.1	3.6	4	0	3.9	6.5

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	21	33	56	32	144	3	179	2	24	50	76	28	137	0	165	476
02:15 PM	0	23	40	63	44	149	2	195	1	16	61	78	28	151	1	180	516
02:30 PM	4	28	35	67	35	151	6	192	2	27	65	94	18	148	1	167	520
02:45 PM	2	15	33	50	26	145	3	174	4	32	71	107	15	145	0	160	491
Total Volume	8	87	141	236	137	589	14	740	9	99	247	355	89	581	2	672	2003
% App. Total	3.4	36.9	59.7		18.5	79.6	1.9		2.5	27.9	69.6		13.2	86.5	0.3		
PHF	.500	.777	.881	.881	.778	.975	.583	.949	.563	.773	.870	.829	.795	.962	.500	.933	.963

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	2	21	33	56	32	144	3	179	2	24	50	76	28	137	0	165
+15 mins.	0	23	40	63	44	149	2	195	1	16	61	78	28	151	1	180
+30 mins.	4	28	35	67	35	151	6	192	2	27	65	94	18	148	1	167
+45 mins.	2	15	33	50	26	145	3	174	4	32	71	107	15	145	0	160
Total Volume	8	87	141	236	137	589	14	740	9	99	247	355	89	581	2	672
% App. Total	3.4	36.9	59.7		18.5	79.6	1.9		2.5	27.9	69.6		13.2	86.5	0.3	
PHF	.500	.777	.881	.881	.778	.975	.583	.949	.563	.773	.870	.829	.795	.962	.500	.933

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

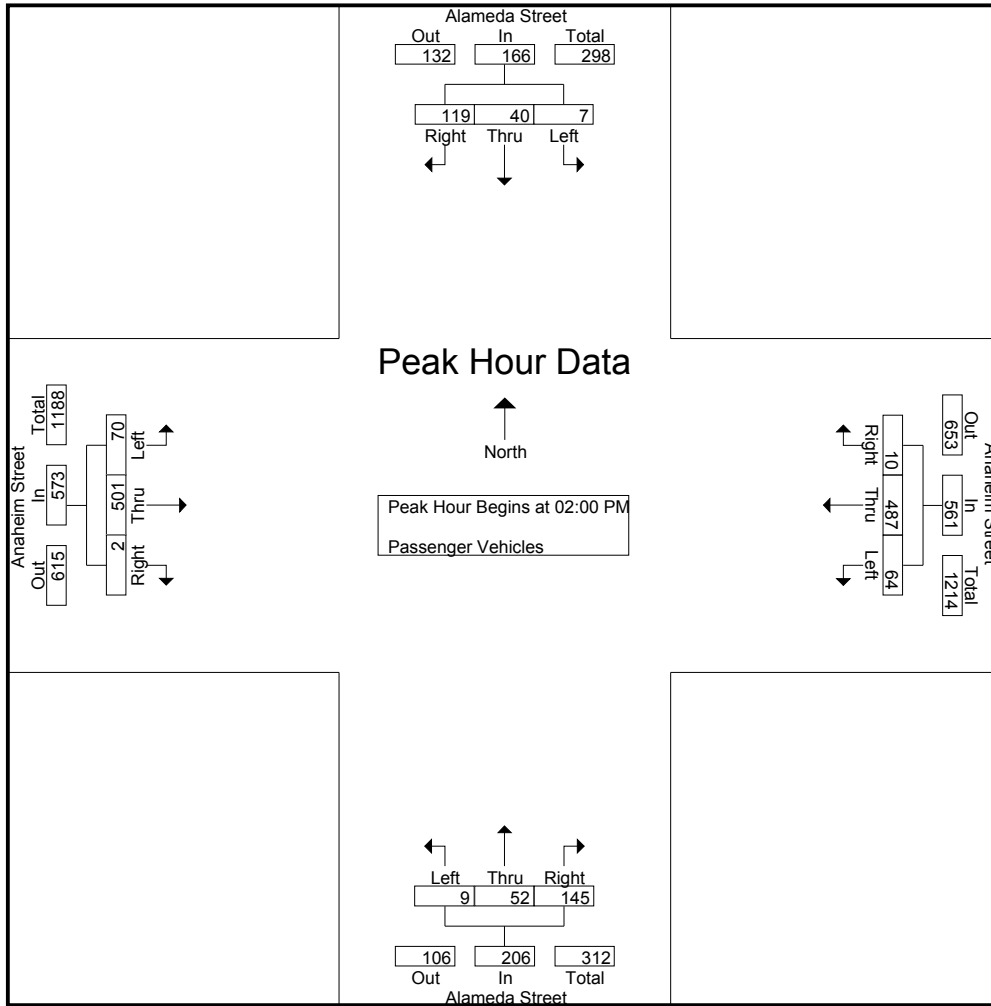
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	3	8	25	36	19	107	5	131	3	8	29	40	20	116	0	136	343
01:15 PM	3	13	21	37	29	139	2	170	2	9	28	39	21	124	3	148	394
01:30 PM	3	10	30	43	15	125	2	142	1	6	36	43	24	114	1	139	367
01:45 PM	4	8	23	35	15	121	1	137	1	3	32	36	30	112	2	144	352
Total	13	39	99	151	78	492	10	580	7	26	125	158	95	466	6	567	1456
02:00 PM	2	11	30	43	15	115	2	132	2	13	27	42	23	118	0	141	358
02:15 PM	0	14	36	50	27	118	1	146	1	6	40	47	20	135	1	156	399
02:30 PM	3	8	26	37	13	131	5	149	2	13	41	56	16	119	1	136	378
02:45 PM	2	7	27	36	9	123	2	134	4	20	37	61	11	129	0	140	371
Total	7	40	119	166	64	487	10	561	9	52	145	206	70	501	2	573	1506
Grand Total	20	79	218	317	142	979	20	1141	16	78	270	364	165	967	8	1140	2962
Apprch %	6.3	24.9	68.8		12.4	85.8	1.8		4.4	21.4	74.2		14.5	84.8	0.7		
Total %	0.7	2.7	7.4	10.7	4.8	33.1	0.7	38.5	0.5	2.6	9.1	12.3	5.6	32.6	0.3	38.5	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	11	30	43	15	115	2	132	2	13	27	42	23	118	0	141	358
02:15 PM	0	14	36	50	27	118	1	146	1	6	40	47	20	135	1	156	399
02:30 PM	3	8	26	37	13	131	5	149	2	13	41	56	16	119	1	136	378
02:45 PM	2	7	27	36	9	123	2	134	4	20	37	61	11	129	0	140	371
Total Volume	7	40	119	166	64	487	10	561	9	52	145	206	70	501	2	573	1506
% App. Total	4.2	24.1	71.7		11.4	86.8	1.8		4.4	25.2	70.4		12.2	87.4	0.3		
PHF	.583	.714	.826	.830	.593	.929	.500	.941	.563	.650	.884	.844	.761	.928	.500	.918	.944

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	2	11	30	43	15	115	2	132	2	13	27	42	23	118	0	141
+15 mins.	0	14	36	50	27	118	1	146	1	6	40	47	20	135	1	156
+30 mins.	3	8	26	37	13	131	5	149	2	13	41	56	16	119	1	136
+45 mins.	2	7	27	36	9	123	2	134	4	20	37	61	11	129	0	140
Total Volume	7	40	119	166	64	487	10	561	9	52	145	206	70	501	2	573
% App. Total	4.2	24.1	71.7		11.4	86.8	1.8		4.4	25.2	70.4		12.2	87.4	0.3	
PHF	.583	.714	.826	.830	.593	.929	.500	.941	.563	.650	.884	.844	.761	.928	.500	.918

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
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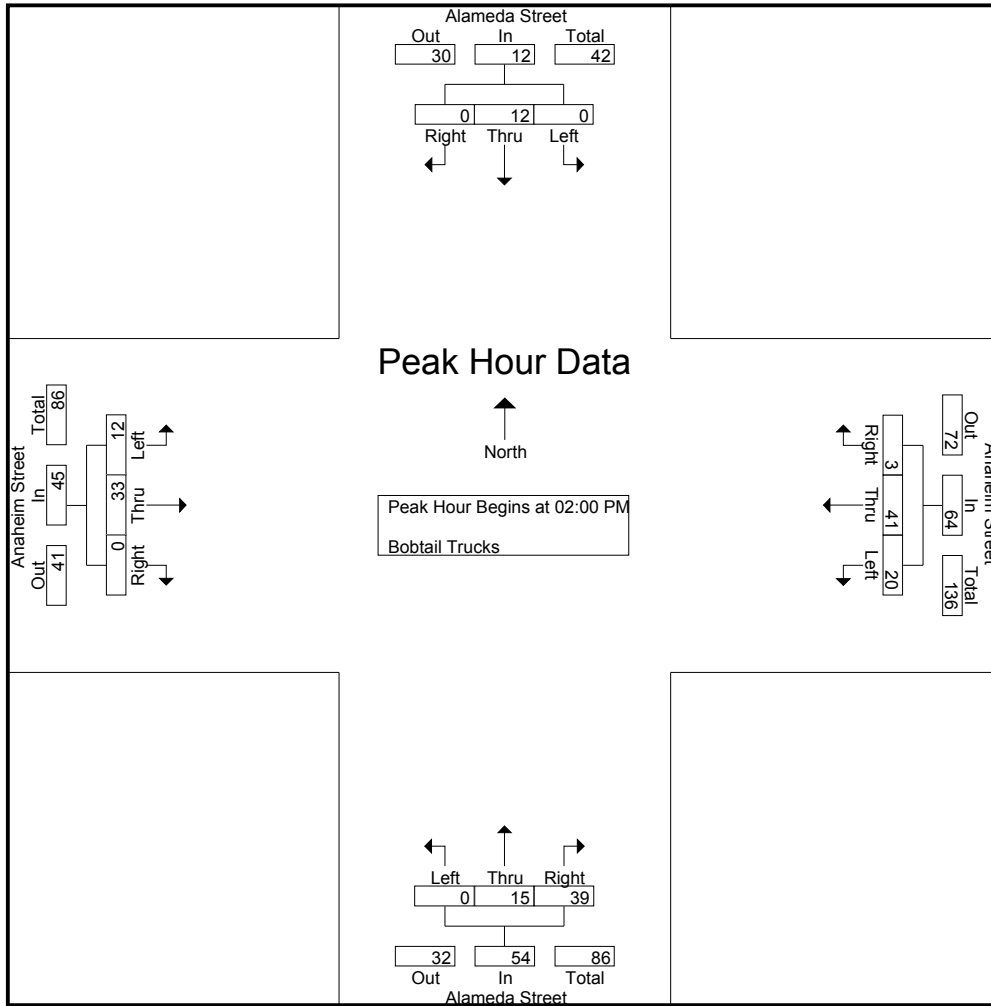
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	0	1	2	5	0	7	0	2	5	7	3	4	0	7	22
01:15 PM	0	2	0	2	3	3	0	6	0	4	5	9	0	6	0	6	23
01:30 PM	0	3	0	3	5	9	0	14	0	4	11	15	0	6	0	6	38
01:45 PM	0	1	0	1	0	16	1	17	0	6	9	15	2	6	0	8	41
Total	0	7	0	7	10	33	1	44	0	16	30	46	5	22	0	27	124
02:00 PM	0	2	0	2	2	9	1	12	0	6	10	16	3	5	0	8	38
02:15 PM	0	4	0	4	8	17	1	26	0	2	9	11	6	6	0	12	53
02:30 PM	0	4	0	4	7	9	1	17	0	4	9	13	0	18	0	18	52
02:45 PM	0	2	0	2	3	6	0	9	0	3	11	14	3	4	0	7	32
Total	0	12	0	12	20	41	3	64	0	15	39	54	12	33	0	45	175
Grand Total	0	19	0	19	30	74	4	108	0	31	69	100	17	55	0	72	299
Apprch %	0	100	0		27.8	68.5	3.7		0	31	69		23.6	76.4	0		
Total %	0	6.4	0	6.4	10	24.7	1.3	36.1	0	10.4	23.1	33.4	5.7	18.4	0	24.1	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	2	0	2	2	9	1	12	0	6	10	16	3	5	0	8	38
02:15 PM	0	4	0	4	8	17	1	26	0	2	9	11	6	6	0	12	53
02:30 PM	0	4	0	4	7	9	1	17	0	4	9	13	0	18	0	18	52
02:45 PM	0	2	0	2	3	6	0	9	0	3	11	14	3	4	0	7	32
Total Volume	0	12	0	12	20	41	3	64	0	15	39	54	12	33	0	45	175
% App. Total	0	100	0		31.2	64.1	4.7		0	27.8	72.2		26.7	73.3	0		
PHF	.000	.750	.000	.750	.625	.603	.750	.615	.000	.625	.886	.844	.500	.458	.000	.625	.825

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	2	0	2	2	9	1	12	0	6	10	16	3	5	0	8
+15 mins.	0	4	0	4	8	17	1	26	0	2	9	11	6	6	0	12
+30 mins.	0	4	0	4	7	9	1	17	0	4	9	13	0	18	0	18
+45 mins.	0	2	0	2	3	6	0	9	0	3	11	14	3	4	0	7
Total Volume	0	12	0	12	20	41	3	64	0	15	39	54	12	33	0	45
% App. Total	0	100	0		31.2	64.1	4.7		0	27.8	72.2		26.7	73.3	0	
PHF	.000	.750	.000	.750	.625	.603	.750	.615	.000	.625	.886	.844	.500	.458	.000	.625

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
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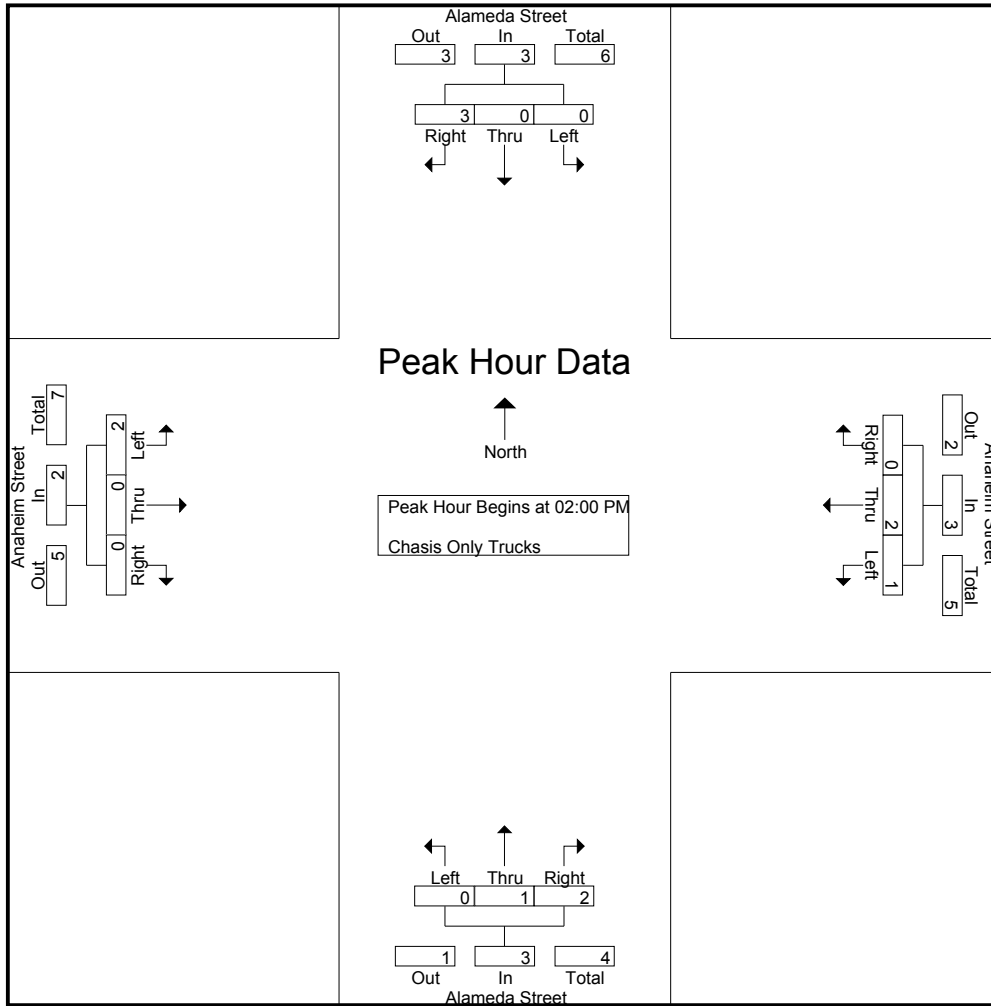
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
01:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
01:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
01:45 PM	0	1	6	7	1	0	0	1	0	1	2	3	0	0	0	0	11
Total	0	3	6	9	2	0	0	2	0	1	3	4	0	3	0	3	18
02:00 PM	0	0	2	2	0	1	0	1	0	0	1	1	1	0	0	1	5
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
02:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
02:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	0	0	3	3	1	2	0	3	0	1	2	3	2	0	0	2	11
Grand Total	0	3	9	12	3	2	0	5	0	2	5	7	2	3	0	5	29
Apprch %	0	25	75		60	40	0		0	28.6	71.4		40	60	0		
Total %	0	10.3	31	41.4	10.3	6.9	0	17.2	0	6.9	17.2	24.1	6.9	10.3	0	17.2	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	2	2	0	1	0	1	0	0	1	1	1	0	0	1	5
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
02:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
02:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total Volume	0	0	3	3	1	2	0	3	0	1	2	3	2	0	0	2	11
% App. Total	0	0	100		33.3	66.7	0		0	33.3	66.7		100	0	0		
PHF	.000	.000	.375	.375	.250	.500	.000	.750	.000	.250	.500	.750	.500	.000	.000	.500	.550

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	2	2	0	1	0	1	0	0	1	1	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
Total Volume	0	0	3	3	1	2	0	3	0	1	2	3	2	0	0	2
% App. Total	0	0	100		33.3	66.7	0		0	33.3	66.7		100	0	0	
PHF	.000	.000	.375	.375	.250	.500	.000	.750	.000	.250	.500	.750	.500	.000	.000	.500

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

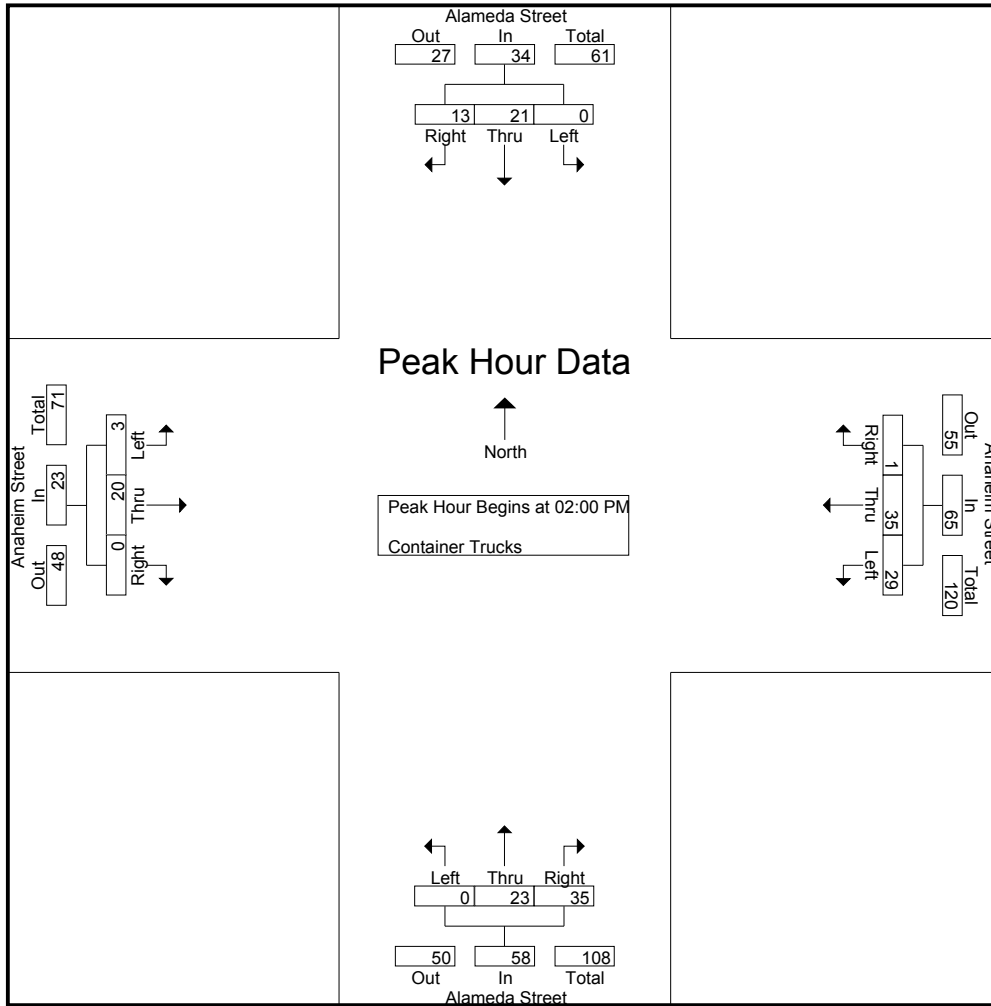
Groups Printed- Container Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	5	0	5	2	2	0	4	0	4	6	10	1	9	0	10	29
01:15 PM	0	7	2	9	4	9	0	13	0	5	8	13	0	0	0	0	35
01:30 PM	0	5	5	10	4	2	0	6	0	6	10	16	0	8	0	8	40
01:45 PM	0	4	2	6	2	5	1	8	0	7	15	22	0	7	0	7	43
Total	0	21	9	30	12	18	1	31	0	22	39	61	1	24	0	25	147
02:00 PM	0	1	1	2	9	9	0	18	0	3	10	13	1	4	0	5	38
02:15 PM	0	3	3	6	3	8	0	11	0	6	6	12	1	4	0	5	34
02:30 PM	0	12	4	16	8	7	0	15	0	7	5	12	0	3	0	3	46
02:45 PM	0	5	5	10	9	11	1	21	0	7	14	21	1	9	0	10	62
Total	0	21	13	34	29	35	1	65	0	23	35	58	3	20	0	23	180
Grand Total	0	42	22	64	41	53	2	96	0	45	74	119	4	44	0	48	327
Apprch %	0	65.6	34.4		42.7	55.2	2.1		0	37.8	62.2		8.3	91.7	0		
Total %	0	12.8	6.7	19.6	12.5	16.2	0.6	29.4	0	13.8	22.6	36.4	1.2	13.5	0	14.7	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	1	1	2	9	9	0	18	0	3	10	13	1	4	0	5	38
02:15 PM	0	3	3	6	3	8	0	11	0	6	6	12	1	4	0	5	34
02:30 PM	0	12	4	16	8	7	0	15	0	7	5	12	0	3	0	3	46
02:45 PM	0	5	5	10	9	11	1	21	0	7	14	21	1	9	0	10	62
Total Volume	0	21	13	34	29	35	1	65	0	23	35	58	3	20	0	23	180
% App. Total	0	61.8	38.2		44.6	53.8	1.5		0	39.7	60.3		13	87	0		
PHF	.000	.438	.650	.531	.806	.795	.250	.774	.000	.821	.625	.690	.750	.556	.000	.575	.726

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	1	1	2	9	9	0	18	0	3	10	13	1	4	0	5
+15 mins.	0	3	3	6	3	8	0	11	0	6	6	12	1	4	0	5
+30 mins.	0	12	4	16	8	7	0	15	0	7	5	12	0	3	0	3
+45 mins.	0	5	5	10	9	11	1	21	0	7	14	21	1	9	0	10
Total Volume	0	21	13	34	29	35	1	65	0	23	35	58	3	20	0	23
% App. Total	0	61.8	38.2		44.6	53.8	1.5		0	39.7	60.3		13	87	0	
PHF	.000	.438	.650	.531	.806	.795	.250	.774	.000	.821	.625	.690	.750	.556	.000	.575

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

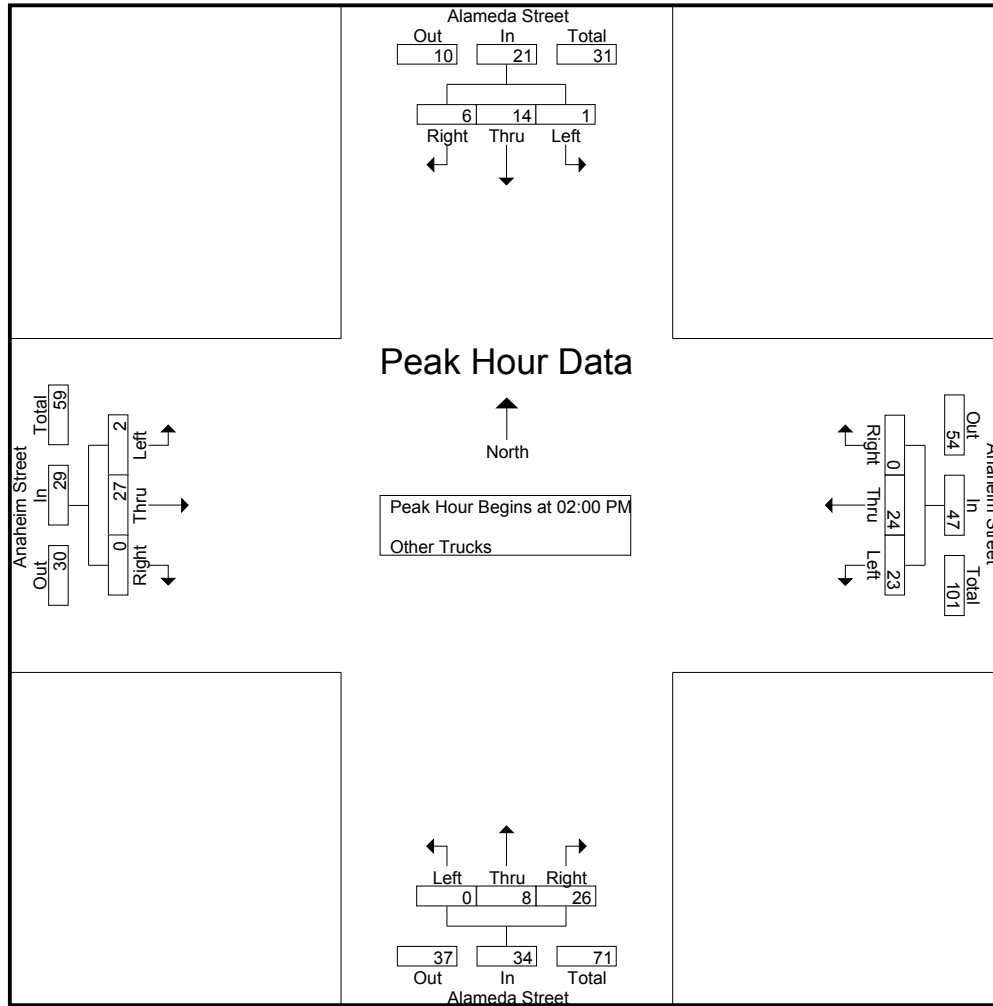
Groups Printed- Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	4	1	6	3	6	0	9	0	4	9	13	2	2	0	4	32
01:15 PM	0	1	1	2	6	3	0	9	0	1	7	8	2	4	0	6	25
01:30 PM	0	1	1	2	8	6	0	14	0	2	13	15	0	8	0	8	39
01:45 PM	0	2	3	5	6	3	0	9	0	0	4	4	1	4	0	5	23
Total	1	8	6	15	23	18	0	41	0	7	33	40	5	18	0	23	119
02:00 PM	0	7	0	7	6	10	0	16	0	2	2	4	0	10	0	10	37
02:15 PM	0	2	1	3	6	6	0	12	0	2	5	7	1	6	0	7	29
02:30 PM	1	4	4	9	7	3	0	10	0	3	10	13	1	8	0	9	41
02:45 PM	0	1	1	2	4	5	0	9	0	1	9	10	0	3	0	3	24
Total	1	14	6	21	23	24	0	47	0	8	26	34	2	27	0	29	131
Grand Total	2	22	12	36	46	42	0	88	0	15	59	74	7	45	0	52	250
Apprch %	5.6	61.1	33.3		52.3	47.7	0		0	20.3	79.7		13.5	86.5	0		
Total %	0.8	8.8	4.8	14.4	18.4	16.8	0	35.2	0	6	23.6	29.6	2.8	18	0	20.8	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	7	0	7	6	10	0	16	0	2	2	4	0	10	0	10	37
02:15 PM	0	2	1	3	6	6	0	12	0	2	5	7	1	6	0	7	29
02:30 PM	1	4	4	9	7	3	0	10	0	3	10	13	1	8	0	9	41
02:45 PM	0	1	1	2	4	5	0	9	0	1	9	10	0	3	0	3	24
Total Volume	1	14	6	21	23	24	0	47	0	8	26	34	2	27	0	29	131
% App. Total	4.8	66.7	28.6		48.9	51.1	0		0	23.5	76.5		6.9	93.1	0		
PHF	.250	.500	.375	.583	.821	.600	.000	.734	.000	.667	.650	.654	.500	.675	.000	.725	.799

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	7	0	7	6	10	0	16	0	2	2	4	0	10	0	10
+15 mins.	0	2	1	3	6	6	0	12	0	2	5	7	1	6	0	7
+30 mins.	1	4	4	9	7	3	0	10	0	3	10	13	1	8	0	9
+45 mins.	0	1	1	2	4	5	0	9	0	1	9	10	0	3	0	3
Total Volume	1	14	6	21	23	24	0	47	0	8	26	34	2	27	0	29
% App. Total	4.8	66.7	28.6		48.9	51.1	0		0	23.5	76.5		6.9	93.1	0	
PHF	.250	.500	.375	.583	.821	.600	.000	.734	.000	.667	.650	.654	.500	.675	.000	.725

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
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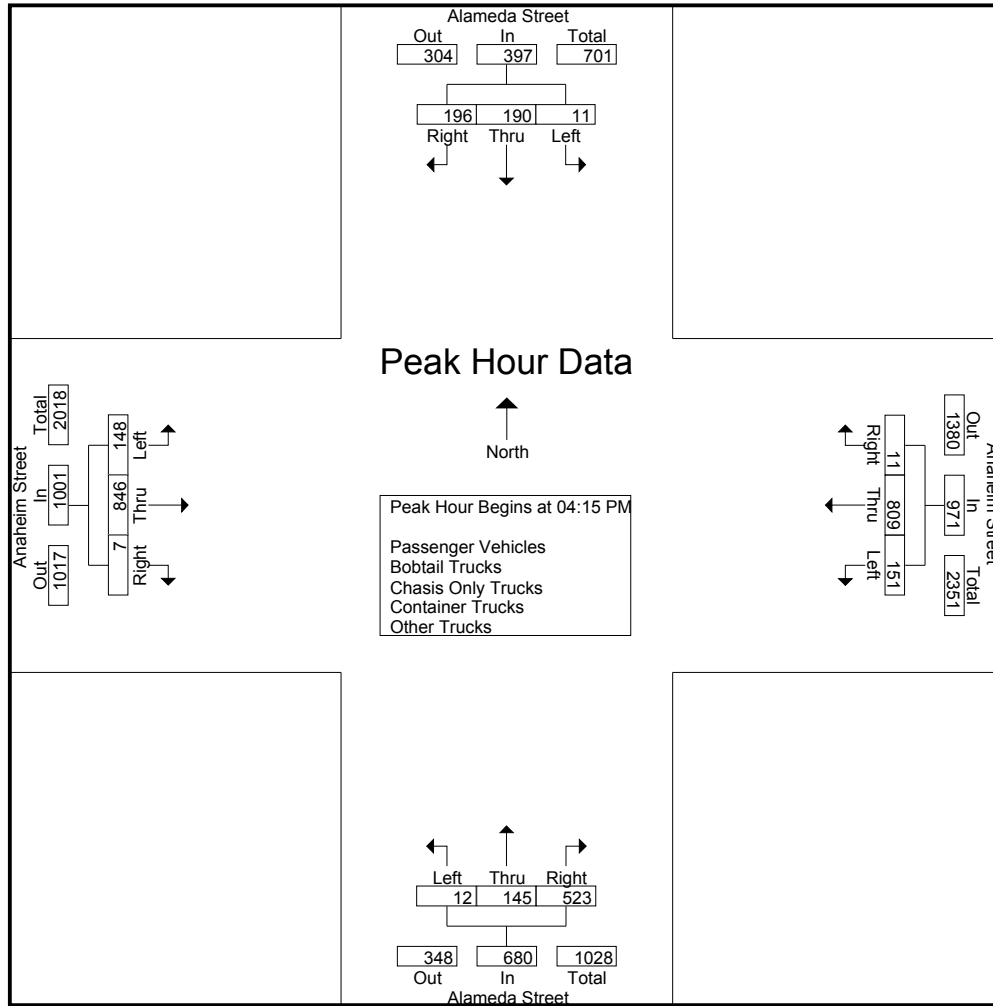
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	49	36	87	52	176	3	231	2	38	102	142	30	184	0	214	674
04:15 PM	2	54	48	104	61	196	3	260	2	42	104	148	32	182	1	215	727
04:30 PM	2	58	43	103	38	226	1	265	1	38	108	147	39	195	1	235	750
04:45 PM	3	45	61	109	29	225	2	256	4	35	175	214	41	200	1	242	821
Total	9	206	188	403	180	823	9	1012	9	153	489	651	142	761	3	906	2972
05:00 PM	4	33	44	81	23	162	5	190	5	30	136	171	36	269	4	309	751
05:15 PM	3	38	54	95	27	133	2	162	2	21	95	118	28	257	1	286	661
05:30 PM	3	33	41	77	11	147	3	161	1	16	71	88	19	203	0	222	548
05:45 PM	3	28	30	61	11	109	2	122	2	11	49	62	24	159	0	183	428
Total	13	132	169	314	72	551	12	635	10	78	351	439	107	888	5	1000	2388
Grand Total	22	338	357	717	252	1374	21	1647	19	231	840	1090	249	1649	8	1906	5360
Apprch %	3.1	47.1	49.8		15.3	83.4	1.3		1.7	21.2	77.1		13.1	86.5	0.4		
Total %	0.4	6.3	6.7	13.4	4.7	25.6	0.4	30.7	0.4	4.3	15.7	20.3	4.6	30.8	0.1	35.6	
Passenger Vehicles	21	217	302	540	158	1225	14	1397	17	161	670	848	233	1516	8	1757	4542
% Passenger Vehicles	95.5	64.2	84.6	75.3	62.7	89.2	66.7	84.8	89.5	69.7	79.8	77.8	93.6	91.9	100	92.2	84.7
Bobtail Trucks	0	57	25	82	42	85	4	131	1	35	51	87	9	69	0	78	378
% Bobtail Trucks	0	16.9	7	11.4	16.7	6.2	19	8	5.3	15.2	6.1	8	3.6	4.2	0	4.1	7.1
Chasis Only Trucks	0	3	4	7	3	3	0	6	0	1	3	4	0	6	0	6	23
% Chasis Only Trucks	0	0.9	1.1	1	1.2	0.2	0	0.4	0	0.4	0.4	0.4	0	0.4	0	0.3	0.4
Container Trucks	1	40	13	54	29	41	2	72	0	30	75	105	2	44	0	46	277
% Container Trucks	4.5	11.8	3.6	7.5	11.5	3	9.5	4.4	0	13	8.9	9.6	0.8	2.7	0	2.4	5.2
Other Trucks	0	21	13	34	20	20	1	41	1	4	41	46	5	14	0	19	140
% Other Trucks	0	6.2	3.6	4.7	7.9	1.5	4.8	2.5	5.3	1.7	4.9	4.2	2	0.8	0	1	2.6

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	54	48	104	61	196	3	260	2	42	104	148	32	182	1	215	727
04:30 PM	2	58	43	103	38	226	1	265	1	38	108	147	39	195	1	235	750
04:45 PM	3	45	61	109	29	225	2	256	4	35	175	214	41	200	1	242	821
05:00 PM	4	33	44	81	23	162	5	190	5	30	136	171	36	269	4	309	751
Total Volume	11	190	196	397	151	809	11	971	12	145	523	680	148	846	7	1001	3049
% App. Total	2.8	47.9	49.4		15.6	83.3	1.1		1.8	21.3	76.9		14.8	84.5	0.7		
PHF	.688	.819	.803	.911	.619	.895	.550	.916	.600	.863	.747	.794	.902	.786	.438	.810	.928

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	54	48	104	61	196	3	260	2	42	104	148	32	182	1	215
+15 mins.	2	58	43	103	38	226	1	265	1	38	108	147	39	195	1	235
+30 mins.	3	45	61	109	29	225	2	256	4	35	175	214	41	200	1	242
+45 mins.	4	33	44	81	23	162	5	190	5	30	136	171	36	269	4	309
Total Volume	11	190	196	397	151	809	11	971	12	145	523	680	148	846	7	1001
% App. Total	2.8	47.9	49.4		15.6	83.3	1.1		1.8	21.3	76.9		14.8	84.5	0.7	
PHF	.688	.819	.803	.911	.619	.895	.550	.916	.600	.863	.747	.794	.902	.786	.438	.810

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

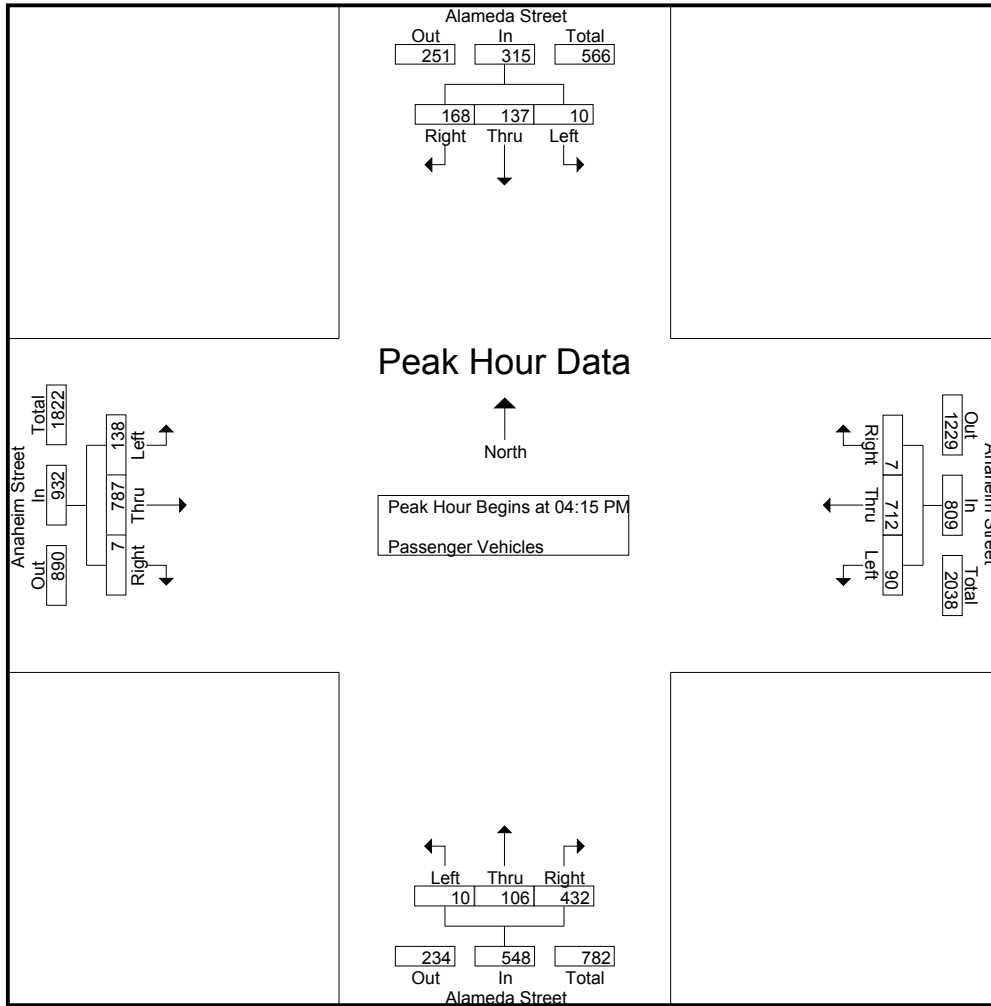
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	36	25	63	36	146	1	183	2	24	71	97	26	171	0	197	540
04:15 PM	2	39	40	81	33	165	2	200	2	27	81	110	30	167	1	198	589
04:30 PM	2	46	39	87	21	192	0	213	1	26	78	105	37	180	1	218	623
04:45 PM	2	36	50	88	23	199	1	223	3	27	155	185	37	192	1	230	726
Total	8	157	154	319	113	702	4	819	8	104	385	497	130	710	3	843	2478
05:00 PM	4	16	39	59	13	156	4	173	4	26	118	148	34	248	4	286	666
05:15 PM	3	15	48	66	16	127	2	145	2	17	77	96	27	225	1	253	560
05:30 PM	3	17	36	56	9	139	3	151	1	8	54	63	18	191	0	209	479
05:45 PM	3	12	25	40	7	101	1	109	2	6	36	44	24	142	0	166	359
Total	13	60	148	221	45	523	10	578	9	57	285	351	103	806	5	914	2064
Grand Total	21	217	302	540	158	1225	14	1397	17	161	670	848	233	1516	8	1757	4542
Apprch %	3.9	40.2	55.9		11.3	87.7	1		2	19	79		13.3	86.3	0.5		
Total %	0.5	4.8	6.6	11.9	3.5	27	0.3	30.8	0.4	3.5	14.8	18.7	5.1	33.4	0.2	38.7	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	39	40	81	33	165	2	200	2	27	81	110	30	167	1	198	589
04:30 PM	2	46	39	87	21	192	0	213	1	26	78	105	37	180	1	218	623
04:45 PM	2	36	50	88	23	199	1	223	3	27	155	185	37	192	1	230	726
05:00 PM	4	16	39	59	13	156	4	173	4	26	118	148	34	248	4	286	666
Total Volume	10	137	168	315	90	712	7	809	10	106	432	548	138	787	7	932	2604
% App. Total	3.2	43.5	53.3		11.1	88	0.9		1.8	19.3	78.8		14.8	84.4	0.8		
PHF	.625	.745	.840	.895	.682	.894	.438	.907	.625	.981	.697	.741	.932	.793	.438	.815	.897

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	39	40	81	33	165	2	200	2	27	81	110	30	167	1	198
+15 mins.	2	46	39	87	21	192	0	213	1	26	78	105	37	180	1	218
+30 mins.	2	36	50	88	23	199	1	223	3	27	155	185	37	192	1	230
+45 mins.	4	16	39	59	13	156	4	173	4	26	118	148	34	248	4	286
Total Volume	10	137	168	315	90	712	7	809	10	106	432	548	138	787	7	932
% App. Total	3.2	43.5	53.3		11.1	88	0.9		1.8	19.3	78.8		14.8	84.4	0.8	
PHF	.625	.745	.840	.895	.682	.894	.438	.907	.625	.981	.697	.741	.932	.793	.438	.815

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

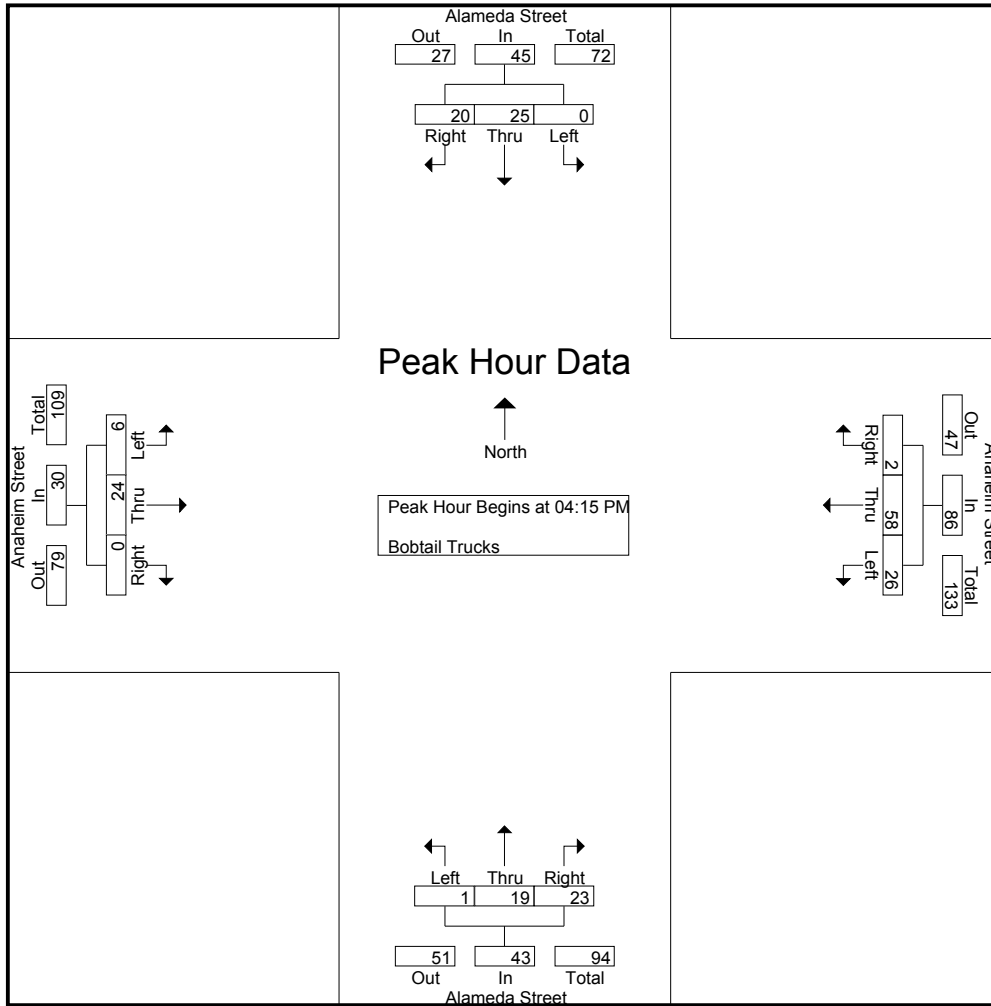
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	2	6	5	16	2	23	0	6	12	18	2	2	0	4	51
04:15 PM	0	3	3	6	11	13	1	25	0	9	6	15	1	6	0	7	53
04:30 PM	0	5	4	9	10	20	1	31	0	5	9	14	2	7	0	9	63
04:45 PM	0	5	9	14	1	22	0	23	1	4	2	7	3	2	0	5	49
Total	0	17	18	35	27	71	4	102	1	24	29	54	8	17	0	25	216
05:00 PM	0	12	4	16	4	3	0	7	0	1	6	7	0	9	0	9	39
05:15 PM	0	14	1	15	8	2	0	10	0	4	5	9	1	23	0	24	58
05:30 PM	0	11	1	12	1	5	0	6	0	4	7	11	0	6	0	6	35
05:45 PM	0	3	1	4	2	4	0	6	0	2	4	6	0	14	0	14	30
Total	0	40	7	47	15	14	0	29	0	11	22	33	1	52	0	53	162
Grand Total	0	57	25	82	42	85	4	131	1	35	51	87	9	69	0	78	378
Apprch %	0	69.5	30.5		32.1	64.9	3.1		1.1	40.2	58.6		11.5	88.5	0		
Total %	0	15.1	6.6	21.7	11.1	22.5	1.1	34.7	0.3	9.3	13.5	23	2.4	18.3	0	20.6	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	3	3	6	11	13	1	25	0	9	6	15	1	6	0	7	53
04:30 PM	0	5	4	9	10	20	1	31	0	5	9	14	2	7	0	9	63
04:45 PM	0	5	9	14	1	22	0	23	1	4	2	7	3	2	0	5	49
05:00 PM	0	12	4	16	4	3	0	7	0	1	6	7	0	9	0	9	39
Total Volume	0	25	20	45	26	58	2	86	1	19	23	43	6	24	0	30	204
% App. Total	0	55.6	44.4		30.2	67.4	2.3		2.3	44.2	53.5		20	80	0		
PHF	.000	.521	.556	.703	.591	.659	.500	.694	.250	.528	.639	.717	.500	.667	.000	.833	.810

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	3	3	6	11	13	1	25	0	9	6	15	1	6	0	7
+15 mins.	0	5	4	9	10	20	1	31	0	5	9	14	2	7	0	9
+30 mins.	0	5	9	14	1	22	0	23	1	4	2	7	3	2	0	5
+45 mins.	0	12	4	16	4	3	0	7	0	1	6	7	0	9	0	9
Total Volume	0	25	20	45	26	58	2	86	1	19	23	43	6	24	0	30
% App. Total	0	55.6	44.4		30.2	67.4	2.3		2.3	44.2	53.5		20	80	0	
PHF	.000	.521	.556	.703	.591	.659	.500	.694	.250	.528	.639	.717	.500	.667	.000	.833

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

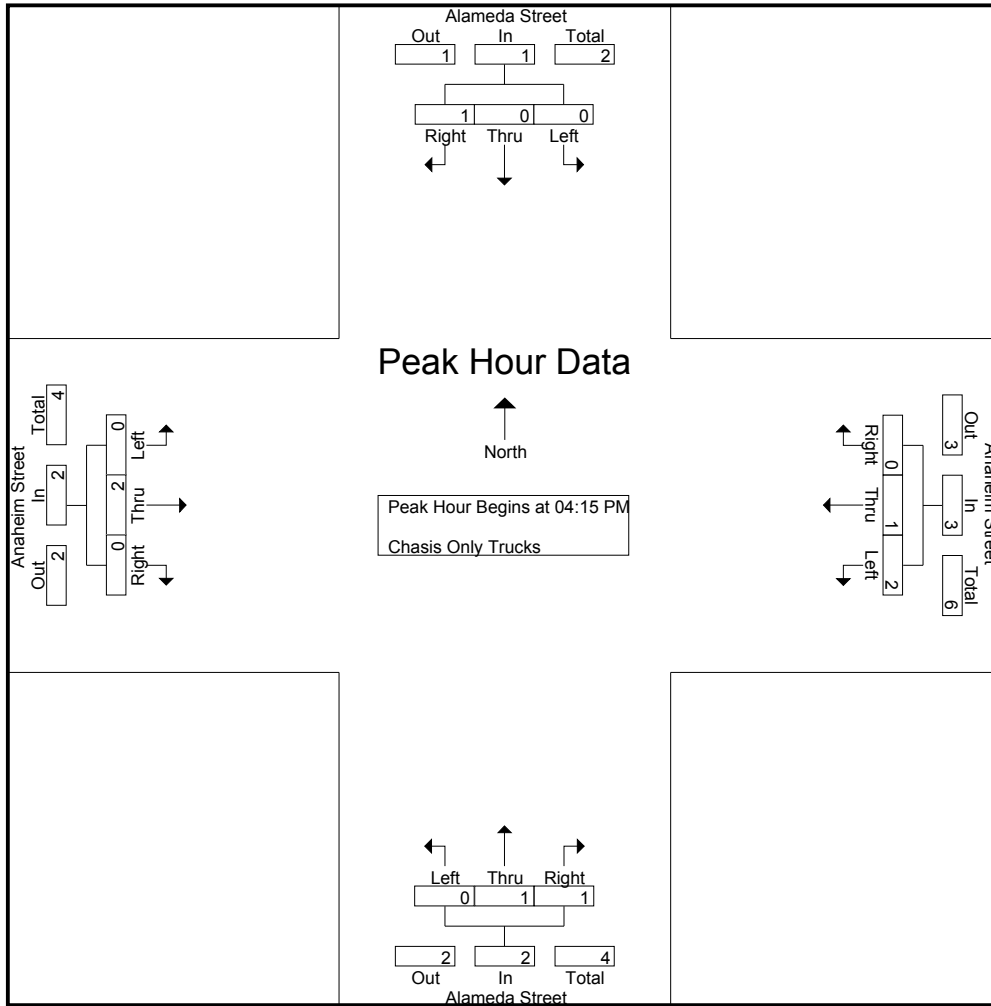
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	2	4	1	2	0	3	0	0	0	0	0	2	0	2	9
04:15 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
Total	0	2	3	5	3	3	0	6	0	1	1	2	0	4	0	4	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	0	2	2	0	2	0	2	6
Grand Total	0	3	4	7	3	3	0	6	0	1	3	4	0	6	0	6	23
Apprch %	0	42.9	57.1		50	50	0		0	25	75		0	100	0		
Total %	0	13	17.4	30.4	13	13	0	26.1	0	4.3	13	17.4	0	26.1	0	26.1	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	2	1	0	3	0	1	1	2	0	2	0	2	8
% App. Total	0	0	100		66.7	33.3	0		0	50	50		0	100	0		
PHF	.000	.000	.250	.250	.500	.250	.000	.375	.000	.250	.250	.500	.000	.500	.000	.500	.500

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	2	1	0	3	0	1	1	2	0	2	0	2
% App. Total	0	0	100		66.7	33.3	0		0	50	50		0	100	0	
PHF	.000	.000	.250	.250	.500	.250	.000	.375	.000	.250	.250	.500	.000	.500	.000	.500

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

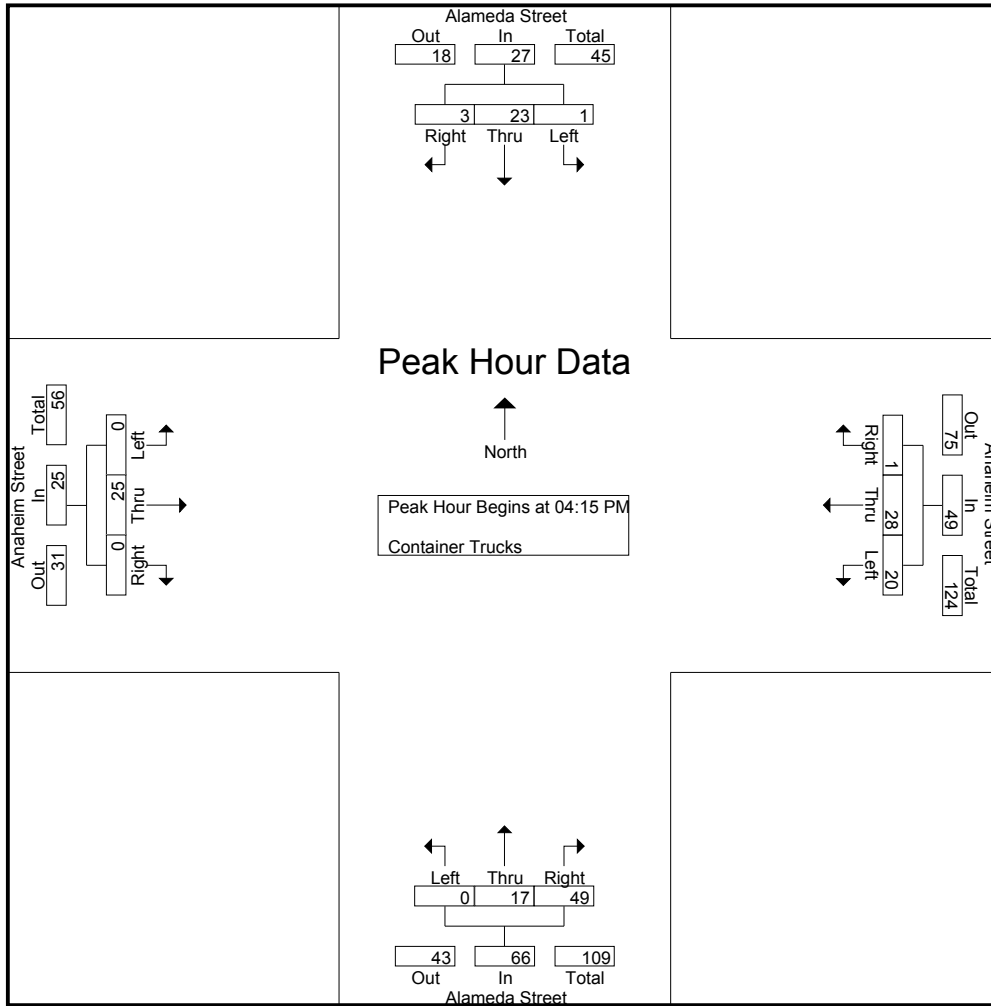
Groups Printed- Container Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	5	5	10	7	4	0	11	0	7	11	18	1	5	0	6	45
04:15 PM	0	11	3	14	12	12	0	24	0	6	14	20	0	7	0	7	65
04:30 PM	0	5	0	5	3	10	0	13	0	5	14	19	0	6	0	6	43
04:45 PM	1	4	0	5	1	3	0	4	0	3	12	15	0	2	0	2	26
Total	1	25	8	34	23	29	0	52	0	21	51	72	1	20	0	21	179
05:00 PM	0	3	0	3	4	3	1	8	0	3	9	12	0	10	0	10	33
05:15 PM	0	4	2	6	1	3	0	4	0	0	7	7	0	5	0	5	22
05:30 PM	0	2	2	4	1	2	0	3	0	3	4	7	1	6	0	7	21
05:45 PM	0	6	1	7	0	4	1	5	0	3	4	7	0	3	0	3	22
Total	0	15	5	20	6	12	2	20	0	9	24	33	1	24	0	25	98
Grand Total	1	40	13	54	29	41	2	72	0	30	75	105	2	44	0	46	277
Apprch %	1.9	74.1	24.1		40.3	56.9	2.8		0	28.6	71.4		4.3	95.7	0		
Total %	0.4	14.4	4.7	19.5	10.5	14.8	0.7	26	0	10.8	27.1	37.9	0.7	15.9	0	16.6	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	11	3	14	12	12	0	24	0	6	14	20	0	7	0	7	65
04:30 PM	0	5	0	5	3	10	0	13	0	5	14	19	0	6	0	6	43
04:45 PM	1	4	0	5	1	3	0	4	0	3	12	15	0	2	0	2	26
05:00 PM	0	3	0	3	4	3	1	8	0	3	9	12	0	10	0	10	33
Total Volume	1	23	3	27	20	28	1	49	0	17	49	66	0	25	0	25	167
% App. Total	3.7	85.2	11.1		40.8	57.1	2		0	25.8	74.2		0	100	0		
PHF	.250	.523	.250	.482	.417	.583	.250	.510	.000	.708	.875	.825	.000	.625	.000	.625	.642

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	11	3	14	12	12	0	24	0	6	14	20	0	7	0	7
+15 mins.	0	5	0	5	3	10	0	13	0	5	14	19	0	6	0	6
+30 mins.	1	4	0	5	1	3	0	4	0	3	12	15	0	2	0	2
+45 mins.	0	3	0	3	4	3	1	8	0	3	9	12	0	10	0	10
Total Volume	1	23	3	27	20	28	1	49	0	17	49	66	0	25	0	25
% App. Total	3.7	85.2	11.1		40.8	57.1	2		0	25.8	74.2		0	100	0	
PHF	.250	.523	.250	.482	.417	.583	.250	.510	.000	.708	.875	.825	.000	.625	.000	.625

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

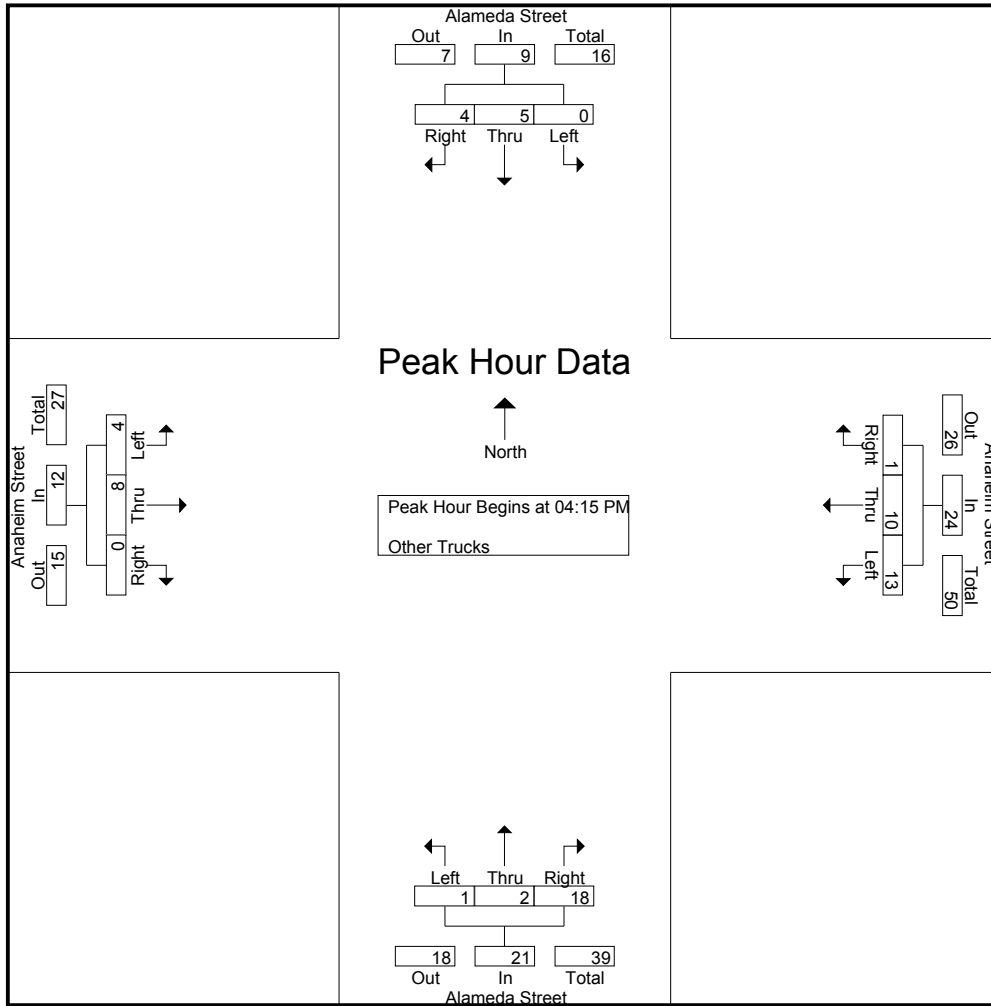
Groups Printed- Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	2	4	3	8	0	11	0	1	8	9	1	4	0	5	29
04:15 PM	0	1	2	3	4	5	0	9	0	0	2	2	1	1	0	2	16
04:30 PM	0	2	0	2	4	4	0	8	0	1	7	8	0	2	0	2	20
04:45 PM	0	0	1	1	3	1	1	5	0	1	6	7	1	3	0	4	17
Total	0	5	5	10	14	18	1	33	0	3	23	26	3	10	0	13	82
05:00 PM	0	2	1	3	2	0	0	2	1	0	3	4	2	2	0	4	13
05:15 PM	0	4	3	7	2	1	0	3	0	0	5	5	0	2	0	2	17
05:30 PM	0	3	2	5	0	1	0	1	0	1	5	6	0	0	0	0	12
05:45 PM	0	7	2	9	2	0	0	2	0	0	5	5	0	0	0	0	16
Total	0	16	8	24	6	2	0	8	1	1	18	20	2	4	0	6	58
Grand Total	0	21	13	34	20	20	1	41	1	4	41	46	5	14	0	19	140
Apprch %	0	61.8	38.2		48.8	48.8	2.4		2.2	8.7	89.1		26.3	73.7	0		
Total %	0	15	9.3	24.3	14.3	14.3	0.7	29.3	0.7	2.9	29.3	32.9	3.6	10	0	13.6	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	2	3	4	5	0	9	0	0	2	2	1	1	0	2	16
04:30 PM	0	2	0	2	4	4	0	8	0	1	7	8	0	2	0	2	20
04:45 PM	0	0	1	1	3	1	1	5	0	1	6	7	1	3	0	4	17
05:00 PM	0	2	1	3	2	0	0	2	1	0	3	4	2	2	0	4	13
Total Volume	0	5	4	9	13	10	1	24	1	2	18	21	4	8	0	12	66
% App. Total	0	55.6	44.4		54.2	41.7	4.2		4.8	9.5	85.7		33.3	66.7	0		
PHF	.000	.625	.500	.750	.813	.500	.250	.667	.250	.500	.643	.656	.500	.667	.000	.750	.825

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	2	3	4	5	0	9	0	0	2	2	1	1	0	2
+15 mins.	0	2	0	2	4	4	0	8	0	1	7	8	0	2	0	2
+30 mins.	0	0	1	1	3	1	1	5	0	1	6	7	1	3	0	4
+45 mins.	0	2	1	3	2	0	0	2	1	0	3	4	2	2	0	4
Total Volume	0	5	4	9	13	10	1	24	1	2	18	21	4	8	0	12
% App. Total	0	55.6	44.4		54.2	41.7	4.2		4.8	9.5	85.7		33.3	66.7	0	
PHF	.000	.625	.500	.750	.813	.500	.250	.667	.250	.500	.643	.656	.500	.667	.000	.750

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	99	0	99	0	0	0	0	0	69	0	69	168
07:15 AM	0	0	0	0	0	101	0	101	0	0	0	0	0	57	0	57	158
07:30 AM	0	0	0	0	0	111	0	111	0	0	0	0	0	71	0	71	182
07:45 AM	0	0	0	0	0	75	0	75	0	0	0	0	0	125	0	125	200
Total	0	0	0	0	0	386	0	386	0	0	0	0	0	322	0	322	708
08:00 AM	0	0	0	0	0	65	0	65	0	0	0	0	0	103	0	103	168
08:15 AM	0	0	0	0	0	55	0	55	0	0	0	0	0	71	0	71	126
08:30 AM	0	0	0	0	0	55	0	55	0	0	0	0	0	69	0	69	124
08:45 AM	0	0	0	0	0	42	0	42	0	0	0	0	0	70	0	70	112
Total	0	0	0	0	0	217	0	217	0	0	0	0	0	313	0	313	530
Grand Total	0	0	0	0	0	603	0	603	0	0	0	0	0	635	0	635	1238
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	48.7	0	48.7	0	0	0	0	0	51.3	0	51.3	
Passenger Vehicles	0	0	0	0	0	519	0	519	0	0	0	0	0	566	0	566	1085
% Passenger Vehicles	0	0	0	0	0	86.1	0	86.1	0	0	0	0	0	89.1	0	89.1	87.6
Bobtail Trucks	0	0	0	0	0	25	0	25	0	0	0	0	0	20	0	20	45
% Bobtail Trucks	0	0	0	0	0	4.1	0	4.1	0	0	0	0	0	3.1	0	3.1	3.6
Chasis Only Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% Chasis Only Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.5	0	0.5	0.3
Container Trucks	0	0	0	0	0	34	0	34	0	0	0	0	0	27	0	27	61
% Container Trucks	0	0	0	0	0	5.6	0	5.6	0	0	0	0	0	4.3	0	4.3	4.9
Other Trucks	0	0	0	0	0	24	0	24	0	0	0	0	0	19	0	19	43
% Other Trucks	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	3.5

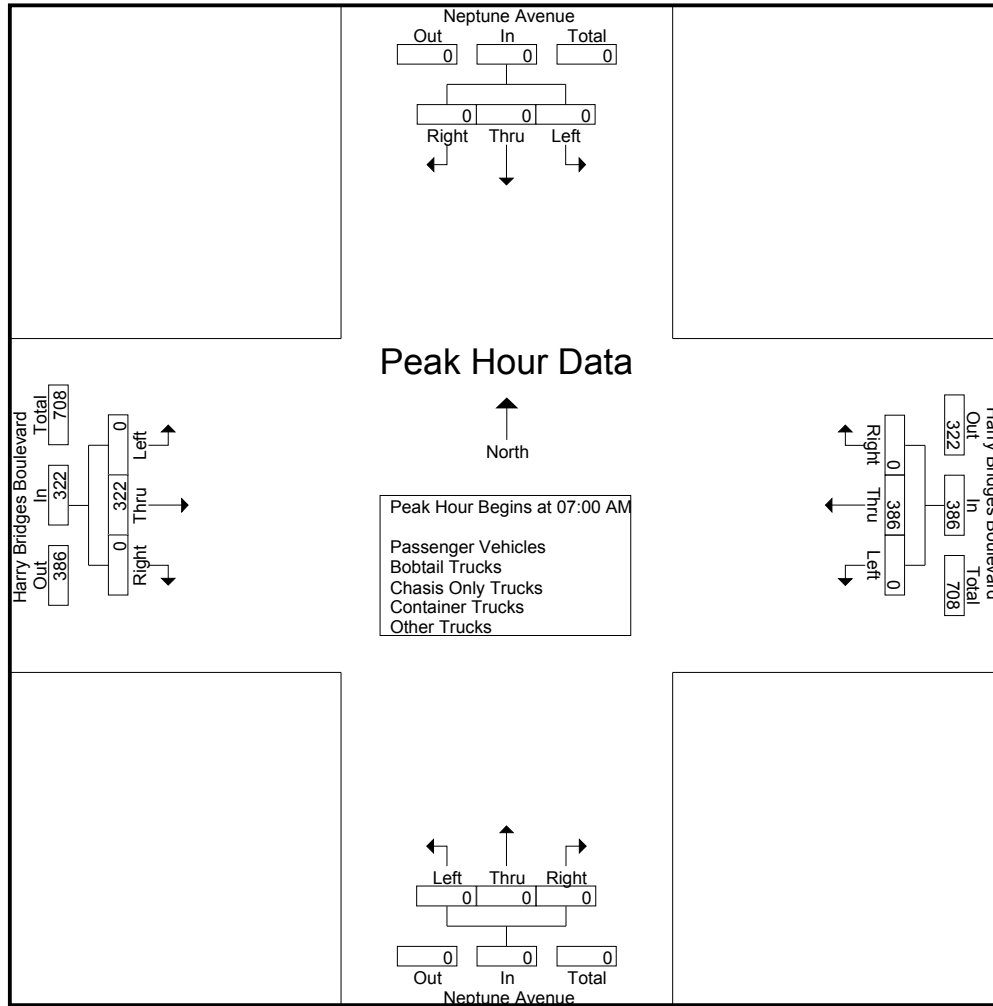
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	99	0	99	0	0	0	0	0	69	0	69	168
07:15 AM	0	0	0	0	0	101	0	101	0	0	0	0	0	57	0	57	158
07:30 AM	0	0	0	0	0	111	0	111	0	0	0	0	0	71	0	71	182
07:45 AM	0	0	0	0	0	75	0	75	0	0	0	0	0	125	0	125	200
Total Volume	0	0	0	0	0	386	0	386	0	0	0	0	0	322	0	322	708
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.869	.000	.869	.000	.000	.000	.000	.000	.644	.000	.644	.885

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	99	0	99	0	0	0	0	0	69	0	69
+15 mins.	0	0	0	0	0	101	0	101	0	0	0	0	0	57	0	57
+30 mins.	0	0	0	0	0	111	0	111	0	0	0	0	0	71	0	71
+45 mins.	0	0	0	0	0	75	0	75	0	0	0	0	0	125	0	125
Total Volume	0	0	0	0	0	386	0	386	0	0	0	0	0	322	0	322
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.869	.000	.869	.000	.000	.000	.000	.000	.644	.000	.644

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

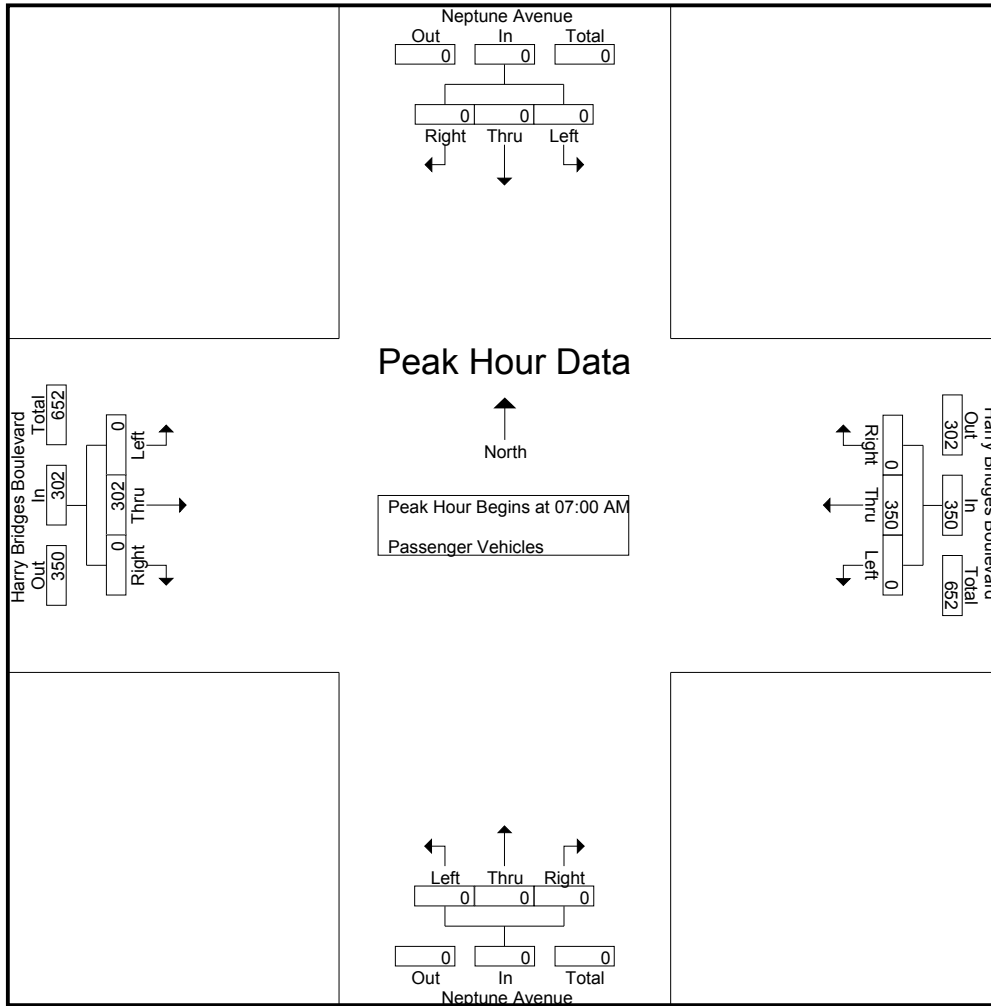
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	85	0	85	0	0	0	0	0	68	0	68	153
07:15 AM	0	0	0	0	0	97	0	97	0	0	0	0	0	50	0	50	147
07:30 AM	0	0	0	0	0	103	0	103	0	0	0	0	0	64	0	64	167
07:45 AM	0	0	0	0	0	65	0	65	0	0	0	0	0	120	0	120	185
Total	0	0	0	0	0	350	0	350	0	0	0	0	0	302	0	302	652
08:00 AM	0	0	0	0	0	43	0	43	0	0	0	0	0	91	0	91	134
08:15 AM	0	0	0	0	0	46	0	46	0	0	0	0	0	57	0	57	103
08:30 AM	0	0	0	0	0	48	0	48	0	0	0	0	0	59	0	59	107
08:45 AM	0	0	0	0	0	32	0	32	0	0	0	0	0	57	0	57	89
Total	0	0	0	0	0	169	0	169	0	0	0	0	0	264	0	264	433
Grand Total	0	0	0	0	0	519	0	519	0	0	0	0	0	566	0	566	1085
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	47.8	0	47.8	0	0	0		0	52.2	0	52.2	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	85	0	85	0	0	0	0	0	68	0	68	153
07:15 AM	0	0	0	0	0	97	0	97	0	0	0	0	0	50	0	50	147
07:30 AM	0	0	0	0	0	103	0	103	0	0	0	0	0	64	0	64	167
07:45 AM	0	0	0	0	0	65	0	65	0	0	0	0	0	120	0	120	185
Total Volume	0	0	0	0	0	350	0	350	0	0	0	0	0	302	0	302	652
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000	.000	.629	.000	.629	.881

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	85	0	85	0	0	0	0	0	68	0	68
+15 mins.	0	0	0	0	0	97	0	97	0	0	0	0	0	50	0	50
+30 mins.	0	0	0	0	0	103	0	103	0	0	0	0	0	64	0	64
+45 mins.	0	0	0	0	0	65	0	65	0	0	0	0	0	120	0	120
Total Volume	0	0	0	0	0	350	0	350	0	0	0	0	0	302	0	302
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000	.000	.629	.000	.629

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

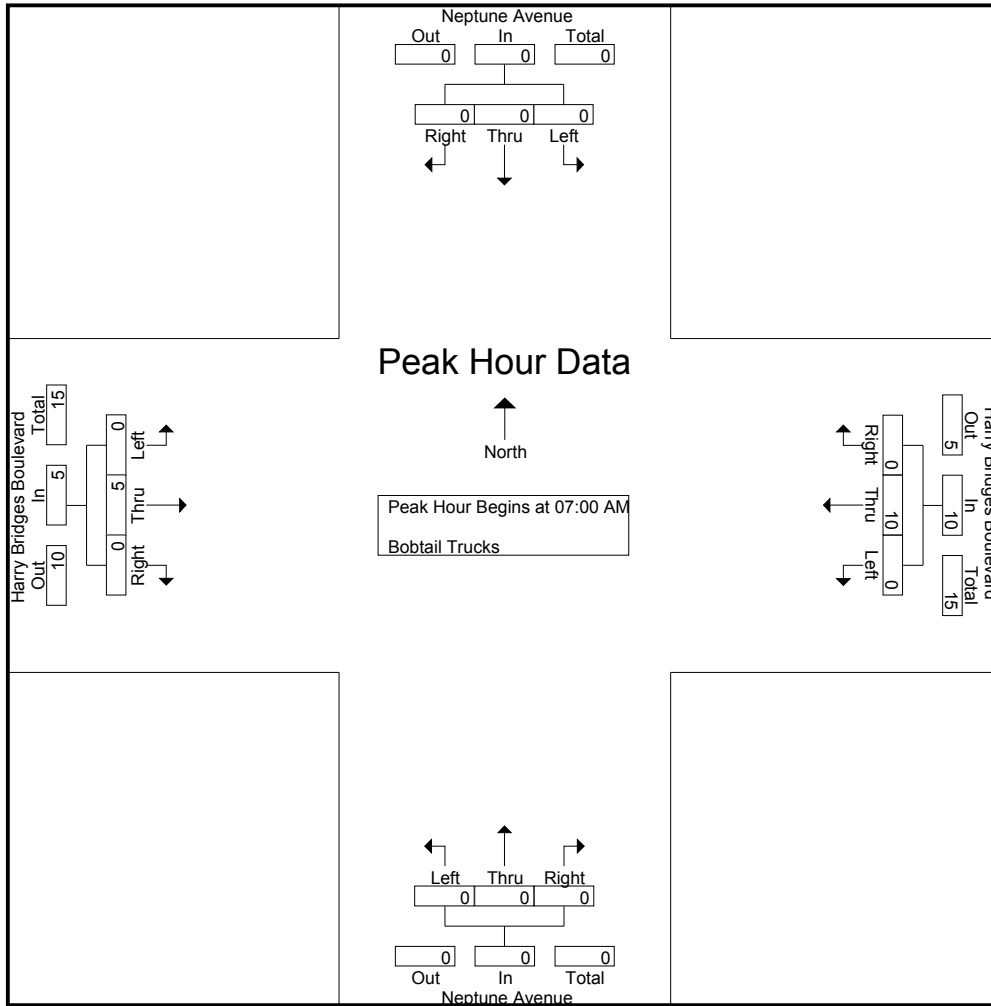
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	5	0	5	15
08:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Total	0	0	0	0	0	15	0	15	0	0	0	0	0	15	0	15	30
Grand Total	0	0	0	0	0	25	0	25	0	0	0	0	0	20	0	20	45
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	55.6	0	55.6	0	0	0		0	44.4	0	44.4	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	5	0	5	15
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.469

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	25	0	25	0	0	0		0	75	0	75	

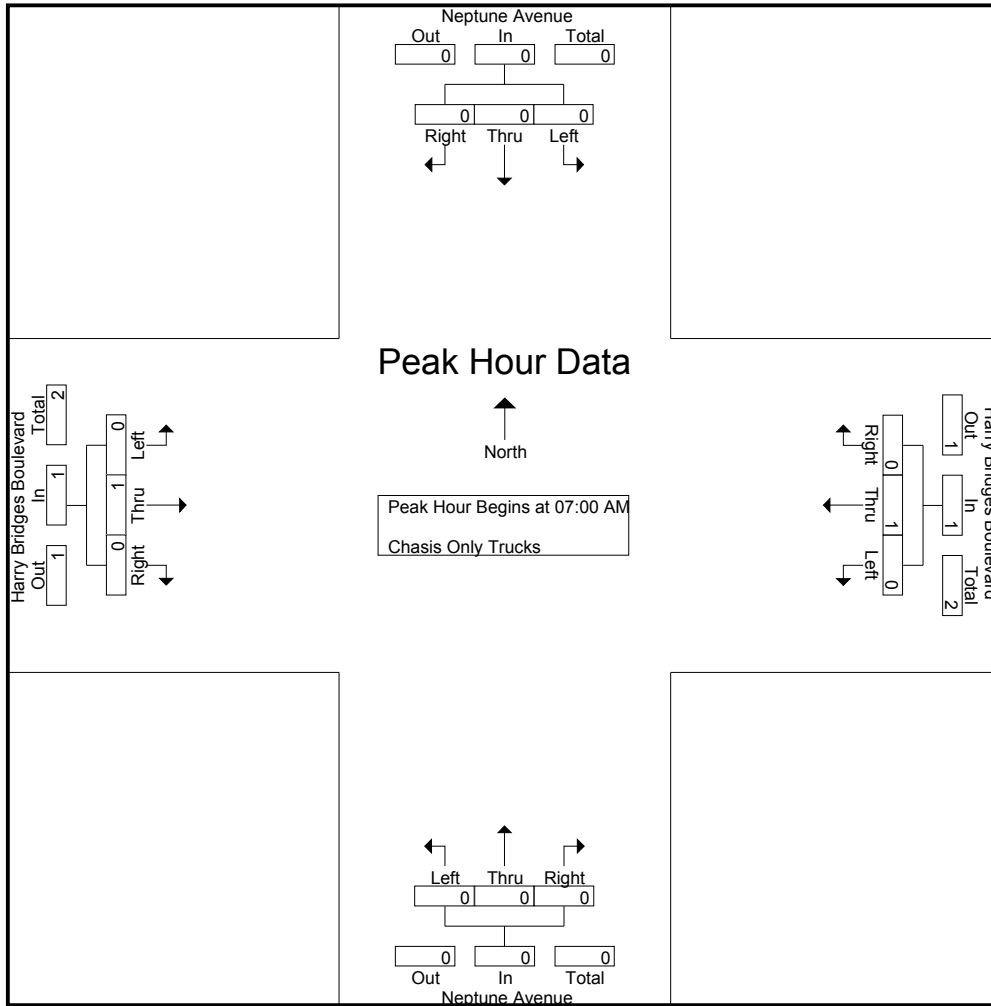
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

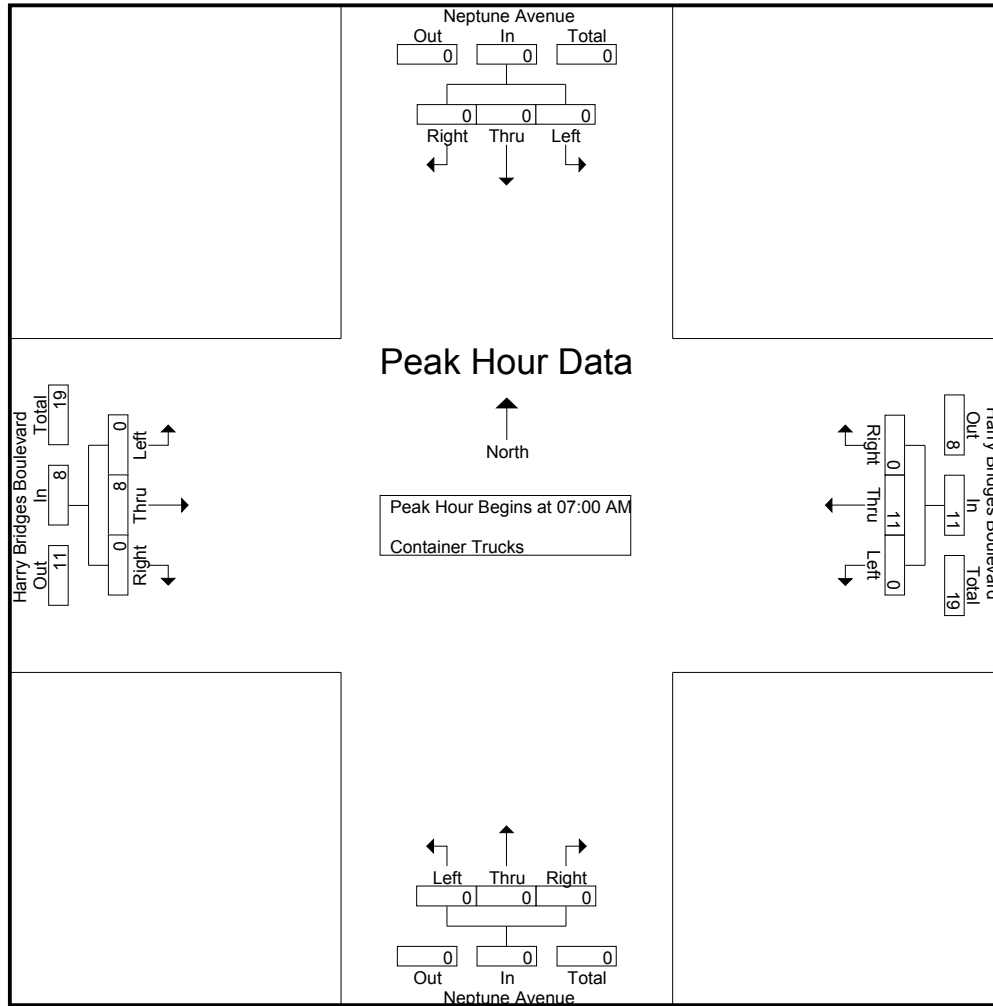
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	8	0	8	19
08:00 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	5	0	5	16
08:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
Total	0	0	0	0	0	23	0	23	0	0	0	0	0	19	0	19	42
Grand Total	0	0	0	0	0	34	0	34	0	0	0	0	0	27	0	27	61
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	55.7	0	55.7	0	0	0		0	44.3	0	44.3	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	8	0	8	19
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.667	.000	.667	.792

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	8	0	8
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.667	.000	.667

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other Trucks

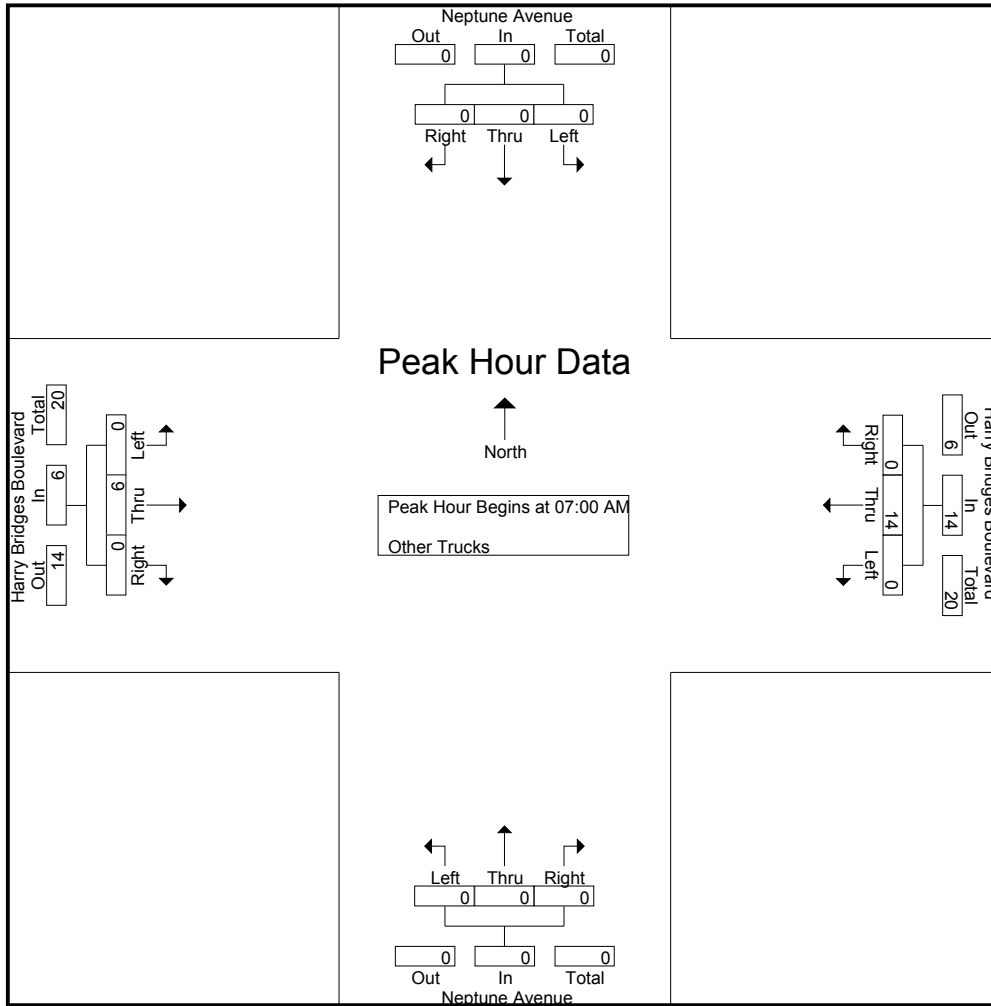
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	6	0	6	20
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	13	0	13	23
Grand Total	0	0	0	0	0	24	0	24	0	0	0	0	0	19	0	19	43
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	55.8	0	55.8	0	0	0		0	44.2	0	44.2	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	6	0	6	20
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.000	.500	.000	.500	.625

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 0000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	6	0	6
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.000	.500	.000	.500

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

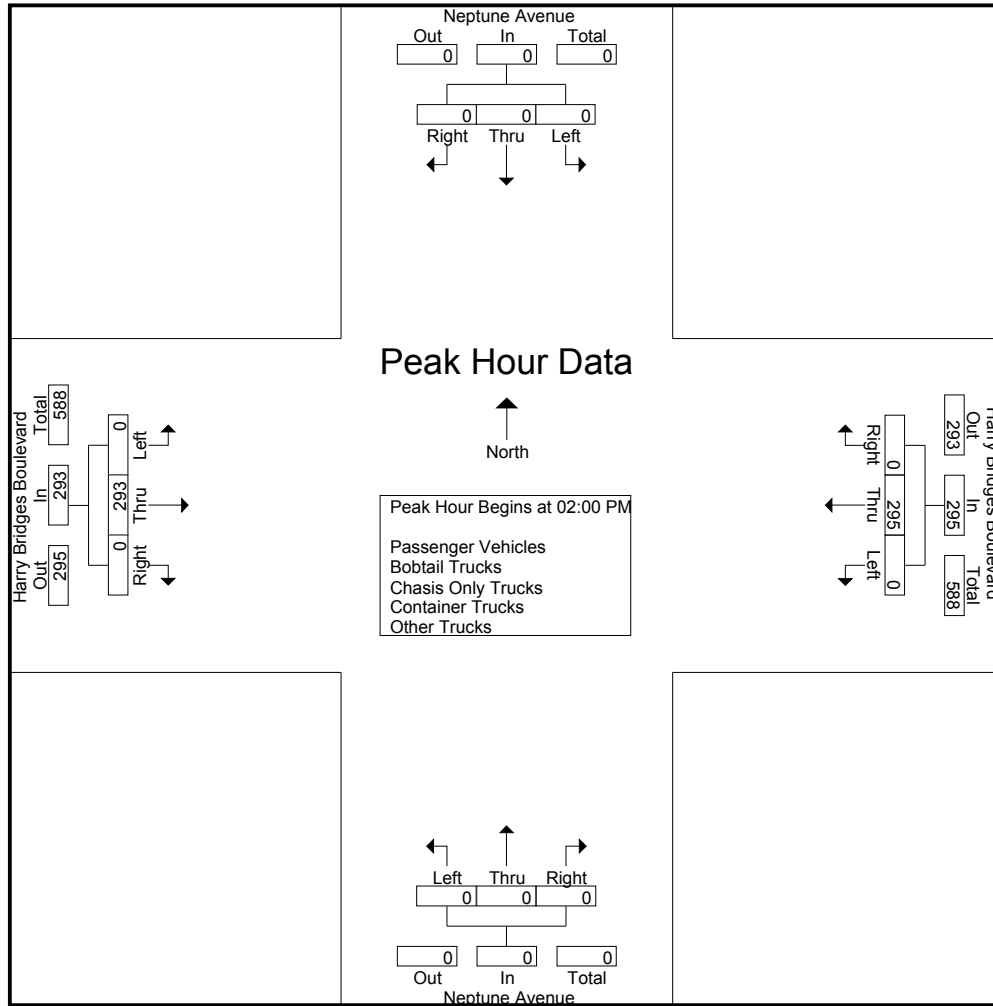
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	49	0	49	0	0	0	0	0	82	0	82	131
01:15 PM	0	0	0	0	0	51	0	51	0	0	0	0	0	64	0	64	115
01:30 PM	0	0	0	0	0	49	0	49	0	0	0	0	0	73	0	73	122
01:45 PM	0	0	0	0	0	61	0	61	0	0	0	0	0	88	0	88	149
Total	0	0	0	0	0	210	0	210	0	0	0	0	0	307	0	307	517
02:00 PM	0	0	0	0	0	72	0	72	0	0	0	0	0	58	0	58	130
02:15 PM	0	0	0	0	0	66	0	66	0	0	0	0	0	77	0	77	143
02:30 PM	0	0	0	0	0	75	0	75	0	0	0	0	0	71	0	71	146
02:45 PM	0	0	0	0	0	82	0	82	0	0	0	0	0	87	0	87	169
Total	0	0	0	0	0	295	0	295	0	0	0	0	0	293	0	293	588
Grand Total	0	0	0	0	0	505	0	505	0	0	0	0	0	600	0	600	1105
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	45.7	0	45.7	0	0	0	0	0	54.3	0	54.3	
Passenger Vehicles	0	0	0	0	0	429	0	429	0	0	0	0	0	469	0	469	898
% Passenger Vehicles	0	0	0	0	0	85	0	85	0	0	0	0	0	78.2	0	78.2	81.3
Bobtail Trucks	0	0	0	0	0	32	0	32	0	0	0	0	0	45	0	45	77
% Bobtail Trucks	0	0	0	0	0	6.3	0	6.3	0	0	0	0	0	7.5	0	7.5	7
Chasis Only Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
% Chasis Only Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	1.5	0	1.5	0.9
Container Trucks	0	0	0	0	0	18	0	18	0	0	0	0	0	52	0	52	70
% Container Trucks	0	0	0	0	0	3.6	0	3.6	0	0	0	0	0	8.7	0	8.7	6.3
Other Trucks	0	0	0	0	0	25	0	25	0	0	0	0	0	25	0	25	50
% Other Trucks	0	0	0	0	0	5	0	5	0	0	0	0	0	4.2	0	4.2	4.5

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	72	0	72	0	0	0	0	0	58	0	58	130
02:15 PM	0	0	0	0	0	66	0	66	0	0	0	0	0	77	0	77	143
02:30 PM	0	0	0	0	0	75	0	75	0	0	0	0	0	71	0	71	146
02:45 PM	0	0	0	0	0	82	0	82	0	0	0	0	0	87	0	87	169
Total Volume	0	0	0	0	0	295	0	295	0	0	0	0	0	293	0	293	588
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.899	.000	.899	.000	.000	.000	.000	.000	.842	.000	.842	.870

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	72	0	72	0	0	0	0	0	58	0	58
+15 mins.	0	0	0	0	0	66	0	66	0	0	0	0	0	77	0	77
+30 mins.	0	0	0	0	0	75	0	75	0	0	0	0	0	71	0	71
+45 mins.	0	0	0	0	0	82	0	82	0	0	0	0	0	87	0	87
Total Volume	0	0	0	0	0	295	0	295	0	0	0	0	0	293	0	293
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.899	.000	.899	.000	.000	.000	.000	.000	.842	.000	.842

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

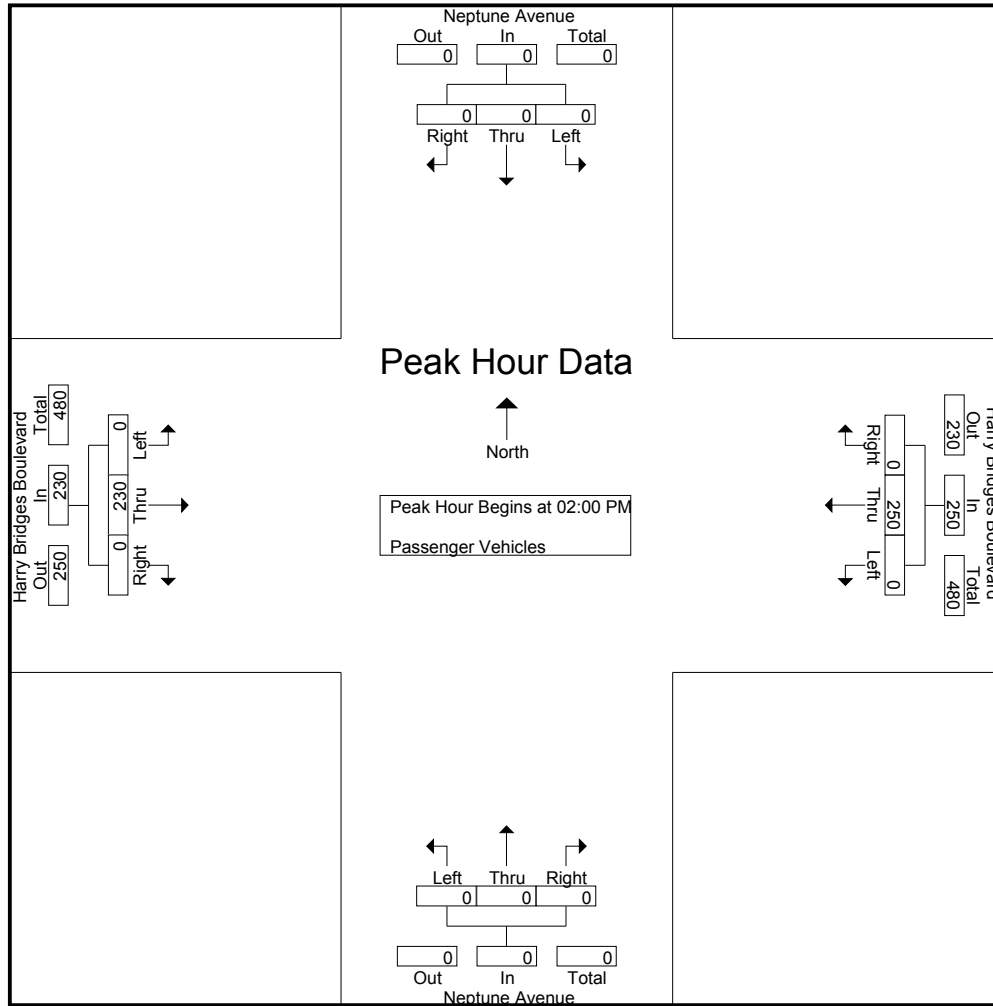
Groups Printed- Passenger Vehicles

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	42	0	42	0	0	0	0	0	71	0	71	113
01:15 PM	0	0	0	0	0	45	0	45	0	0	0	0	0	47	0	47	92
01:30 PM	0	0	0	0	0	41	0	41	0	0	0	0	0	49	0	49	90
01:45 PM	0	0	0	0	0	51	0	51	0	0	0	0	0	72	0	72	123
Total	0	0	0	0	0	179	0	179	0	0	0	0	0	239	0	239	418
02:00 PM	0	0	0	0	0	63	0	63	0	0	0	0	0	46	0	46	109
02:15 PM	0	0	0	0	0	54	0	54	0	0	0	0	0	59	0	59	113
02:30 PM	0	0	0	0	0	65	0	65	0	0	0	0	0	59	0	59	124
02:45 PM	0	0	0	0	0	68	0	68	0	0	0	0	0	66	0	66	134
Total	0	0	0	0	0	250	0	250	0	0	0	0	0	230	0	230	480
Grand Total	0	0	0	0	0	429	0	429	0	0	0	0	0	469	0	469	898
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	47.8	0	47.8	0	0	0		0	52.2	0	52.2	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	63	0	63	0	0	0	0	0	46	0	46	109
02:15 PM	0	0	0	0	0	54	0	54	0	0	0	0	0	59	0	59	113
02:30 PM	0	0	0	0	0	65	0	65	0	0	0	0	0	59	0	59	124
02:45 PM	0	0	0	0	0	68	0	68	0	0	0	0	0	66	0	66	134
Total Volume	0	0	0	0	0	250	0	250	0	0	0	0	0	230	0	230	480
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.919	.000	.919	.000	.000	.000	.000	.000	.871	.000	.871	.896

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	63	0	63	0	0	0	0	0	46	0	46
+15 mins.	0	0	0	0	0	54	0	54	0	0	0	0	0	59	0	59
+30 mins.	0	0	0	0	0	65	0	65	0	0	0	0	0	59	0	59
+45 mins.	0	0	0	0	0	68	0	68	0	0	0	0	0	66	0	66
Total Volume	0	0	0	0	0	250	0	250	0	0	0	0	0	230	0	230
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.919	.000	.919	.000	.000	.000	.000	.000	.871	.000	.871

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

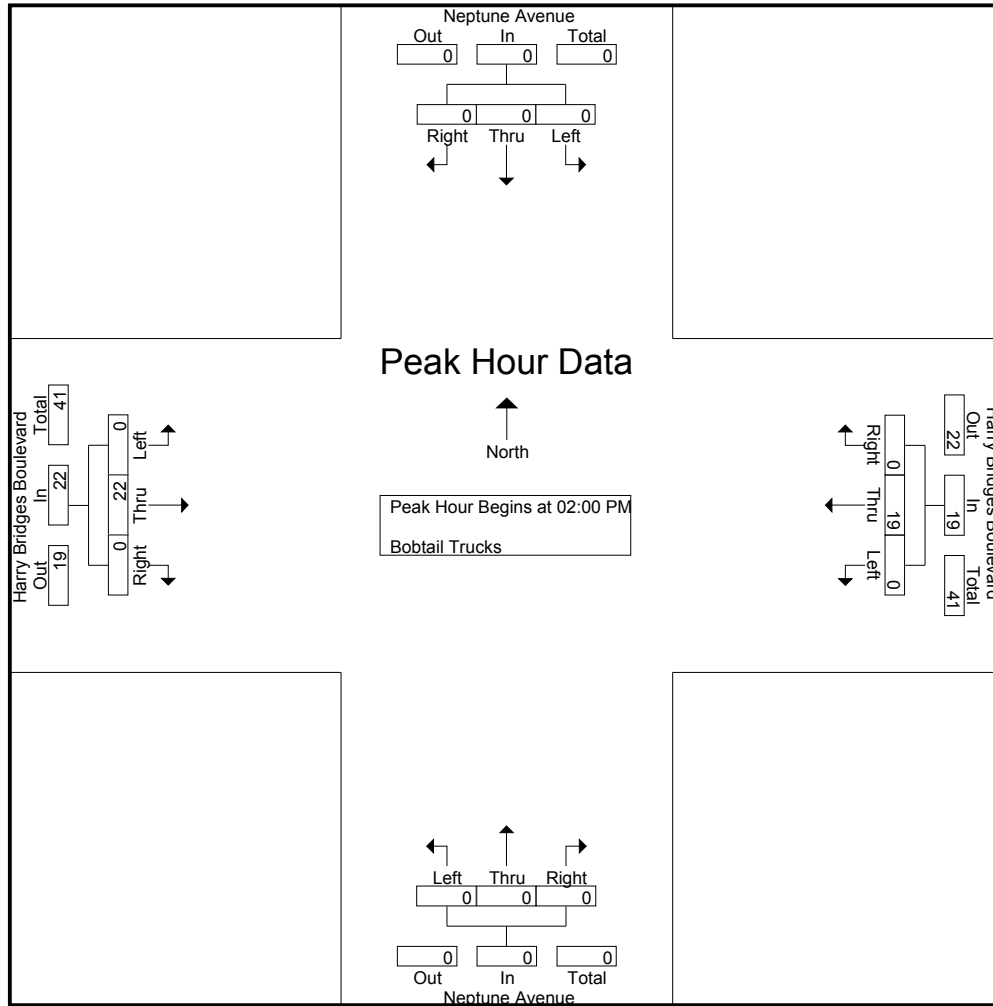
Groups Printed- Bobtail Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
01:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
01:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	10	15
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	23	0	23	36
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	10	0	10	13
02:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
02:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
02:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Total	0	0	0	0	0	19	0	19	0	0	0	0	0	22	0	22	41
Grand Total	0	0	0	0	0	32	0	32	0	0	0	0	0	45	0	45	77
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	41.6	0	41.6	0	0	0		0	58.4	0	58.4	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	10	0	10	13
02:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
02:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
02:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	22	0	22	41
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.594	.000	.594	.000	.000	.000	.000	.000	.550	.000	.550	.788

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	10	0	10
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	22	0	22
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.594	.000	.594	.000	.000	.000	.000	.000	.550	.000	.550

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

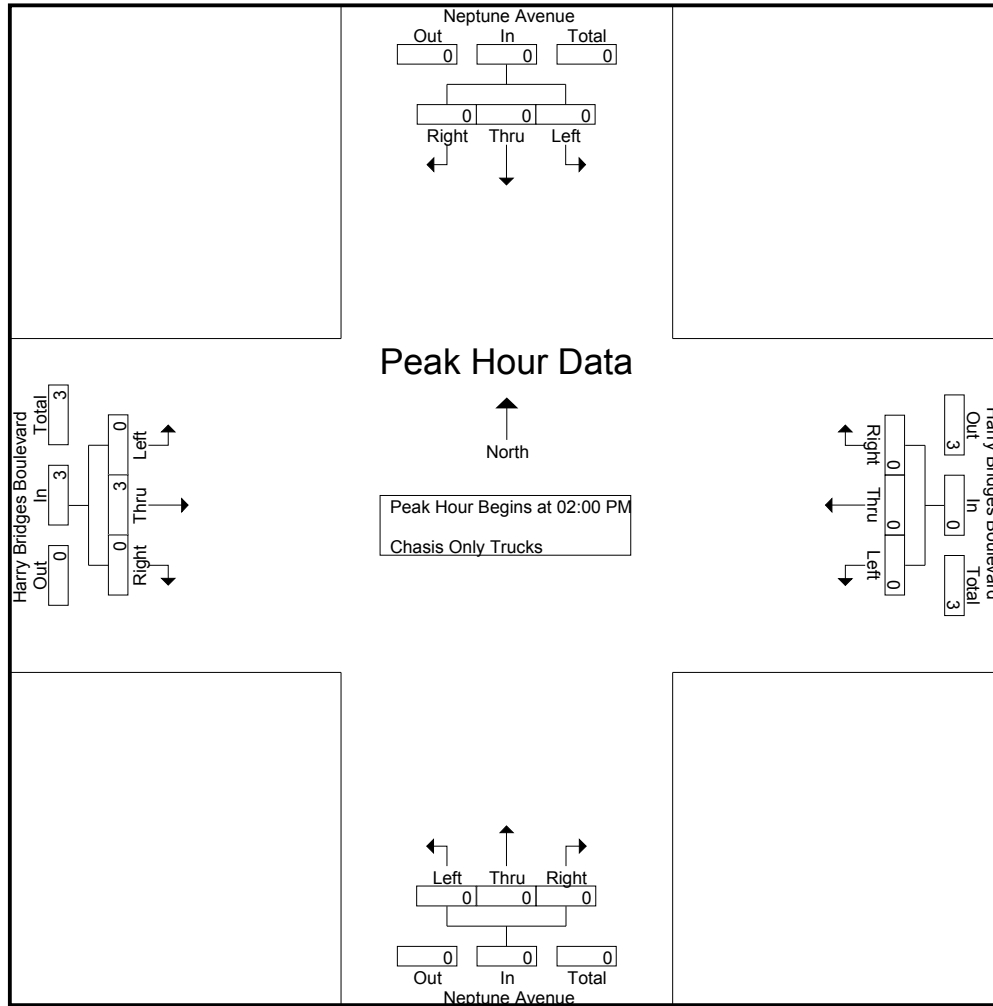
Groups Printed- Chasis Only Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	10	0	10	0	0	0		0	90	0	90	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

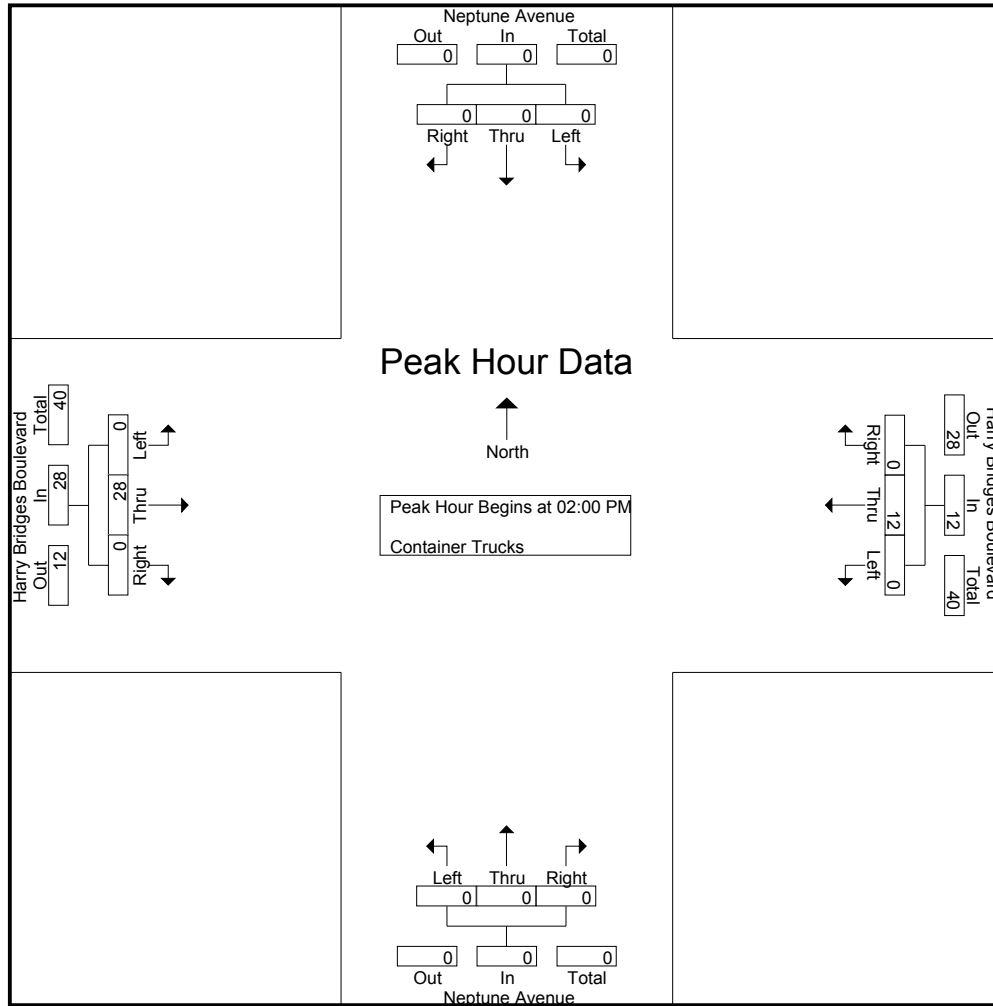
Groups Printed- Container Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14
01:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	24	0	24	30
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
02:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	28	0	28	40
Grand Total	0	0	0	0	0	18	0	18	0	0	0	0	0	52	0	52	70
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	25.7	0	25.7	0	0	0		0	74.3	0	74.3	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
02:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	28	0	28	40
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.636	.000	.636	.714

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	28	0	28
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.636	.000	.636

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

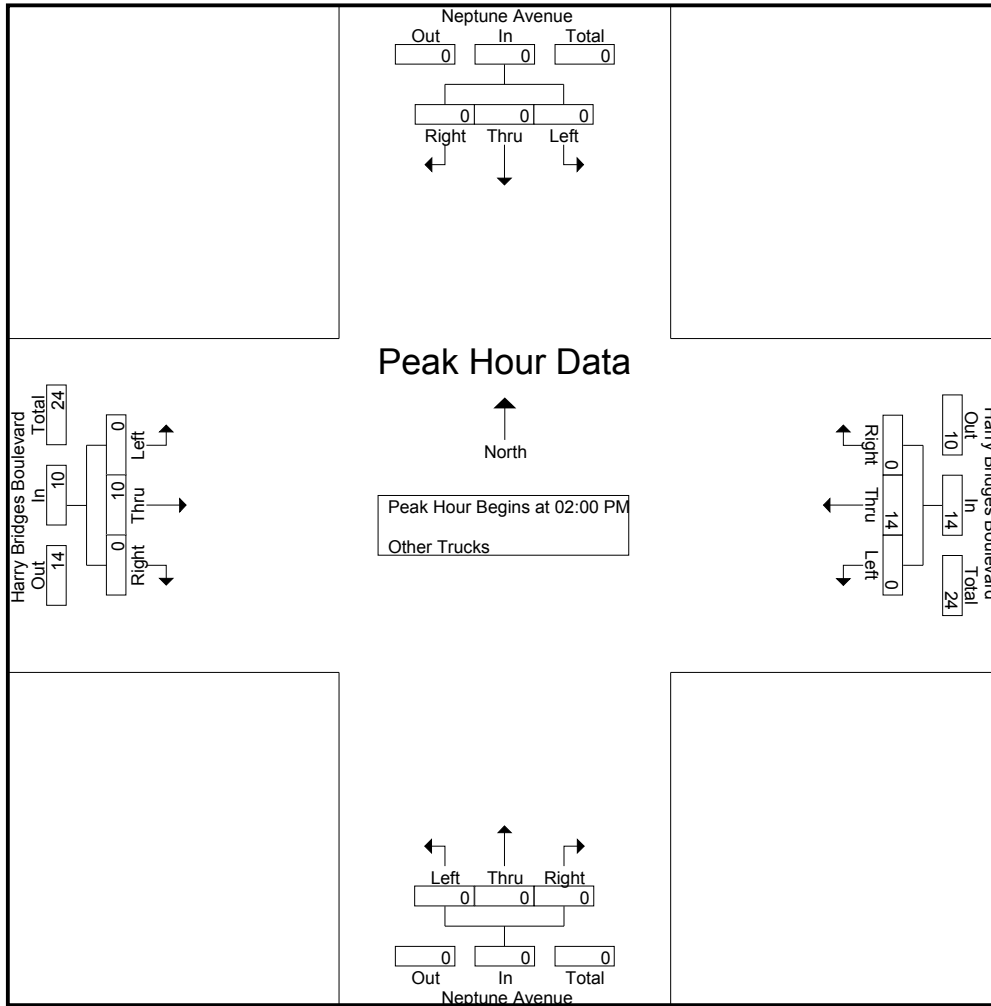
Groups Printed- Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
01:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
01:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	15	0	15	26
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	10	0	10	24
Grand Total	0	0	0	0	0	25	0	25	0	0	0	0	0	25	0	25	50
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0		0	0	0		0	50	0		

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	10	0	10	24
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.600

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	10	0	10
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

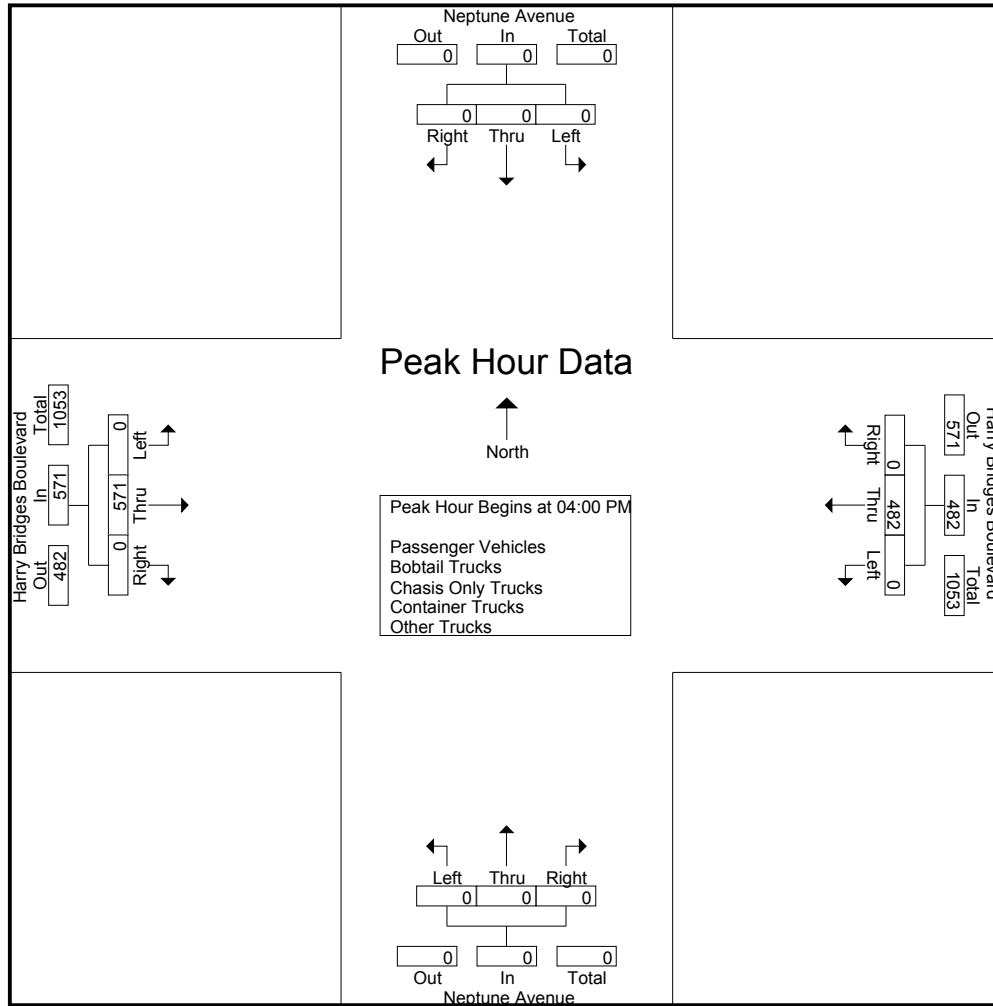
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	141	0	141	255
04:15 PM	0	0	0	0	0	130	0	130	0	0	0	0	0	149	0	149	279
04:30 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	144	0	144	258
04:45 PM	0	0	0	0	0	124	0	124	0	0	0	0	0	137	0	137	261
Total	0	0	0	0	0	482	0	482	0	0	0	0	0	571	0	571	1053
05:00 PM	0	0	0	0	0	124	0	124	0	0	0	0	0	49	0	49	173
05:15 PM	0	0	0	0	0	126	0	126	0	0	0	0	0	62	0	62	188
05:30 PM	0	0	0	0	0	80	0	80	0	0	0	0	0	43	0	43	123
05:45 PM	0	0	0	0	0	73	0	73	0	0	0	0	0	41	0	41	114
Total	0	0	0	0	0	403	0	403	0	0	0	0	0	195	0	195	598
Grand Total	0	0	0	0	0	885	0	885	0	0	0	0	0	766	0	766	1651
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	53.6	0	53.6	0	0	0	0	0	46.4	0	46.4	
Passenger Vehicles	0	0	0	0	0	752	0	752	0	0	0	0	0	697	0	697	1449
% Passenger Vehicles	0	0	0	0	0	85	0	85	0	0	0	0	0	91	0	91	87.8
Bobtail Trucks	0	0	0	0	0	74	0	74	0	0	0	0	0	26	0	26	100
% Bobtail Trucks	0	0	0	0	0	8.4	0	8.4	0	0	0	0	0	3.4	0	3.4	6.1
Chasis Only Trucks	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
% Chasis Only Trucks	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0	0.3	0	0.3	0.4
Container Trucks	0	0	0	0	0	41	0	41	0	0	0	0	0	28	0	28	69
% Container Trucks	0	0	0	0	0	4.6	0	4.6	0	0	0	0	0	3.7	0	3.7	4.2
Other Trucks	0	0	0	0	0	13	0	13	0	0	0	0	0	13	0	13	26
% Other Trucks	0	0	0	0	0	1.5	0	1.5	0	0	0	0	0	1.7	0	1.7	1.6

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	141	0	141	255
04:15 PM	0	0	0	0	0	130	0	130	0	0	0	0	0	149	0	149	279
04:30 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	144	0	144	258
04:45 PM	0	0	0	0	0	124	0	124	0	0	0	0	0	137	0	137	261
Total Volume	0	0	0	0	0	482	0	482	0	0	0	0	0	571	0	571	1053
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.927	.000	.927	.000	.000	.000	.000	.000	.958	.000	.958	.944

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	114	0	114	0	0	0	0	0	141	0	141
+15 mins.	0	0	0	0	0	130	0	130	0	0	0	0	0	149	0	149
+30 mins.	0	0	0	0	0	114	0	114	0	0	0	0	0	144	0	144
+45 mins.	0	0	0	0	0	124	0	124	0	0	0	0	0	137	0	137
Total Volume	0	0	0	0	0	482	0	482	0	0	0	0	0	571	0	571
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.927	.000	.927	.000	.000	.000	.000	.000	.958	.000	.958

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

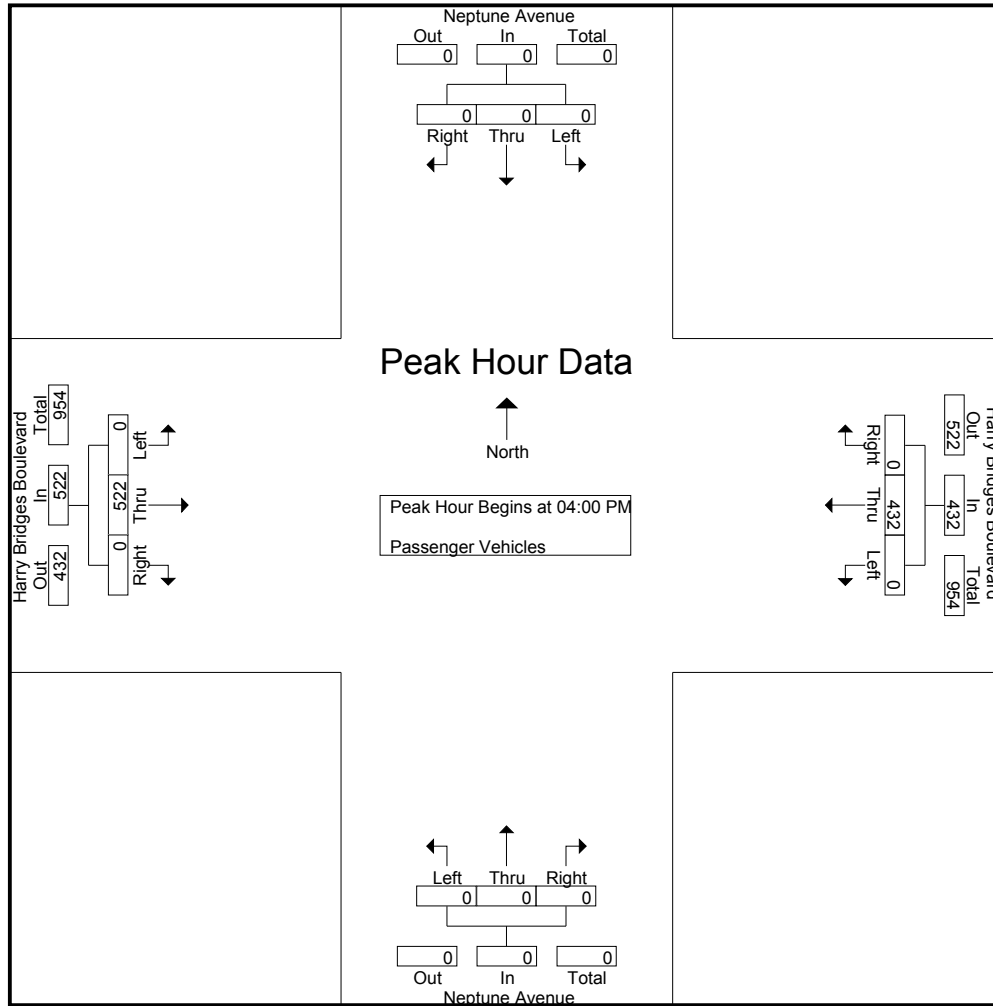
Groups Printed- Passenger Vehicles

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	108	0	108	0	0	0	0	0	125	0	125	233
04:15 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	134	0	134	248
04:30 PM	0	0	0	0	0	98	0	98	0	0	0	0	0	134	0	134	232
04:45 PM	0	0	0	0	0	112	0	112	0	0	0	0	0	129	0	129	241
Total	0	0	0	0	0	432	0	432	0	0	0	0	0	522	0	522	954
05:00 PM	0	0	0	0	0	108	0	108	0	0	0	0	0	46	0	46	154
05:15 PM	0	0	0	0	0	91	0	91	0	0	0	0	0	56	0	56	147
05:30 PM	0	0	0	0	0	63	0	63	0	0	0	0	0	38	0	38	101
05:45 PM	0	0	0	0	0	58	0	58	0	0	0	0	0	35	0	35	93
Total	0	0	0	0	0	320	0	320	0	0	0	0	0	175	0	175	495
Grand Total	0	0	0	0	0	752	0	752	0	0	0	0	0	697	0	697	1449
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	51.9	0	51.9	0	0	0		0	48.1	0	48.1	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	108	0	108	0	0	0	0	0	125	0	125	233
04:15 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	134	0	134	248
04:30 PM	0	0	0	0	0	98	0	98	0	0	0	0	0	134	0	134	232
04:45 PM	0	0	0	0	0	112	0	112	0	0	0	0	0	129	0	129	241
Total Volume	0	0	0	0	0	432	0	432	0	0	0	0	0	522	0	522	954
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.947	.000	.947	.000	.000	.000	.000	.000	.974	.000	.974	.962

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	108	0	108	0	0	0	0	0	125	0	125
+15 mins.	0	0	0	0	0	114	0	114	0	0	0	0	0	134	0	134
+30 mins.	0	0	0	0	0	98	0	98	0	0	0	0	0	134	0	134
+45 mins.	0	0	0	0	0	112	0	112	0	0	0	0	0	129	0	129
Total Volume	0	0	0	0	0	432	0	432	0	0	0	0	0	522	0	522
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.947	.000	.947	.000	.000	.000	.000	.000	.974	.000	.974

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

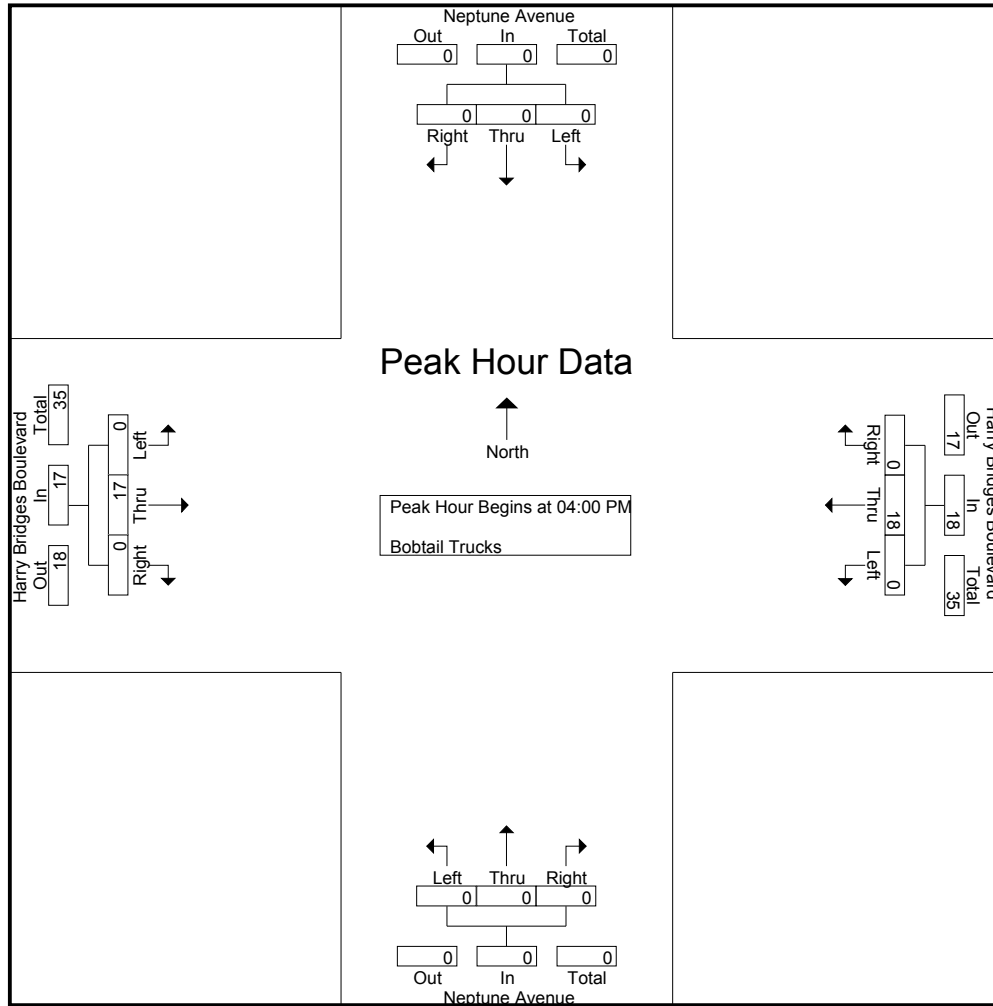
Groups Printed- Bobtail Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	17	0	17	35
05:00 PM	0	0	0	0	0	13	0	13	0	0	0	0	0	2	0	2	15
05:15 PM	0	0	0	0	0	27	0	27	0	0	0	0	0	2	0	2	29
05:30 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
05:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total	0	0	0	0	0	56	0	56	0	0	0	0	0	9	0	9	65
Grand Total	0	0	0	0	0	74	0	74	0	0	0	0	0	26	0	26	100
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	74	0	74	0	0	0	0	0	26	0	26	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	17	0	17	35
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.708	.000	.708	.795

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 0000155
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	17	0	17
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.708	.000	.708

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

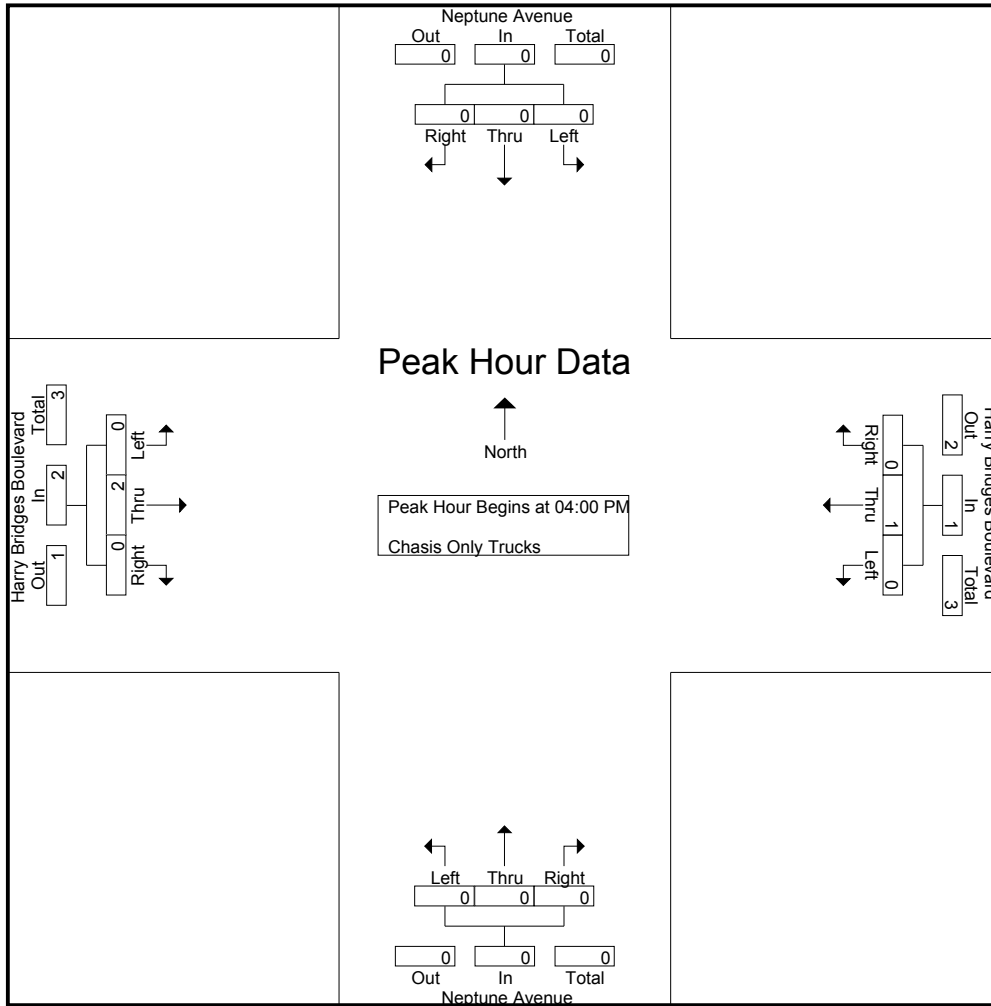
Groups Printed- Chasis Only Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	71.4	0	71.4	0	0	0		0	28.6	0	28.6	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

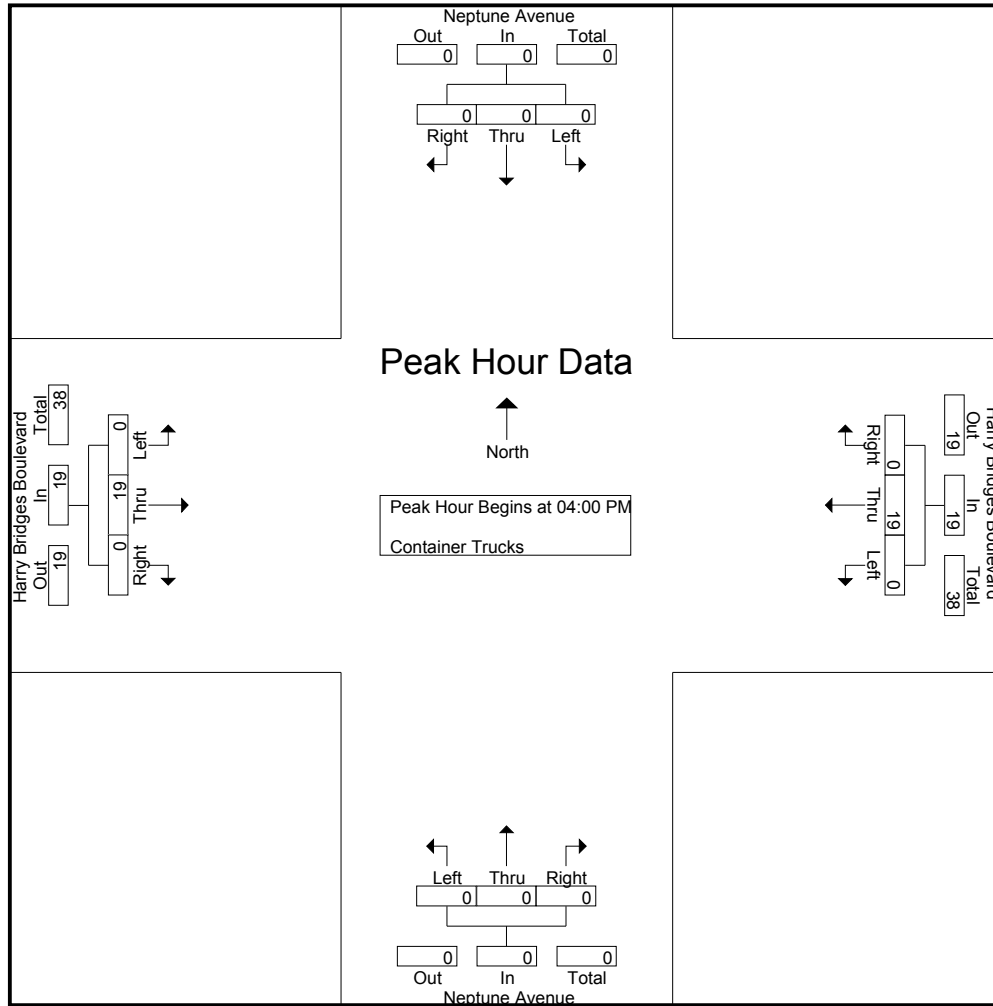
Groups Printed- Container Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
Total	0	0	0	0	0	19	0	19	0	0	0	0	0	19	0	19	38
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
05:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
05:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	9	0	9	31
Grand Total	0	0	0	0	0	41	0	41	0	0	0	0	0	28	0	28	69
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	59.4	0	59.4	0	0	0		0	40.6	0	40.6	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	19	0	19	38
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.792	.000	.792	.000	.000	.000	.000	.000	.528	.000	.528	.792

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 0000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	19	0	19
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.792	.000	.792	.000	.000	.000	.000	.000	.528	.000	.528

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

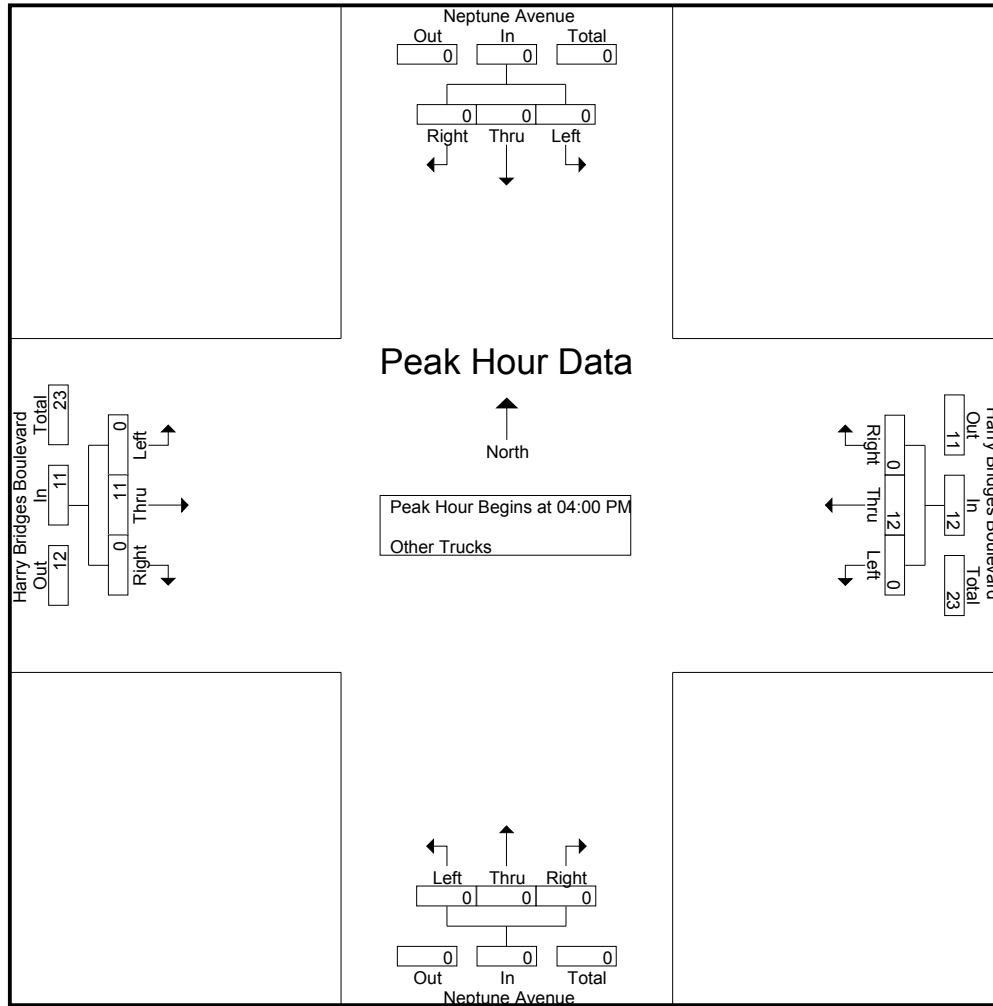
Groups Printed- Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	13	0	13	0	0	0	0	0	13	0	13	26
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0	50	0	0	0		0	50	0	50	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11	23
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.000	.688	.000	.688	.719

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 0000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.000	.688	.000	.688

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

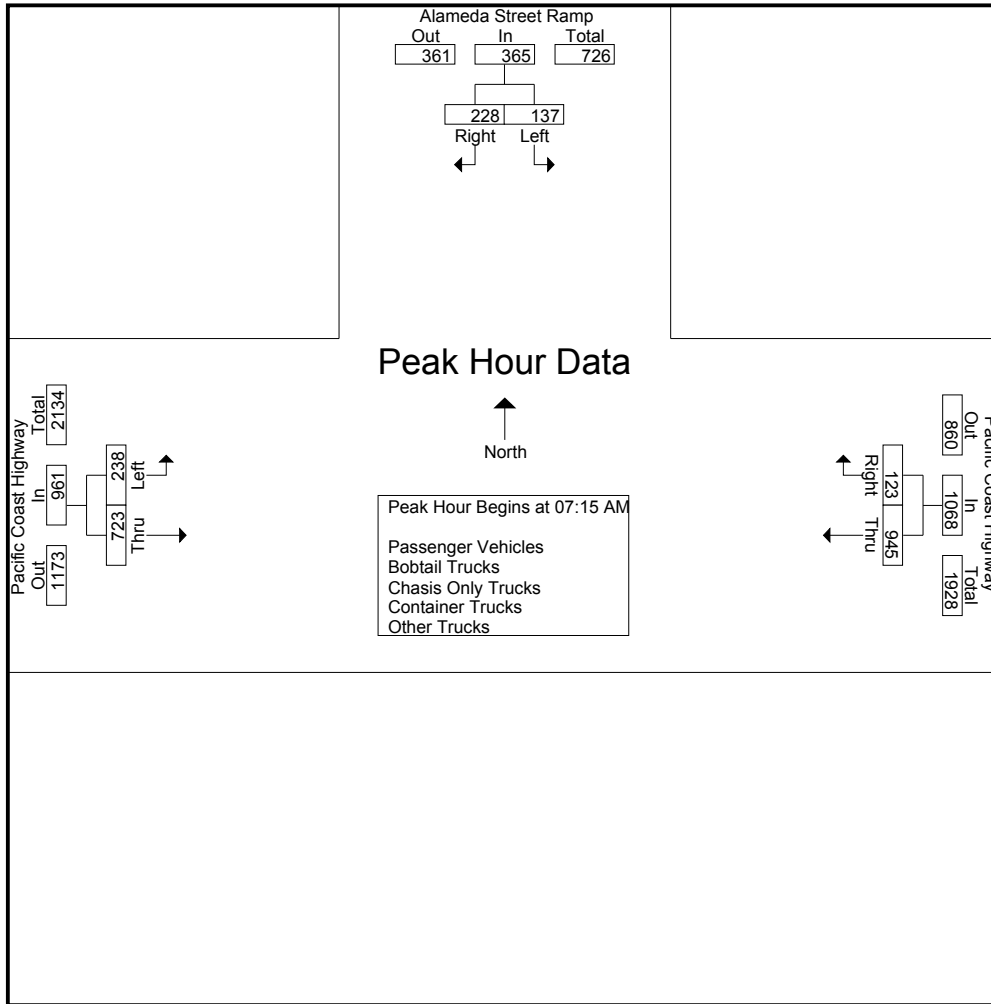
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	25	33	58	225	18	243	54	134	188	489
07:15 AM	35	54	89	238	16	254	47	168	215	558
07:30 AM	33	66	99	275	44	319	74	229	303	721
07:45 AM	31	60	91	222	32	254	70	179	249	594
Total	124	213	337	960	110	1070	245	710	955	2362
08:00 AM	38	48	86	210	31	241	47	147	194	521
08:15 AM	27	30	57	203	25	228	56	155	211	496
08:30 AM	30	31	61	189	45	234	43	151	194	489
08:45 AM	30	38	68	159	30	189	36	146	182	439
Total	125	147	272	761	131	892	182	599	781	1945
Grand Total	249	360	609	1721	241	1962	427	1309	1736	4307
Apprch %	40.9	59.1		87.7	12.3		24.6	75.4		
Total %	5.8	8.4	14.1	40	5.6	45.6	9.9	30.4	40.3	
Passenger Vehicles	140	314	454	1661	146	1807	395	1211	1606	3867
% Passenger Vehicles	56.2	87.2	74.5	96.5	60.6	92.1	92.5	92.5	92.5	89.8
Bobtail Trucks	21	16	37	11	27	38	7	41	48	123
% Bobtail Trucks	8.4	4.4	6.1	0.6	11.2	1.9	1.6	3.1	2.8	2.9
Chasis Only Trucks	4	3	7	5	2	7	2	8	10	24
% Chasis Only Trucks	1.6	0.8	1.1	0.3	0.8	0.4	0.5	0.6	0.6	0.6
Container Trucks	31	8	39	10	4	14	2	8	10	63
% Container Trucks	12.4	2.2	6.4	0.6	1.7	0.7	0.5	0.6	0.6	1.5
Other Trucks	53	19	72	34	62	96	21	41	62	230
% Other Trucks	21.3	5.3	11.8	2	25.7	4.9	4.9	3.1	3.6	5.3

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	35	54	89	238	16	254	47	168	215	558
07:30 AM	33	66	99	275	44	319	74	229	303	721
07:45 AM	31	60	91	222	32	254	70	179	249	594
08:00 AM	38	48	86	210	31	241	47	147	194	521
Total Volume	137	228	365	945	123	1068	238	723	961	2394
% App. Total	37.5	62.5		88.5	11.5		24.8	75.2		
PHF	.901	.864	.922	.859	.699	.837	.804	.789	.793	.830

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	35	54	89	225	18	243	47	168	215
+15 mins.	33	66	99	238	16	254	74	229	303
+30 mins.	31	60	91	275	44	319	70	179	249
+45 mins.	38	48	86	222	32	254	47	147	194
Total Volume	137	228	365	960	110	1070	238	723	961
% App. Total	37.5	62.5		89.7	10.3		24.8	75.2	
PHF	.901	.864	.922	.873	.625	.839	.804	.789	.793

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	16	30	46	220	12	232	52	131	183	461
07:15 AM	24	48	72	229	10	239	42	159	201	512
07:30 AM	22	57	79	270	27	297	72	223	295	671
07:45 AM	20	56	76	220	25	245	66	168	234	555
Total	82	191	273	939	74	1013	232	681	913	2199
08:00 AM	19	38	57	207	17	224	46	135	181	462
08:15 AM	12	25	37	198	17	215	53	131	184	436
08:30 AM	12	27	39	177	23	200	37	136	173	412
08:45 AM	15	33	48	140	15	155	27	128	155	358
Total	58	123	181	722	72	794	163	530	693	1668
Grand Total	140	314	454	1661	146	1807	395	1211	1606	3867
Apprch %	30.8	69.2		91.9	8.1		24.6	75.4		
Total %	3.6	8.1	11.7	43	3.8	46.7	10.2	31.3	41.5	

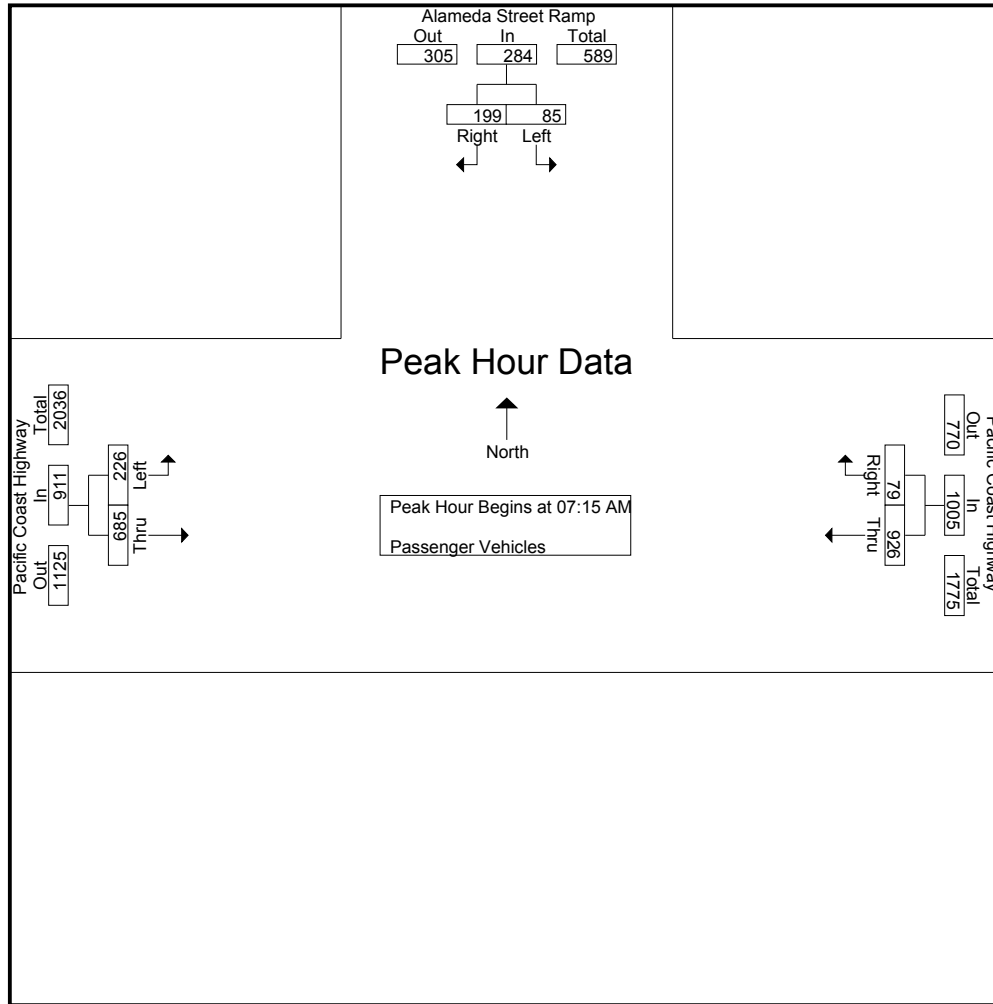
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	24	48	72	229	10	239	42	159	201	512
07:30 AM	22	57	79	270	27	297	72	223	295	671
07:45 AM	20	56	76	220	25	245	66	168	234	555
08:00 AM	19	38	57	207	17	224	46	135	181	462
Total Volume	85	199	284	926	79	1005	226	685	911	2200
% App. Total	29.9	70.1		92.1	7.9		24.8	75.2		
PHF	.885	.873	.899	.857	.731	.846	.785	.768	.772	.820

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	24	48	72	229	10	239	42	159	201
+15 mins.	22	57	79	270	27	297	72	223	295
+30 mins.	20	56	76	220	25	245	66	168	234
+45 mins.	19	38	57	207	17	224	46	135	181
Total Volume	85	199	284	926	79	1005	226	685	911
% App. Total	29.9	70.1		92.1	7.9		24.8	75.2	
PHF	.885	.873	.899	.857	.731	.846	.785	.768	.772

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 00000063
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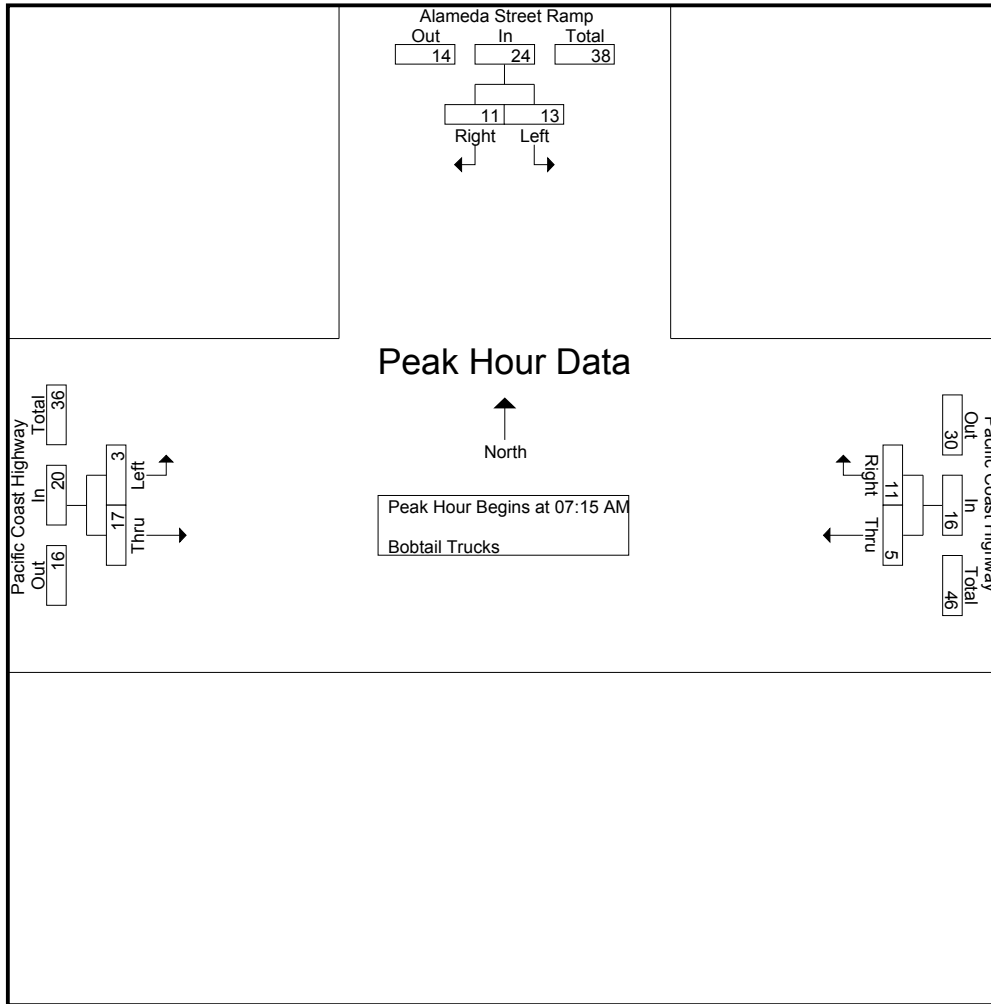
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	1	2	0	1	1	3
07:15 AM	3	3	6	2	2	4	3	1	4	14
07:30 AM	3	4	7	2	3	5	0	3	3	15
07:45 AM	2	1	3	0	3	3	0	5	5	11
Total	8	8	16	5	9	14	3	10	13	43
08:00 AM	5	3	8	1	3	4	0	8	8	20
08:15 AM	3	2	5	3	2	5	1	11	12	22
08:30 AM	3	1	4	1	10	11	2	7	9	24
08:45 AM	2	2	4	1	3	4	1	5	6	14
Total	13	8	21	6	18	24	4	31	35	80
Grand Total	21	16	37	11	27	38	7	41	48	123
Apprch %	56.8	43.2		28.9	71.1		14.6	85.4		
Total %	17.1	13	30.1	8.9	22	30.9	5.7	33.3	39	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	3	3	6	2	2	4	3	1	4	14
07:30 AM	3	4	7	2	3	5	0	3	3	15
07:45 AM	2	1	3	0	3	3	0	5	5	11
08:00 AM	5	3	8	1	3	4	0	8	8	20
Total Volume	13	11	24	5	11	16	3	17	20	60
% App. Total	54.2	45.8		31.2	68.8		15	85		
PHF	.650	.688	.750	.625	.917	.800	.250	.531	.625	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	3	3	6	2	2	4	3	1	4
+15 mins.	3	4	7	2	3	5	0	3	3
+30 mins.	2	1	3	0	3	3	0	5	5
+45 mins.	5	3	8	1	3	4	0	8	8
Total Volume	13	11	24	5	11	16	3	17	20
% App. Total	54.2	45.8		31.2	68.8		15	85	
PHF	.650	.688	.750	.625	.917	.800	.250	.531	.625

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
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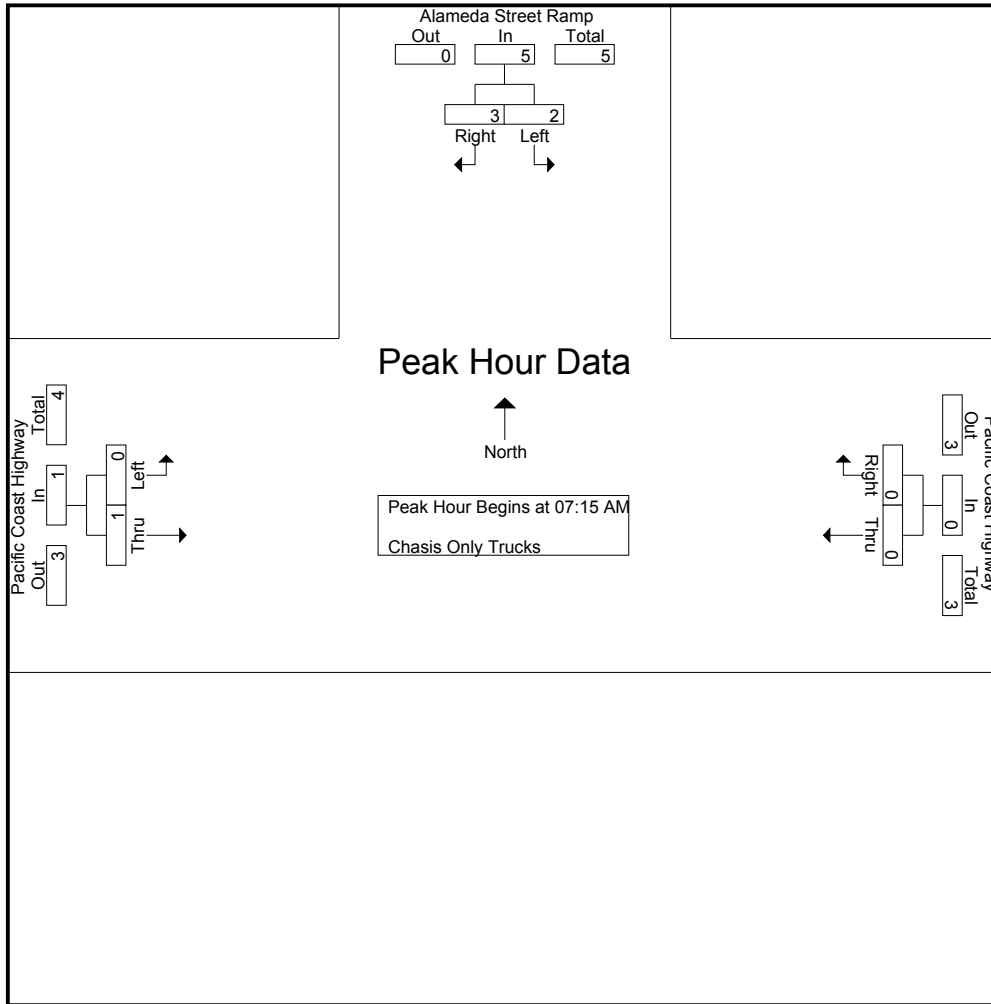
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	2	0	2	0	0	0	0	0	0	2
Total	2	1	3	0	0	0	0	0	0	3
08:00 AM	0	2	2	0	0	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	3	3	3
08:30 AM	1	0	1	0	0	0	1	1	2	3
08:45 AM	1	0	1	5	2	7	1	3	4	12
Total	2	2	4	5	2	7	2	8	10	21
Grand Total	4	3	7	5	2	7	2	8	10	24
Apprch %	57.1	42.9		71.4	28.6		20	80		
Total %	16.7	12.5	29.2	20.8	8.3	29.2	8.3	33.3	41.7	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	2	0	2	0	0	0	0	0	0	2
08:00 AM	0	2	2	0	0	0	0	1	1	3
Total Volume	2	3	5	0	0	0	0	1	1	6
% App. Total	40	60		0	0		0	100		
PHF	.250	.375	.625	.000	.000	.000	.000	.250	.250	.500

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	2	0	2	0	0	0	0	0	0
+45 mins.	0	2	2	0	0	0	0	1	1
Total Volume	2	3	5	0	0	0	0	1	1
% App. Total	40	60		0	0		0	100	
PHF	.250	.375	.625	.000	.000	.000	.000	.250	.250

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 00000063
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Groups Printed- Container Trucks

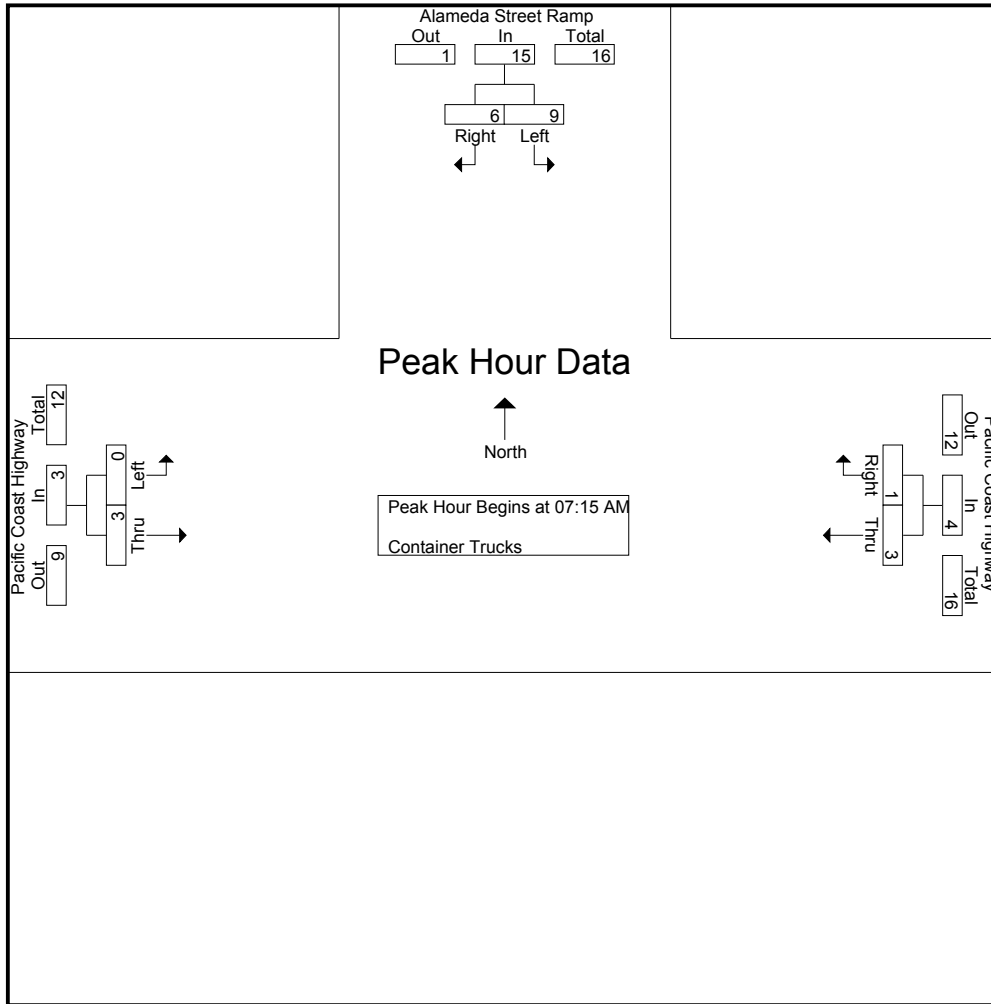
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	5	1	6	0	0	0	0	0	0	6
07:15 AM	1	1	2	1	0	1	0	2	2	5
07:30 AM	0	1	1	2	1	3	0	1	1	5
07:45 AM	2	2	4	0	0	0	0	0	0	4
Total	8	5	13	3	1	4	0	3	3	20
08:00 AM	6	2	8	0	0	0	0	0	0	8
08:15 AM	5	1	6	1	1	2	0	2	2	10
08:30 AM	6	0	6	2	1	3	0	1	1	10
08:45 AM	6	0	6	4	1	5	2	2	4	15
Total	23	3	26	7	3	10	2	5	7	43
Grand Total	31	8	39	10	4	14	2	8	10	63
Apprch %	79.5	20.5		71.4	28.6		20	80		
Total %	49.2	12.7	61.9	15.9	6.3	22.2	3.2	12.7	15.9	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	1	1	2	1	0	1	0	2	2	5
07:30 AM	0	1	1	2	1	3	0	1	1	5
07:45 AM	2	2	4	0	0	0	0	0	0	4
08:00 AM	6	2	8	0	0	0	0	0	0	8
Total Volume	9	6	15	3	1	4	0	3	3	22
% App. Total	60	40		75	25		0	100		
PHF	.375	.750	.469	.375	.250	.333	.000	.375	.375	.688

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	1	2	1	0	1	0	2	2
+15 mins.	0	1	1	2	1	3	0	1	1
+30 mins.	2	2	4	0	0	0	0	0	0
+45 mins.	6	2	8	0	0	0	0	0	0
Total Volume	9	6	15	3	1	4	0	3	3
% App. Total	60	40		75	25		0	100	
PHF	.375	.750	.469	.375	.250	.333	.000	.375	.375

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
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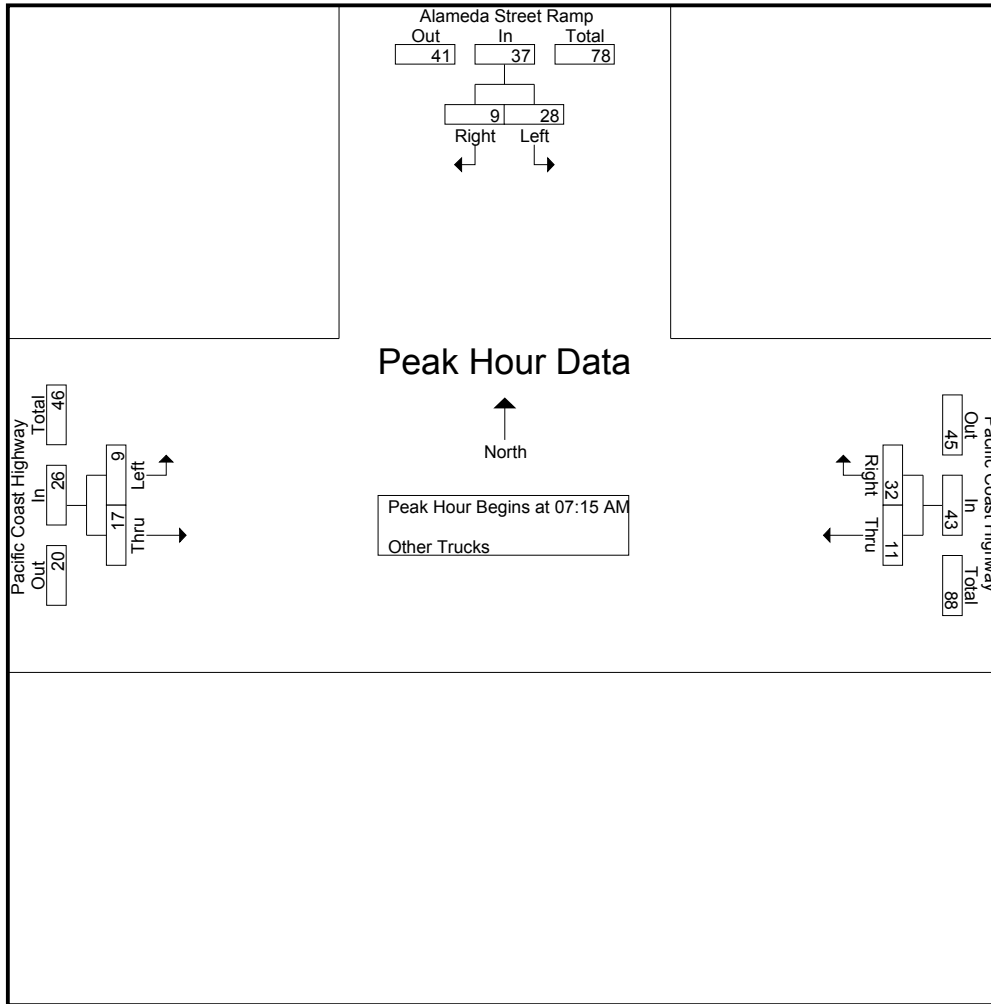
Groups Printed- Other Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	4	2	6	4	5	9	2	2	4	19
07:15 AM	7	2	9	6	4	10	2	6	8	27
07:30 AM	8	3	11	1	13	14	2	2	4	29
07:45 AM	5	1	6	2	4	6	4	6	10	22
Total	24	8	32	13	26	39	10	16	26	97
08:00 AM	8	3	11	2	11	13	1	3	4	28
08:15 AM	7	2	9	1	5	6	2	8	10	25
08:30 AM	8	3	11	9	11	20	3	6	9	40
08:45 AM	6	3	9	9	9	18	5	8	13	40
Total	29	11	40	21	36	57	11	25	36	133
Grand Total	53	19	72	34	62	96	21	41	62	230
Apprch %	73.6	26.4		35.4	64.6		33.9	66.1		
Total %	23	8.3	31.3	14.8	27	41.7	9.1	17.8	27	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	7	2	9	6	4	10	2	6	8	27
07:30 AM	8	3	11	1	13	14	2	2	4	29
07:45 AM	5	1	6	2	4	6	4	6	10	22
08:00 AM	8	3	11	2	11	13	1	3	4	28
Total Volume	28	9	37	11	32	43	9	17	26	106
% App. Total	75.7	24.3		25.6	74.4		34.6	65.4		
PHF	.875	.750	.841	.458	.615	.768	.563	.708	.650	.914

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	7	2	9	6	4	10	2	6	8
+15 mins.	8	3	11	1	13	14	2	2	4
+30 mins.	5	1	6	2	4	6	4	6	10
+45 mins.	8	3	11	2	11	13	1	3	4
Total Volume	28	9	37	11	32	43	9	17	26
% App. Total	75.7	24.3		25.6	74.4		34.6	65.4	
PHF	.875	.750	.841	.458	.615	.768	.563	.708	.650

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
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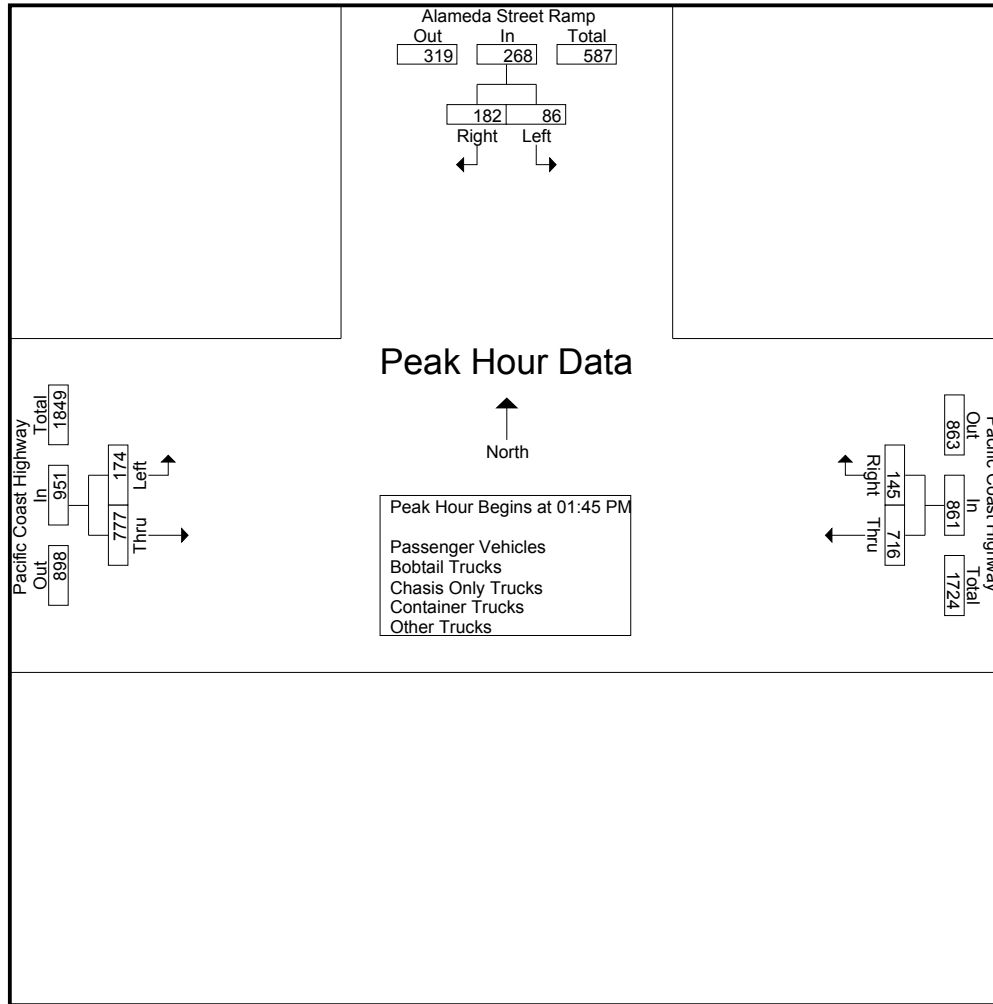
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	20	43	63	142	19	161	47	161	208	432
01:15 PM	23	51	74	157	27	184	35	161	196	454
01:30 PM	43	38	81	186	29	215	39	186	225	521
01:45 PM	20	53	73	204	35	239	37	195	232	544
Total	106	185	291	689	110	799	158	703	861	1951
02:00 PM	20	37	57	177	45	222	45	208	253	532
02:15 PM	20	42	62	151	33	184	47	182	229	475
02:30 PM	26	50	76	184	32	216	45	192	237	529
02:45 PM	37	76	113	180	25	205	51	168	219	537
Total	103	205	308	692	135	827	188	750	938	2073
Grand Total	209	390	599	1381	245	1626	346	1453	1799	4024
Apprch %	34.9	65.1		84.9	15.1		19.2	80.8		
Total %	5.2	9.7	14.9	34.3	6.1	40.4	8.6	36.1	44.7	
Passenger Vehicles	136	338	474	1245	142	1387	308	1334	1642	3503
% Passenger Vehicles	65.1	86.7	79.1	90.2	58	85.3	89	91.8	91.3	87.1
Bobtail Trucks	30	13	43	37	32	69	13	29	42	154
% Bobtail Trucks	14.4	3.3	7.2	2.7	13.1	4.2	3.8	2	2.3	3.8
Chasis Only Trucks	8	5	13	10	10	20	4	11	15	48
% Chasis Only Trucks	3.8	1.3	2.2	0.7	4.1	1.2	1.2	0.8	0.8	1.2
Container Trucks	17	13	30	56	34	90	5	42	47	167
% Container Trucks	8.1	3.3	5	4.1	13.9	5.5	1.4	2.9	2.6	4.2
Other Trucks	18	21	39	33	27	60	16	37	53	152
% Other Trucks	8.6	5.4	6.5	2.4	11	3.7	4.6	2.5	2.9	3.8

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	20	53	73	204	35	239	37	195	232	544
02:00 PM	20	37	57	177	45	222	45	208	253	532
02:15 PM	20	42	62	151	33	184	47	182	229	475
02:30 PM	26	50	76	184	32	216	45	192	237	529
Total Volume	86	182	268	716	145	861	174	777	951	2080
% App. Total	32.1	67.9		83.2	16.8		18.3	81.7		
PHF	.827	.858	.882	.877	.806	.901	.926	.934	.940	.956

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

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 Site Code : 0000063
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			01:45 PM			01:45 PM		
+0 mins.	20	37	57	204	35	239	37	195	232
+15 mins.	20	42	62	177	45	222	45	208	253
+30 mins.	26	50	76	151	33	184	47	182	229
+45 mins.	37	76	113	184	32	216	45	192	237
Total Volume	103	205	308	716	145	861	174	777	951
% App. Total	33.4	66.6		83.2	16.8		18.3	81.7	
PHF	.696	.674	.681	.877	.806	.901	.926	.934	.940

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
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Groups Printed- Passenger Vehicles

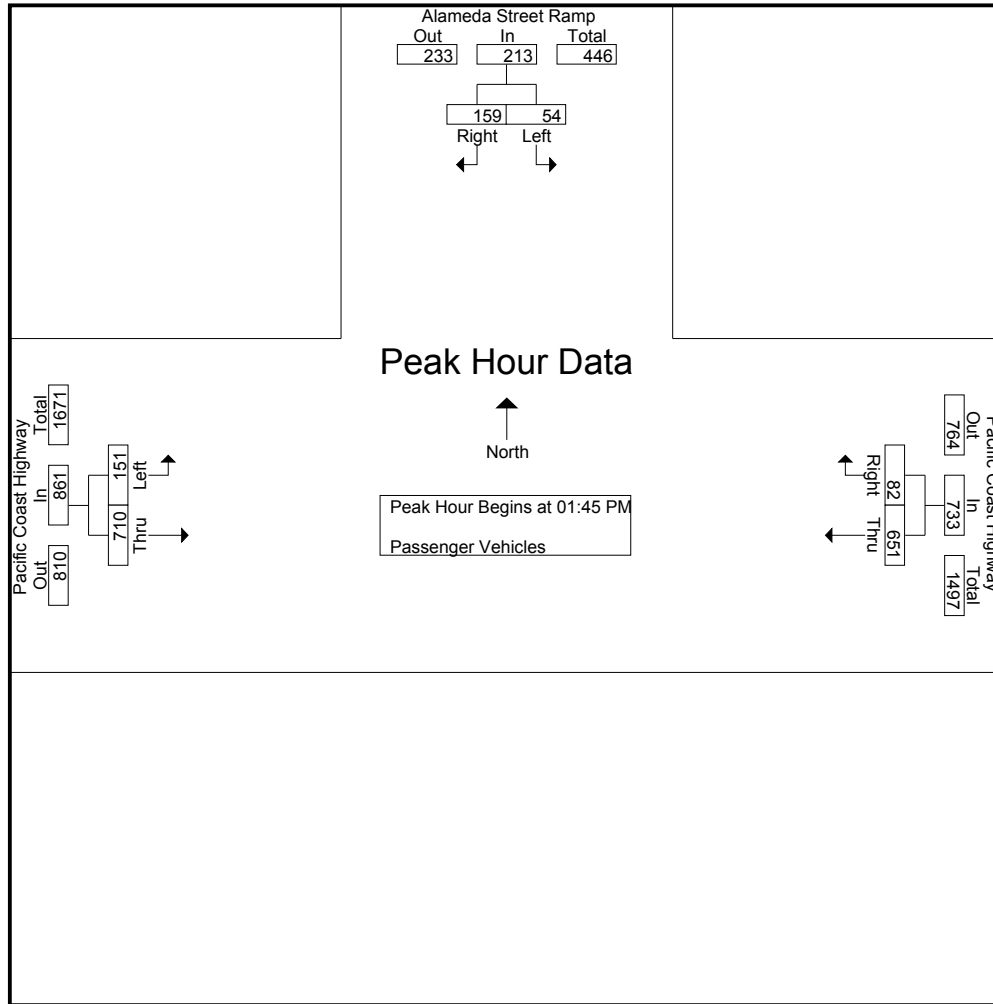
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	17	36	53	125	13	138	43	151	194	385
01:15 PM	16	40	56	147	13	160	29	147	176	392
01:30 PM	31	34	65	164	18	182	37	170	207	454
01:45 PM	17	47	64	188	23	211	33	174	207	482
Total	81	157	238	624	67	691	142	642	784	1713
02:00 PM	12	31	43	162	23	185	42	188	230	458
02:15 PM	11	36	47	134	20	154	36	167	203	404
02:30 PM	14	45	59	167	16	183	40	181	221	463
02:45 PM	18	69	87	158	16	174	48	156	204	465
Total	55	181	236	621	75	696	166	692	858	1790
Grand Total	136	338	474	1245	142	1387	308	1334	1642	3503
Apprch %	28.7	71.3		89.8	10.2		18.8	81.2		
Total %	3.9	9.6	13.5	35.5	4.1	39.6	8.8	38.1	46.9	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	17	47	64	188	23	211	33	174	207	482
02:00 PM	12	31	43	162	23	185	42	188	230	458
02:15 PM	11	36	47	134	20	154	36	167	203	404
02:30 PM	14	45	59	167	16	183	40	181	221	463
Total Volume	54	159	213	651	82	733	151	710	861	1807
% App. Total	25.4	74.6		88.8	11.2		17.5	82.5		
PHF	.794	.846	.832	.866	.891	.868	.899	.944	.936	.937

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	17	47	64	188	23	211	33	174	207
+15 mins.	12	31	43	162	23	185	42	188	230
+30 mins.	11	36	47	134	20	154	36	167	203
+45 mins.	14	45	59	167	16	183	40	181	221
Total Volume	54	159	213	651	82	733	151	710	861
% App. Total	25.4	74.6		88.8	11.2		17.5	82.5	
PHF	.794	.846	.832	.866	.891	.868	.899	.944	.936

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

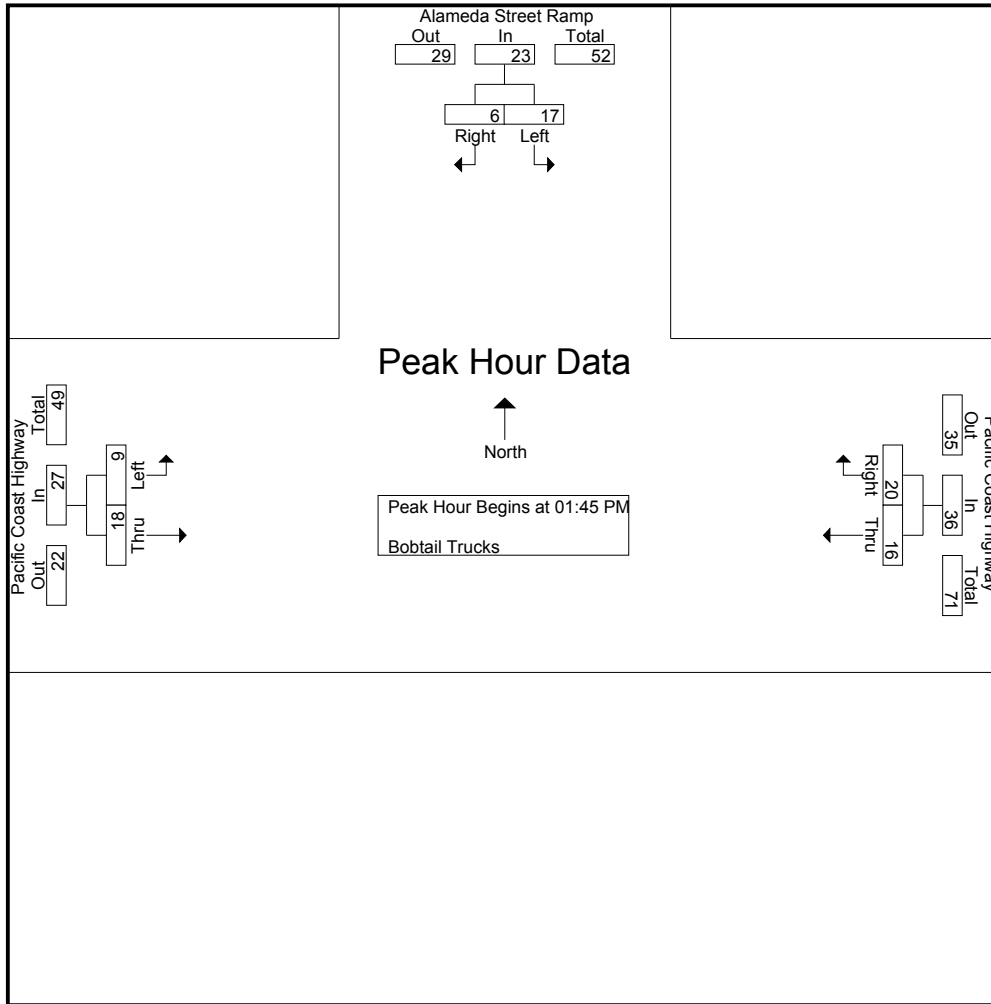
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	1	5	6	3	0	3	0	0	0	9
01:15 PM	2	2	4	4	2	6	4	2	6	16
01:30 PM	4	0	4	7	7	14	0	4	4	22
01:45 PM	2	2	4	4	2	6	2	4	6	16
Total	9	9	18	18	11	29	6	10	16	63
02:00 PM	4	3	7	6	7	13	1	6	7	27
02:15 PM	4	1	5	1	5	6	5	4	9	20
02:30 PM	7	0	7	5	6	11	1	4	5	23
02:45 PM	6	0	6	7	3	10	0	5	5	21
Total	21	4	25	19	21	40	7	19	26	91
Grand Total	30	13	43	37	32	69	13	29	42	154
Apprch %	69.8	30.2		53.6	46.4		31	69		
Total %	19.5	8.4	27.9	24	20.8	44.8	8.4	18.8	27.3	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	2	2	4	4	2	6	2	4	6	16
02:00 PM	4	3	7	6	7	13	1	6	7	27
02:15 PM	4	1	5	1	5	6	5	4	9	20
02:30 PM	7	0	7	5	6	11	1	4	5	23
Total Volume	17	6	23	16	20	36	9	18	27	86
% App. Total	73.9	26.1		44.4	55.6		33.3	66.7		
PHF	.607	.500	.821	.667	.714	.692	.450	.750	.750	.796

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	2	2	4	4	2	6	2	4	6
+15 mins.	4	3	7	6	7	13	1	6	7
+30 mins.	4	1	5	1	5	6	5	4	9
+45 mins.	7	0	7	5	6	11	1	4	5
Total Volume	17	6	23	16	20	36	9	18	27
% App. Total	73.9	26.1		44.4	55.6		33.3	66.7	
PHF	.607	.500	.821	.667	.714	.692	.450	.750	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

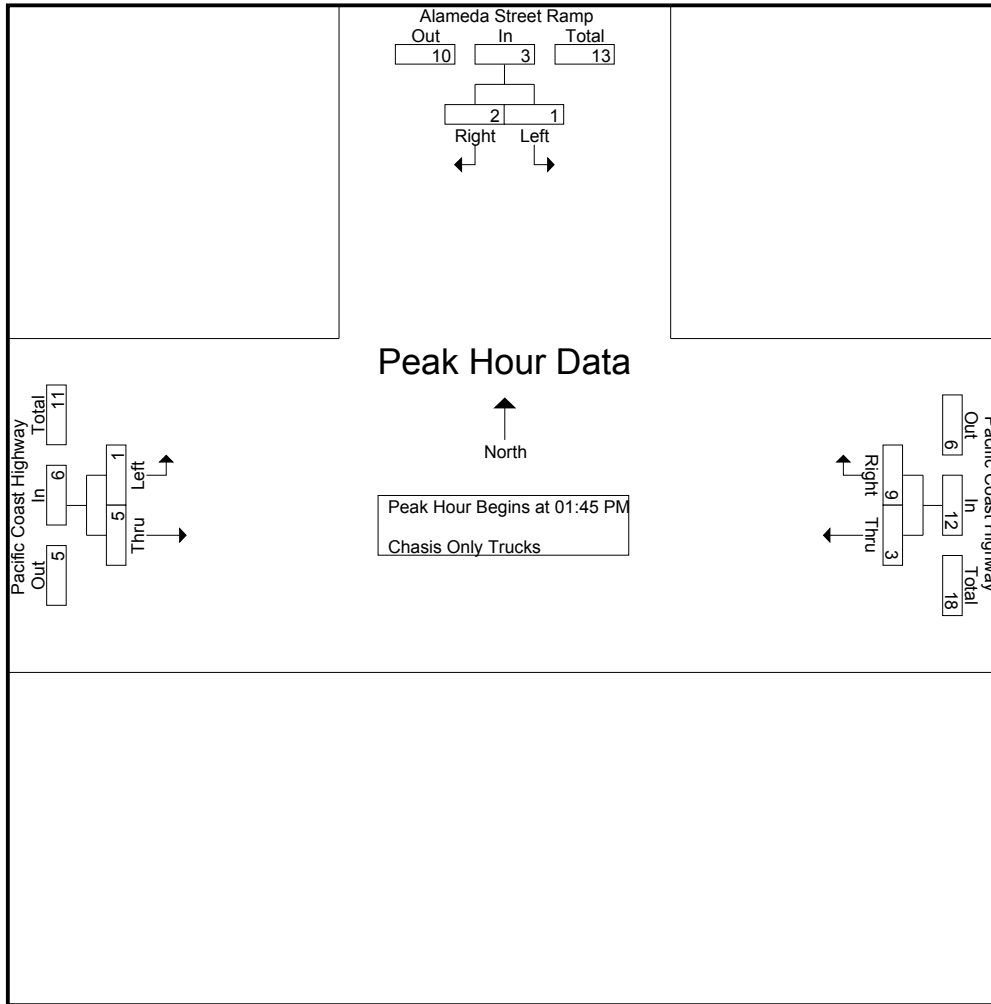
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	0	1	1	1	2	3	4
01:15 PM	2	2	4	1	0	1	0	0	0	5
01:30 PM	3	0	3	4	0	4	0	3	3	10
01:45 PM	0	1	1	1	1	2	0	2	2	5
Total	5	3	8	6	2	8	1	7	8	24
02:00 PM	0	0	0	1	4	5	1	1	2	7
02:15 PM	1	0	1	1	3	4	0	1	1	6
02:30 PM	0	1	1	0	1	1	0	1	1	3
02:45 PM	2	1	3	2	0	2	2	1	3	8
Total	3	2	5	4	8	12	3	4	7	24
Grand Total	8	5	13	10	10	20	4	11	15	48
Apprch %	61.5	38.5		50	50		26.7	73.3		
Total %	16.7	10.4	27.1	20.8	20.8	41.7	8.3	22.9	31.2	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	0	1	1	1	1	2	0	2	2	5
02:00 PM	0	0	0	1	4	5	1	1	2	7
02:15 PM	1	0	1	1	3	4	0	1	1	6
02:30 PM	0	1	1	0	1	1	0	1	1	3
Total Volume	1	2	3	3	9	12	1	5	6	21
% App. Total	33.3	66.7		25	75		16.7	83.3		
PHF	.250	.500	.750	.750	.563	.600	.250	.625	.750	.750

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	1	1	1	1	2	0	2	2
+15 mins.	0	0	0	1	4	5	1	1	2
+30 mins.	1	0	1	1	3	4	0	1	1
+45 mins.	0	1	1	0	1	1	0	1	1
Total Volume	1	2	3	3	9	12	1	5	6
% App. Total	33.3	66.7		25	75		16.7	83.3	
PHF	.250	.500	.750	.750	.563	.600	.250	.625	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

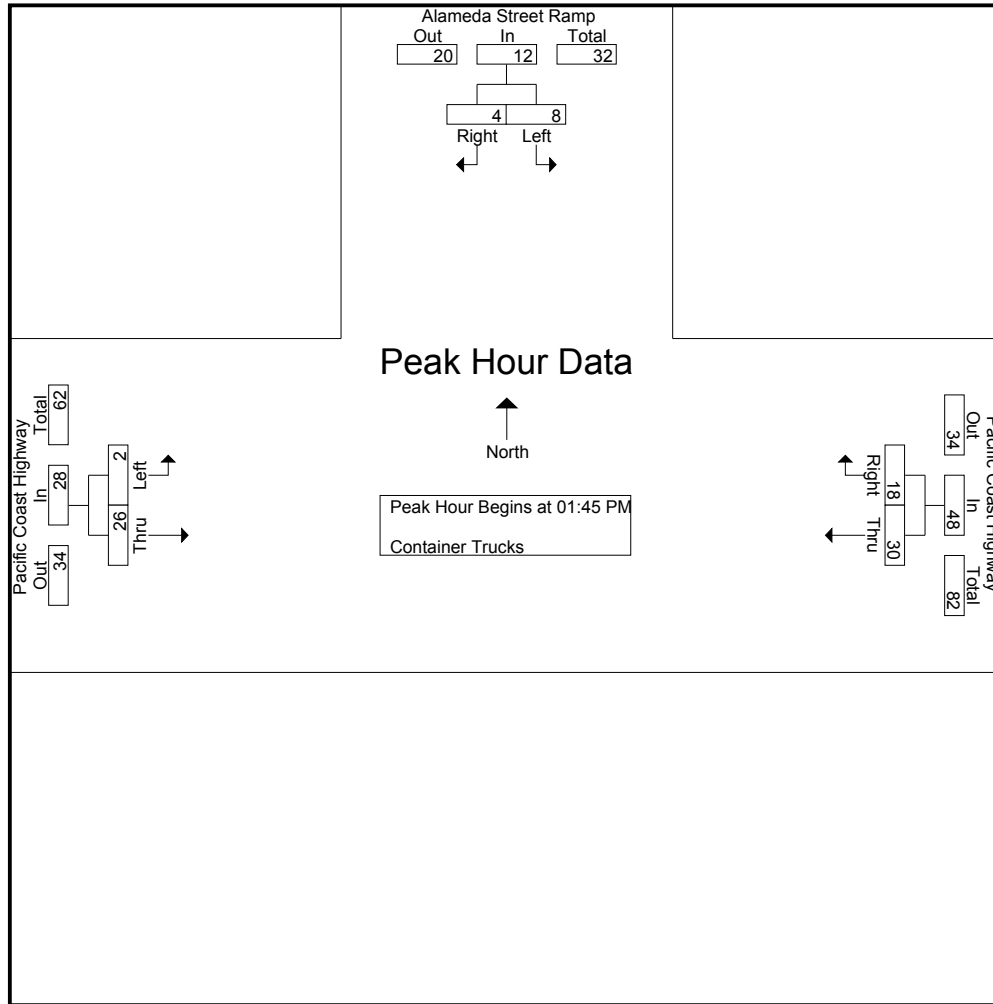
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	1	0	1	8	3	11	1	3	4	16
01:15 PM	0	4	4	4	7	11	1	6	7	22
01:30 PM	1	2	3	5	2	7	1	3	4	14
01:45 PM	1	1	2	8	5	13	0	11	11	26
Total	3	7	10	25	17	42	3	23	26	78
02:00 PM	1	1	2	5	7	12	1	7	8	22
02:15 PM	2	1	3	8	2	10	1	5	6	19
02:30 PM	4	1	5	9	4	13	0	3	3	21
02:45 PM	7	3	10	9	4	13	0	4	4	27
Total	14	6	20	31	17	48	2	19	21	89
Grand Total	17	13	30	56	34	90	5	42	47	167
Apprch %	56.7	43.3		62.2	37.8		10.6	89.4		
Total %	10.2	7.8	18	33.5	20.4	53.9	3	25.1	28.1	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	1	1	2	8	5	13	0	11	11	26
02:00 PM	1	1	2	5	7	12	1	7	8	22
02:15 PM	2	1	3	8	2	10	1	5	6	19
02:30 PM	4	1	5	9	4	13	0	3	3	21
Total Volume	8	4	12	30	18	48	2	26	28	88
% App. Total	66.7	33.3		62.5	37.5		7.1	92.9		
PHF	.500	1.00	.600	.833	.643	.923	.500	.591	.636	.846

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	1	1	2	8	5	13	0	11	11
+15 mins.	1	1	2	5	7	12	1	7	8
+30 mins.	2	1	3	8	2	10	1	5	6
+45 mins.	4	1	5	9	4	13	0	3	3
Total Volume	8	4	12	30	18	48	2	26	28
% App. Total	66.7	33.3		62.5	37.5		7.1	92.9	
PHF	.500	1.000	.600	.833	.643	.923	.500	.591	.636

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

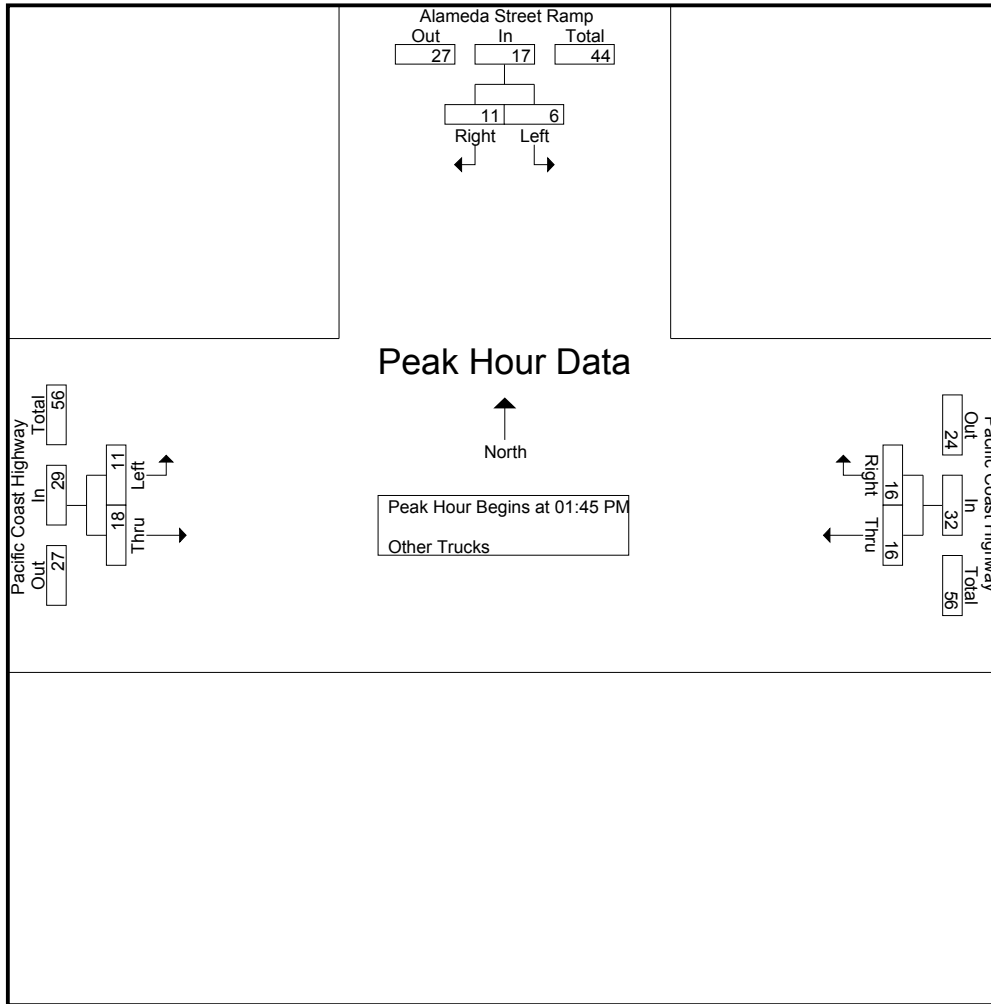
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	1	2	3	6	2	8	2	5	7	18
01:15 PM	3	3	6	1	5	6	1	6	7	19
01:30 PM	4	2	6	6	2	8	1	6	7	21
01:45 PM	0	2	2	3	4	7	2	4	6	15
Total	8	9	17	16	13	29	6	21	27	73
02:00 PM	3	2	5	3	4	7	0	6	6	18
02:15 PM	2	4	6	7	3	10	5	5	10	26
02:30 PM	1	3	4	3	5	8	4	3	7	19
02:45 PM	4	3	7	4	2	6	1	2	3	16
Total	10	12	22	17	14	31	10	16	26	79
Grand Total	18	21	39	33	27	60	16	37	53	152
Apprch %	46.2	53.8		55	45		30.2	69.8		
Total %	11.8	13.8	25.7	21.7	17.8	39.5	10.5	24.3	34.9	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	0	2	2	3	4	7	2	4	6	15
02:00 PM	3	2	5	3	4	7	0	6	6	18
02:15 PM	2	4	6	7	3	10	5	5	10	26
02:30 PM	1	3	4	3	5	8	4	3	7	19
Total Volume	6	11	17	16	16	32	11	18	29	78
% App. Total	35.3	64.7		50	50		37.9	62.1		
PHF	.500	.688	.708	.571	.800	.800	.550	.750	.725	.750

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	2	2	3	4	7	2	4	6
+15 mins.	3	2	5	3	4	7	0	6	6
+30 mins.	2	4	6	7	3	10	5	5	10
+45 mins.	1	3	4	3	5	8	4	3	7
Total Volume	6	11	17	16	16	32	11	18	29
% App. Total	35.3	64.7		50	50		37.9	62.1	
PHF	.500	.688	.708	.571	.800	.800	.550	.750	.725

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

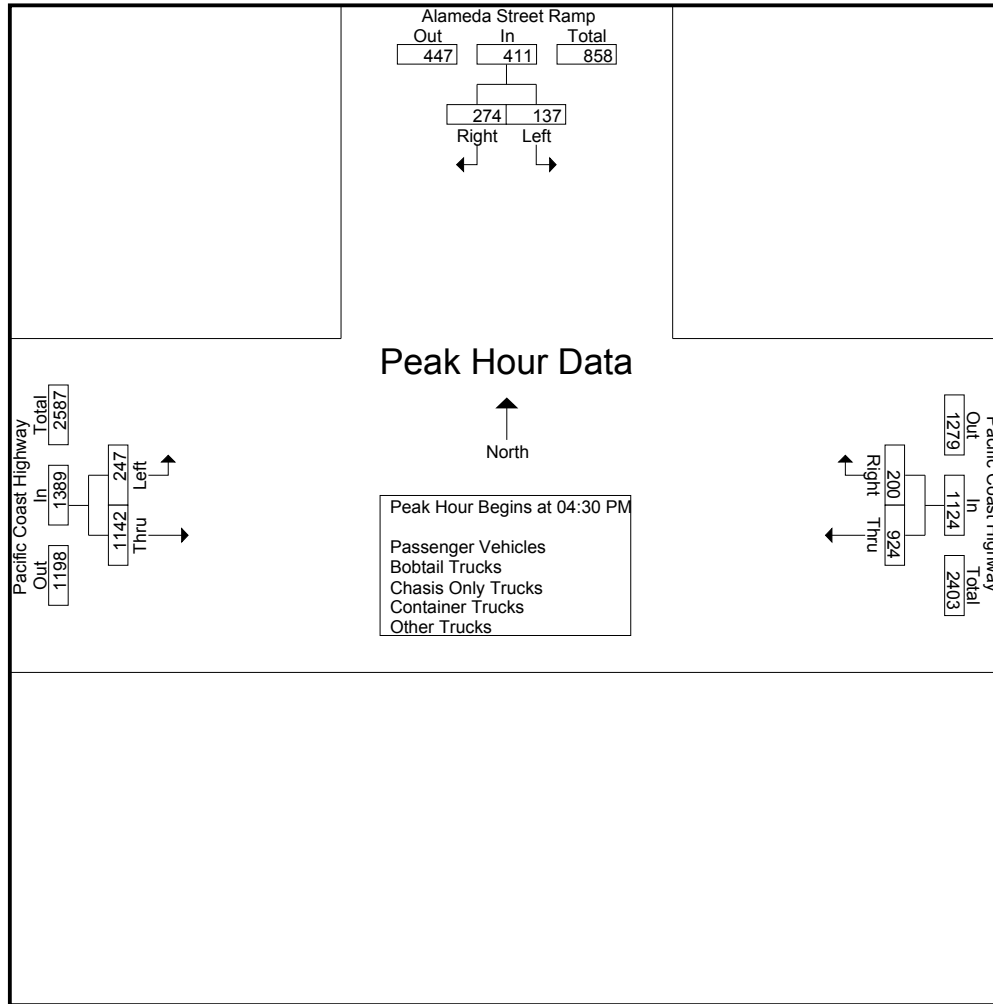
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	30	61	91	195	26	221	40	200	240	552
04:15 PM	41	62	103	230	39	269	58	256	314	686
04:30 PM	52	69	121	252	69	321	64	309	373	815
04:45 PM	36	66	102	228	39	267	50	284	334	703
Total	159	258	417	905	173	1078	212	1049	1261	2756
05:00 PM	30	68	98	183	60	243	72	269	341	682
05:15 PM	19	71	90	261	32	293	61	280	341	724
05:30 PM	52	57	109	194	42	236	54	284	338	683
05:45 PM	32	51	83	205	25	230	50	217	267	580
Total	133	247	380	843	159	1002	237	1050	1287	2669
Grand Total	292	505	797	1748	332	2080	449	2099	2548	5425
Apprch %	36.6	63.4		84	16		17.6	82.4		
Total %	5.4	9.3	14.7	32.2	6.1	38.3	8.3	38.7	47	
Passenger Vehicles	201	468	669	1668	276	1944	422	2002	2424	5037
% Passenger Vehicles	68.8	92.7	83.9	95.4	83.1	93.5	94	95.4	95.1	92.8
Bobtail Trucks	46	9	55	27	35	62	12	32	44	161
% Bobtail Trucks	15.8	1.8	6.9	1.5	10.5	3	2.7	1.5	1.7	3
Chasis Only Trucks	7	2	9	4	2	6	0	1	1	16
% Chasis Only Trucks	2.4	0.4	1.1	0.2	0.6	0.3	0	0	0	0.3
Container Trucks	28	12	40	27	9	36	9	40	49	125
% Container Trucks	9.6	2.4	5	1.5	2.7	1.7	2	1.9	1.9	2.3
Other Trucks	10	14	24	22	10	32	6	24	30	86
% Other Trucks	3.4	2.8	3	1.3	3	1.5	1.3	1.1	1.2	1.6

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	52	69	121	252	69	321	64	309	373	815
04:45 PM	36	66	102	228	39	267	50	284	334	703
05:00 PM	30	68	98	183	60	243	72	269	341	682
05:15 PM	19	71	90	261	32	293	61	280	341	724
Total Volume	137	274	411	924	200	1124	247	1142	1389	2924
% App. Total	33.3	66.7		82.2	17.8		17.8	82.2		
PHF	.659	.965	.849	.885	.725	.875	.858	.924	.931	.897

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:30 PM		
+0 mins.	41	62	103	252	69	321	64	309	373
+15 mins.	52	69	121	228	39	267	50	284	334
+30 mins.	36	66	102	183	60	243	72	269	341
+45 mins.	30	68	98	261	32	293	61	280	341
Total Volume	159	265	424	924	200	1124	247	1142	1389
% App. Total	37.5	62.5		82.2	17.8		17.8	82.2	
PHF	.764	.960	.876	.885	.725	.875	.858	.924	.931

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

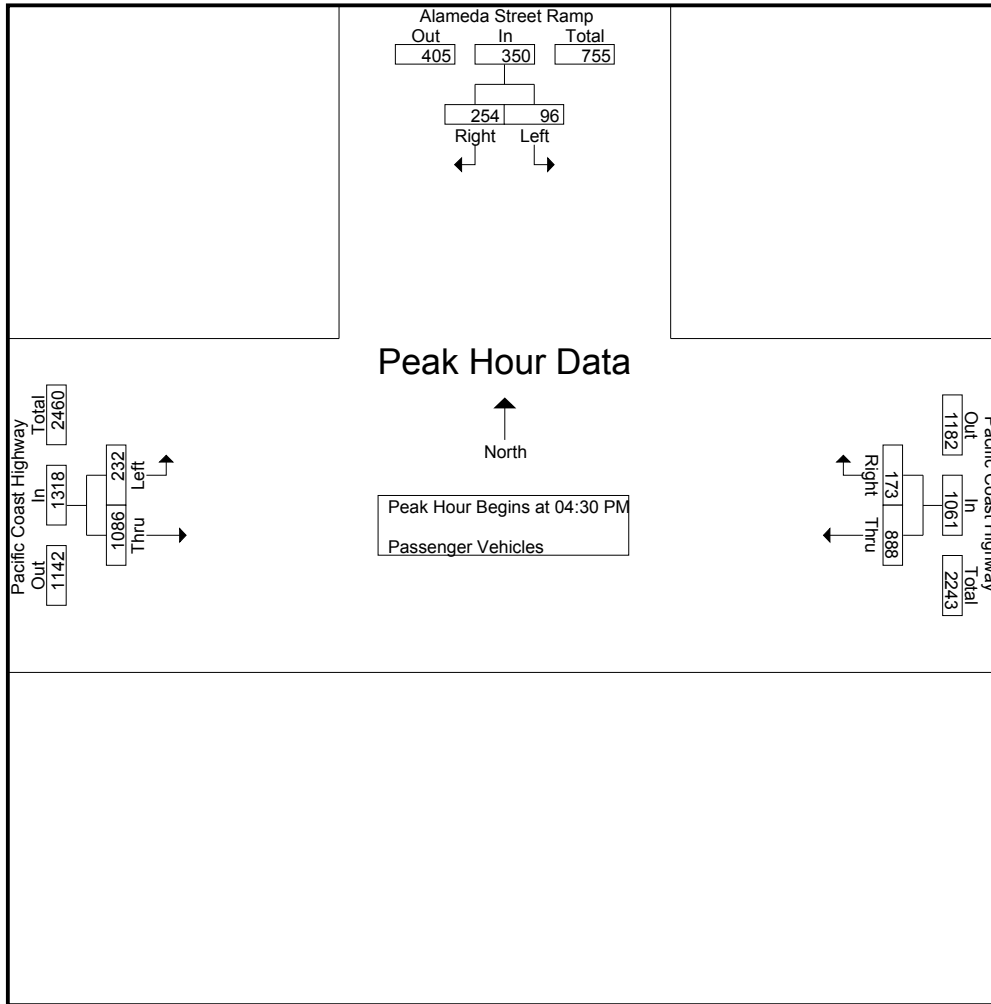
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	20	54	74	179	20	199	36	190	226	499
04:15 PM	32	54	86	210	27	237	55	247	302	625
04:30 PM	36	62	98	236	63	299	58	302	360	757
04:45 PM	26	61	87	217	34	251	47	273	320	658
Total	114	231	345	842	144	986	196	1012	1208	2539
05:00 PM	22	62	84	180	54	234	69	253	322	640
05:15 PM	12	69	81	255	22	277	58	258	316	674
05:30 PM	32	56	88	191	35	226	50	271	321	635
05:45 PM	21	50	71	200	21	221	49	208	257	549
Total	87	237	324	826	132	958	226	990	1216	2498
Grand Total	201	468	669	1668	276	1944	422	2002	2424	5037
Apprch %	30	70		85.8	14.2		17.4	82.6		
Total %	4	9.3	13.3	33.1	5.5	38.6	8.4	39.7	48.1	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	36	62	98	236	63	299	58	302	360	757
04:45 PM	26	61	87	217	34	251	47	273	320	658
05:00 PM	22	62	84	180	54	234	69	253	322	640
05:15 PM	12	69	81	255	22	277	58	258	316	674
Total Volume	96	254	350	888	173	1061	232	1086	1318	2729
% App. Total	27.4	72.6		83.7	16.3		17.6	82.4		
PHF	.667	.920	.893	.871	.687	.887	.841	.899	.915	.901

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	36	62	98	236	63	299	58	302	360
+15 mins.	26	61	87	217	34	251	47	273	320
+30 mins.	22	62	84	180	54	234	69	253	322
+45 mins.	12	69	81	255	22	277	58	258	316
Total Volume	96	254	350	888	173	1061	232	1086	1318
% App. Total	27.4	72.6		83.7	16.3		17.6	82.4	
PHF	.667	.920	.893	.871	.687	.887	.841	.899	.915

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

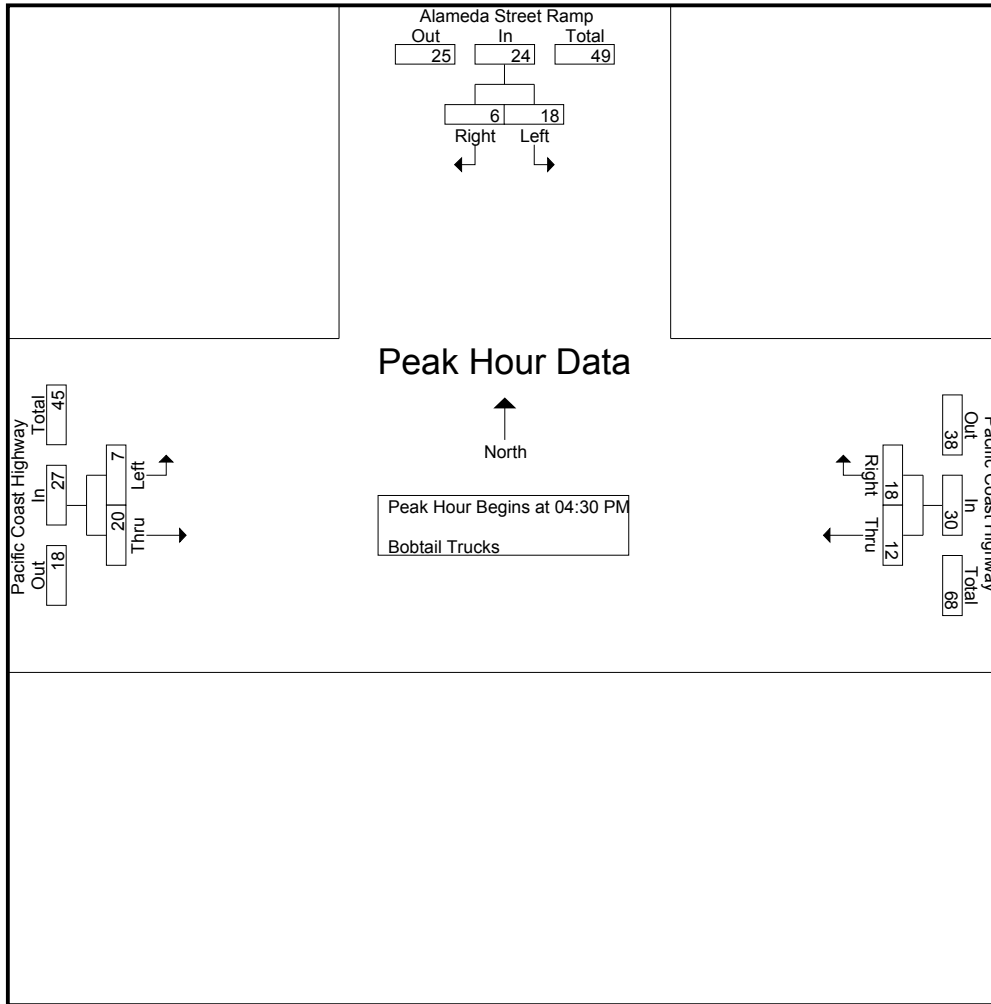
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	5	1	6	4	4	8	2	1	3	17
04:15 PM	5	2	7	9	7	16	2	1	3	26
04:30 PM	5	2	7	5	5	10	3	3	6	23
04:45 PM	6	1	7	3	2	5	1	4	5	17
Total	21	6	27	21	18	39	8	9	17	83
05:00 PM	5	2	7	1	3	4	1	6	7	18
05:15 PM	2	1	3	3	8	11	2	7	9	23
05:30 PM	13	0	13	1	4	5	0	6	6	24
05:45 PM	5	0	5	1	2	3	1	4	5	13
Total	25	3	28	6	17	23	4	23	27	78
Grand Total	46	9	55	27	35	62	12	32	44	161
Apprch %	83.6	16.4		43.5	56.5		27.3	72.7		
Total %	28.6	5.6	34.2	16.8	21.7	38.5	7.5	19.9	27.3	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	5	2	7	5	5	10	3	3	6	23
04:45 PM	6	1	7	3	2	5	1	4	5	17
05:00 PM	5	2	7	1	3	4	1	6	7	18
05:15 PM	2	1	3	3	8	11	2	7	9	23
Total Volume	18	6	24	12	18	30	7	20	27	81
% App. Total	75	25		40	60		25.9	74.1		
PHF	.750	.750	.857	.600	.563	.682	.583	.714	.750	.880

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	5	2	7	5	5	10	3	3	6
+15 mins.	6	1	7	3	2	5	1	4	5
+30 mins.	5	2	7	1	3	4	1	6	7
+45 mins.	2	1	3	3	8	11	2	7	9
Total Volume	18	6	24	12	18	30	7	20	27
% App. Total	75	25		40	60		25.9	74.1	
PHF	.750	.750	.857	.600	.563	.682	.583	.714	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

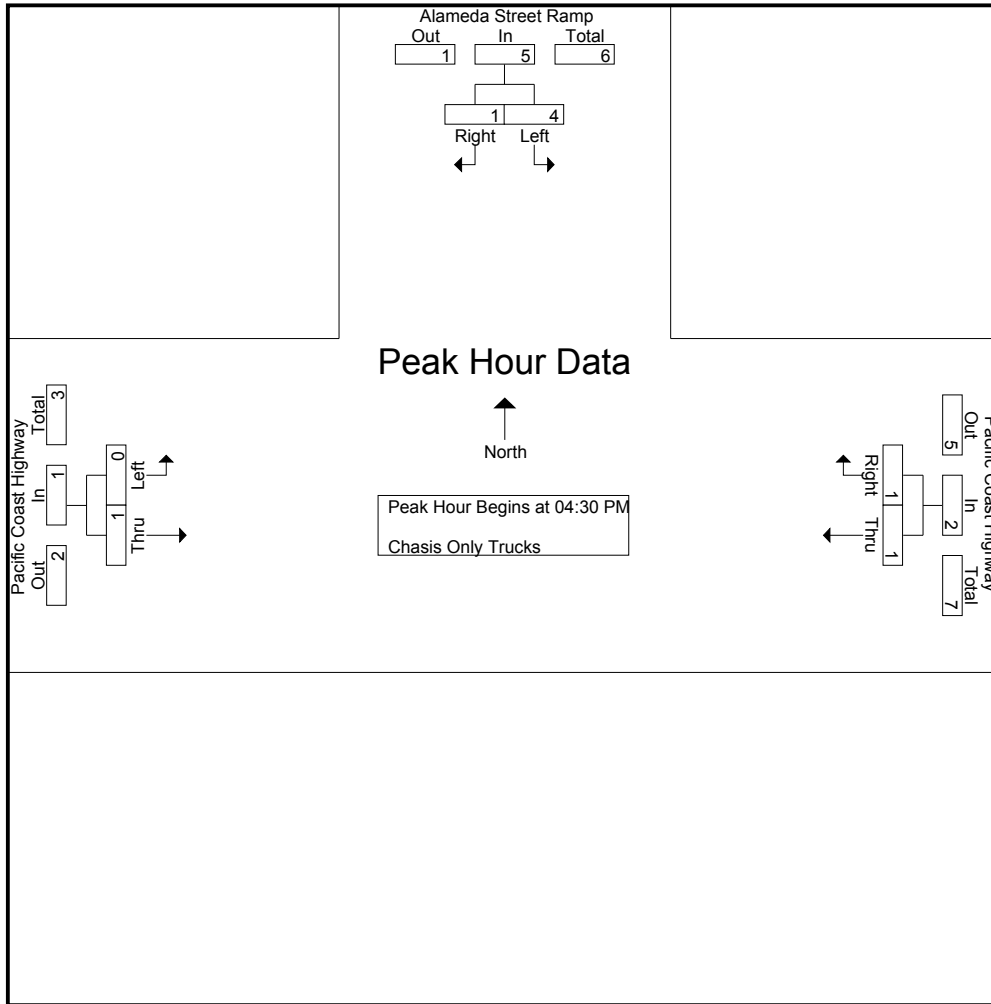
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	0	2	0	0	0	2
04:15 PM	1	1	2	1	1	2	0	0	0	4
04:30 PM	3	1	4	0	0	0	0	0	0	4
04:45 PM	1	0	1	1	1	2	0	0	0	3
Total	5	2	7	4	2	6	0	0	0	13
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	2	0	2	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	1	1	3
Grand Total	7	2	9	4	2	6	0	1	1	16
Apprch %	77.8	22.2		66.7	33.3		0	100		
Total %	43.8	12.5	56.2	25	12.5	37.5	0	6.2	6.2	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	3	1	4	0	0	0	0	0	0	4
04:45 PM	1	0	1	1	1	2	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	4	1	5	1	1	2	0	1	1	8
% App. Total	80	20		50	50		0	100		
PHF	.333	.250	.313	.250	.250	.250	.000	.250	.250	.500

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	3	1	4	0	0	0	0	0	0
+15 mins.	1	0	1	1	1	2	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	4	1	5	1	1	2	0	1	1
% App. Total	80	20		50	50		0	100	
PHF	.333	.250	.313	.250	.250	.250	.000	.250	.250

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

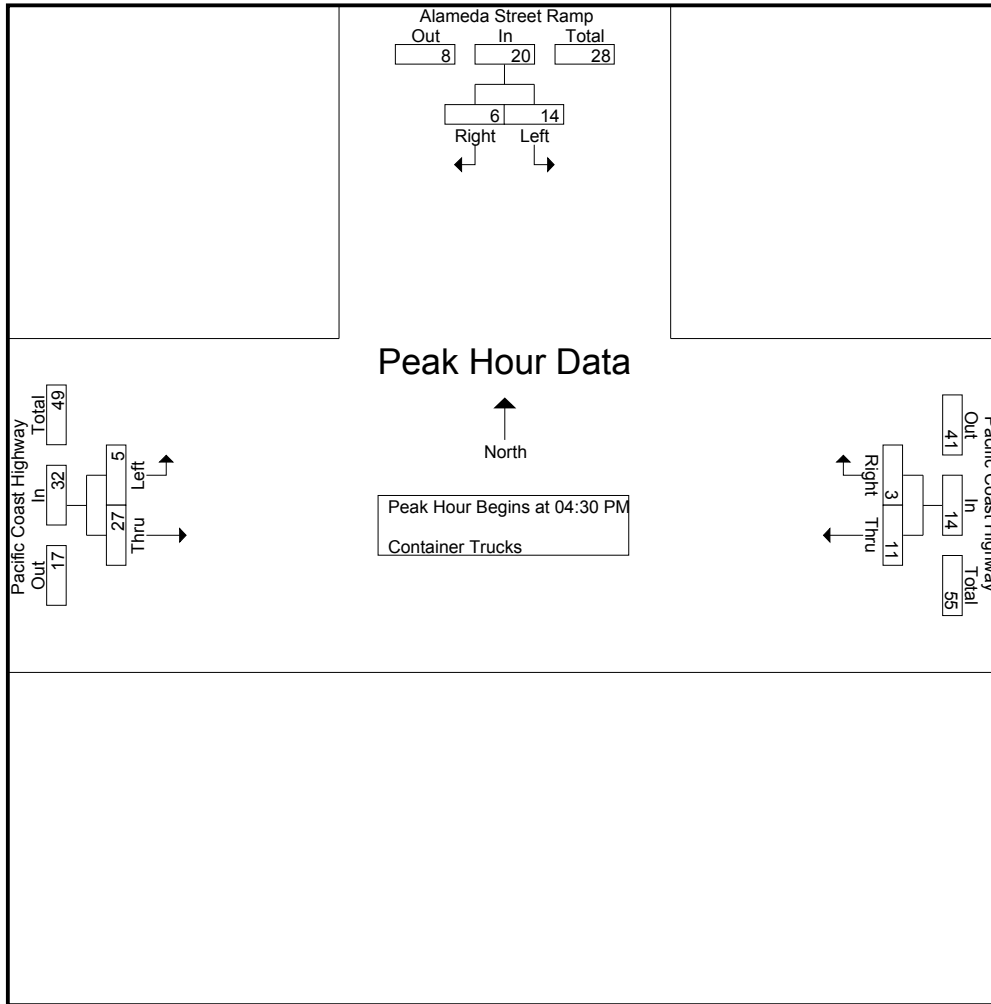
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	5	8	7	1	8	0	3	3	19
04:15 PM	1	1	2	7	2	9	0	3	3	14
04:30 PM	7	3	10	9	0	9	2	1	3	22
04:45 PM	2	0	2	0	0	0	2	5	7	9
Total	13	9	22	23	3	26	4	12	16	64
05:00 PM	1	2	3	0	2	2	1	8	9	14
05:15 PM	4	1	5	2	1	3	0	13	13	21
05:30 PM	5	0	5	0	2	2	4	4	8	15
05:45 PM	5	0	5	2	1	3	0	3	3	11
Total	15	3	18	4	6	10	5	28	33	61
Grand Total	28	12	40	27	9	36	9	40	49	125
Apprch %	70	30		75	25		18.4	81.6		
Total %	22.4	9.6	32	21.6	7.2	28.8	7.2	32	39.2	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	7	3	10	9	0	9	2	1	3	22
04:45 PM	2	0	2	0	0	0	2	5	7	9
05:00 PM	1	2	3	0	2	2	1	8	9	14
05:15 PM	4	1	5	2	1	3	0	13	13	21
Total Volume	14	6	20	11	3	14	5	27	32	66
% App. Total	70	30		78.6	21.4		15.6	84.4		
PHF	.500	.500	.500	.306	.375	.389	.625	.519	.615	.750

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	7	3	10	9	0	9	2	1	3
+15 mins.	2	0	2	0	0	0	2	5	7
+30 mins.	1	2	3	0	2	2	1	8	9
+45 mins.	4	1	5	2	1	3	0	13	13
Total Volume	14	6	20	11	3	14	5	27	32
% App. Total	70	30		78.6	21.4		15.6	84.4	
PHF	.500	.500	.500	.306	.375	.389	.625	.519	.615

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

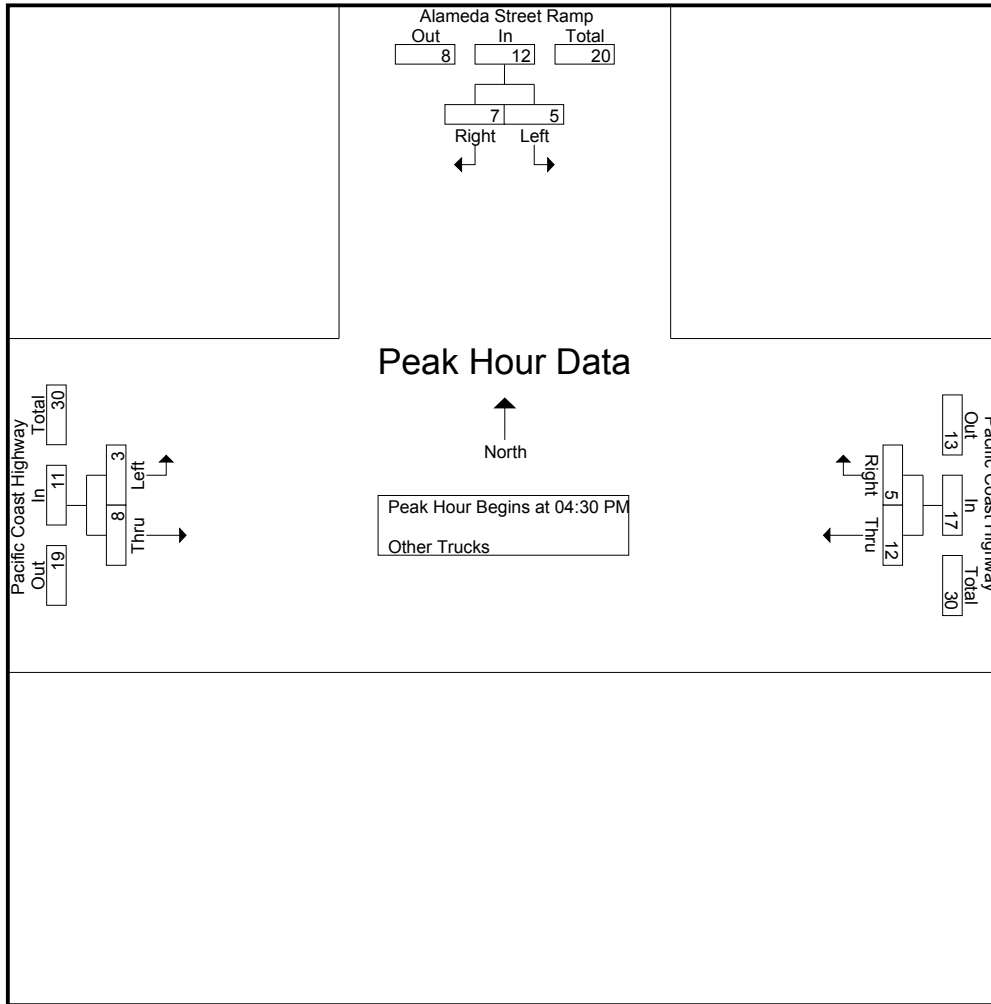
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	2	1	3	3	1	4	2	6	8	15
04:15 PM	2	4	6	3	2	5	1	5	6	17
04:30 PM	1	1	2	2	1	3	1	3	4	9
04:45 PM	1	4	5	7	2	9	0	2	2	16
Total	6	10	16	15	6	21	4	16	20	57
05:00 PM	2	2	4	2	1	3	1	2	3	10
05:15 PM	1	0	1	1	1	2	1	1	2	5
05:30 PM	0	1	1	2	1	3	0	3	3	7
05:45 PM	1	1	2	2	1	3	0	2	2	7
Total	4	4	8	7	4	11	2	8	10	29
Grand Total	10	14	24	22	10	32	6	24	30	86
Apprch %	41.7	58.3		68.8	31.2		20	80		
Total %	11.6	16.3	27.9	25.6	11.6	37.2	7	27.9	34.9	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	1	1	2	2	1	3	1	3	4	9
04:45 PM	1	4	5	7	2	9	0	2	2	16
05:00 PM	2	2	4	2	1	3	1	2	3	10
05:15 PM	1	0	1	1	1	2	1	1	2	5
Total Volume	5	7	12	12	5	17	3	8	11	40
% App. Total	41.7	58.3		70.6	29.4		27.3	72.7		
PHF	.625	.438	.600	.429	.625	.472	.750	.667	.688	.625

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	1	2	2	1	3	1	3	4
+15 mins.	1	4	5	7	2	9	0	2	2
+30 mins.	2	2	4	2	1	3	1	2	3
+45 mins.	1	0	1	1	1	2	1	1	2
Total Volume	5	7	12	12	5	17	3	8	11
% App. Total	41.7	58.3		70.6	29.4		27.3	72.7	
PHF	.625	.438	.600	.429	.625	.472	.750	.667	.688

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
 Page No : 1

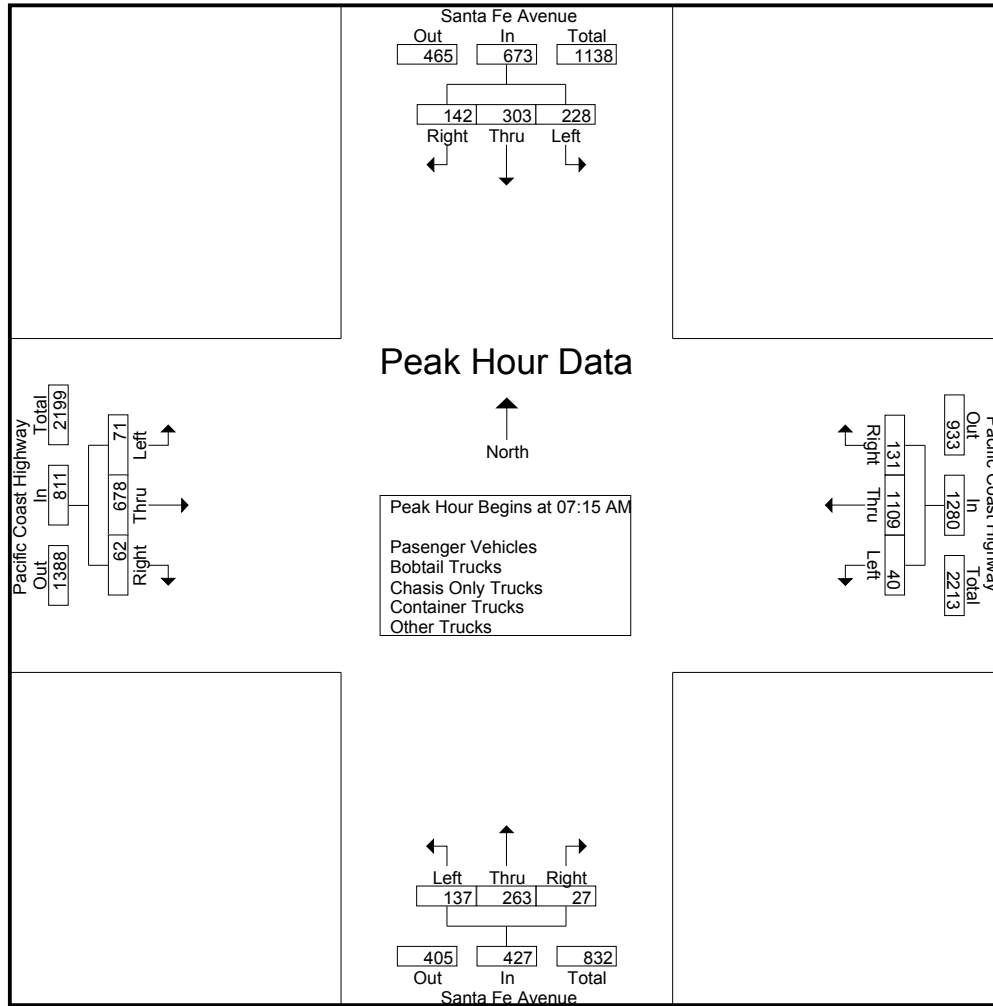
Groups Printed- Pasenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	45	39	30	114	7	249	27	283	30	42	5	77	12	137	6	155	629
07:15 AM	54	71	26	151	9	269	56	334	35	98	7	140	12	152	15	179	804
07:30 AM	83	103	47	233	18	288	28	334	27	86	6	119	23	191	16	230	916
07:45 AM	61	76	39	176	7	277	23	307	36	45	5	86	21	163	14	198	767
Total	243	289	142	674	41	1083	134	1258	128	271	23	422	68	643	51	762	3116
08:00 AM	30	53	30	113	6	275	24	305	39	34	9	82	15	172	17	204	704
08:15 AM	30	46	25	101	9	263	27	299	31	31	14	76	12	191	14	217	693
08:30 AM	31	52	20	103	12	233	20	265	22	42	9	73	10	186	14	210	651
08:45 AM	42	50	20	112	18	226	20	264	27	34	7	68	12	188	14	214	658
Total	133	201	95	429	45	997	91	1133	119	141	39	299	49	737	59	845	2706
Grand Total	376	490	237	1103	86	2080	225	2391	247	412	62	721	117	1380	110	1607	5822
Apprch %	34.1	44.4	21.5		3.6	87	9.4		34.3	57.1	8.6		7.3	85.9	6.8		
Total %	6.5	8.4	4.1	18.9	1.5	35.7	3.9	41.1	4.2	7.1	1.1	12.4	2	23.7	1.9	27.6	
Pasenger Vehicles	366	482	229	1077	80	1915	222	2217	203	412	37	652	117	1077	105	1299	5245
% Pasenger Vehicles	97.3	98.4	96.6	97.6	93	92.1	98.7	92.7	82.2	100	59.7	90.4	100	78	95.5	80.8	90.1
Bobtail Trucks	1	3	1	5	1	35	1	37	14	0	7	21	0	62	0	62	125
% Bobtail Trucks	0.3	0.6	0.4	0.5	1.2	1.7	0.4	1.5	5.7	0	11.3	2.9	0	4.5	0	3.9	2.1
Chasis Only Trucks	0	0	0	0	0	4	0	4	0	0	3	3	0	13	0	13	20
% Chasis Only Trucks	0	0	0	0	0	0.2	0	0.2	0	0	4.8	0.4	0	0.9	0	0.8	0.3
Container Trucks	3	0	2	5	1	19	0	20	18	0	12	30	0	133	2	135	190
% Container Trucks	0.8	0	0.8	0.5	1.2	0.9	0	0.8	7.3	0	19.4	4.2	0	9.6	1.8	8.4	3.3
Other Trucks	6	5	5	16	4	107	2	113	12	0	3	15	0	95	3	98	242
% Other Trucks	1.6	1	2.1	1.5	4.7	5.1	0.9	4.7	4.9	0	4.8	2.1	0	6.9	2.7	6.1	4.2

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	54	71	26	151	9	269	56	334	35	98	7	140	12	152	15	179	804
07:30 AM	83	103	47	233	18	288	28	334	27	86	6	119	23	191	16	230	916
07:45 AM	61	76	39	176	7	277	23	307	36	45	5	86	21	163	14	198	767
08:00 AM	30	53	30	113	6	275	24	305	39	34	9	82	15	172	17	204	704
Total Volume	228	303	142	673	40	1109	131	1280	137	263	27	427	71	678	62	811	3191
% App. Total	33.9	45	21.1		3.1	86.6	10.2		32.1	61.6	6.3		8.8	83.6	7.6		
PHF	.687	.735	.755	.722	.556	.963	.585	.958	.878	.671	.750	.763	.772	.887	.912	.882	.871

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 0000035
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	45	39	30	114	9	269	56	334	35	98	7	140	23	191	16	230
+15 mins.	54	71	26	151	18	288	28	334	27	86	6	119	21	163	14	198
+30 mins.	83	103	47	233	7	277	23	307	36	45	5	86	15	172	17	204
+45 mins.	61	76	39	176	6	275	24	305	39	34	9	82	12	191	14	217
Total Volume	243	289	142	674	40	1109	131	1280	137	263	27	427	71	717	61	849
% App. Total	36.1	42.9	21.1		3.1	86.6	10.2		32.1	61.6	6.3		8.4	84.5	7.2	
PHF	.732	.701	.755	.723	.556	.963	.585	.958	.878	.671	.750	.763	.772	.938	.897	.923

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
 Page No : 1

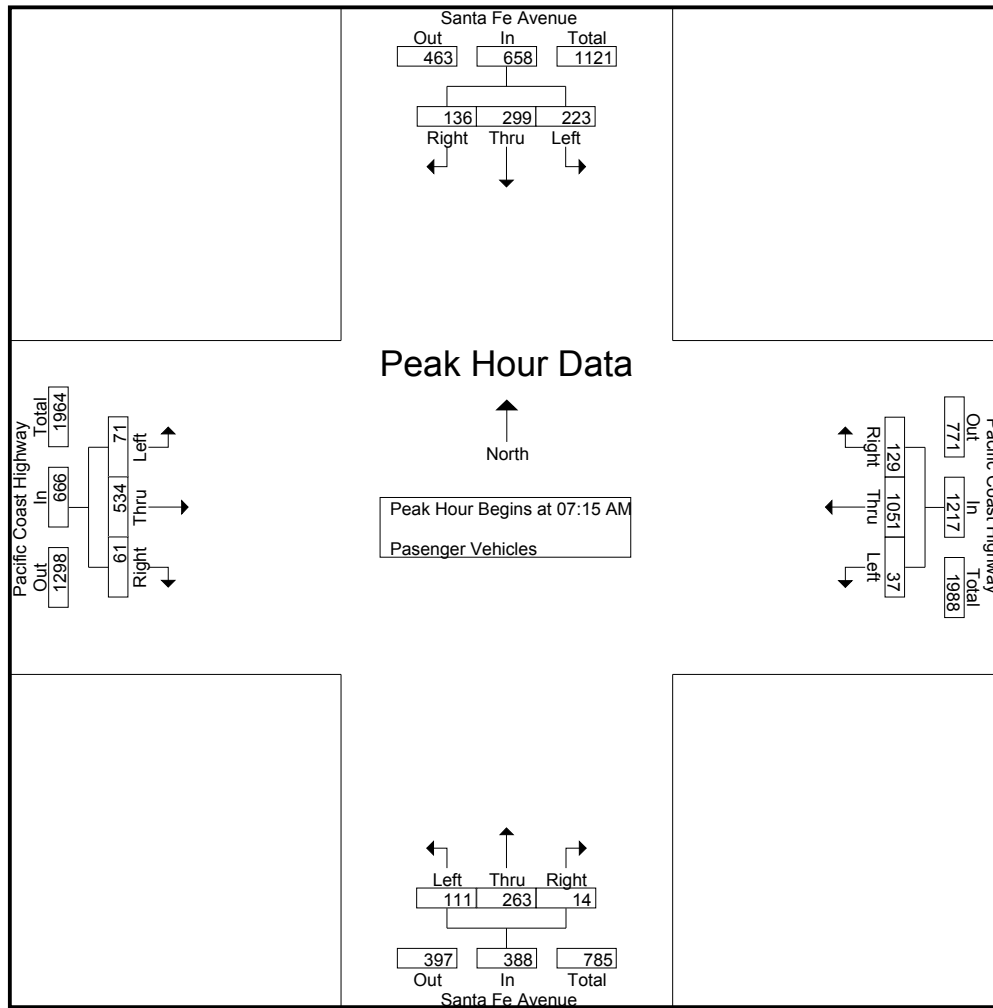
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	45	38	30	113	6	233	27	266	23	42	3	68	12	102	6	120	567
07:15 AM	52	71	26	149	9	249	56	314	28	98	2	128	12	123	15	150	741
07:30 AM	83	101	47	231	16	272	27	315	20	86	4	110	23	155	16	194	850
07:45 AM	59	76	37	172	7	270	22	299	31	45	3	79	21	122	14	157	707
Total	239	286	140	665	38	1024	132	1194	102	271	12	385	68	502	51	621	2865
08:00 AM	29	51	26	106	5	260	24	289	32	34	5	71	15	134	16	165	631
08:15 AM	28	44	24	96	9	226	27	262	29	31	10	70	12	155	11	178	606
08:30 AM	31	51	19	101	12	216	20	248	17	42	7	66	10	145	14	169	584
08:45 AM	39	50	20	109	16	189	19	224	23	34	3	60	12	141	13	166	559
Total	127	196	89	412	42	891	90	1023	101	141	25	267	49	575	54	678	2380
Grand Total	366	482	229	1077	80	1915	222	2217	203	412	37	652	117	1077	105	1299	5245
Apprch %	34	44.8	21.3		3.6	86.4	10		31.1	63.2	5.7		9	82.9	8.1		
Total %	7	9.2	4.4	20.5	1.5	36.5	4.2	42.3	3.9	7.9	0.7	12.4	2.2	20.5	2	24.8	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	52	71	26	149	9	249	56	314	28	98	2	128	12	123	15	150	741
07:30 AM	83	101	47	231	16	272	27	315	20	86	4	110	23	155	16	194	850
07:45 AM	59	76	37	172	7	270	22	299	31	45	3	79	21	122	14	157	707
08:00 AM	29	51	26	106	5	260	24	289	32	34	5	71	15	134	16	165	631
Total Volume	223	299	136	658	37	1051	129	1217	111	263	14	388	71	534	61	666	2929
% App. Total	33.9	45.4	20.7		3	86.4	10.6		28.6	67.8	3.6		10.7	80.2	9.2		
PHF	.672	.740	.723	.712	.578	.966	.576	.966	.867	.671	.700	.758	.772	.861	.953	.858	.861

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 0000035
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	52	71	26	149	9	249	56	314	28	98	2	128	12	123	15	150
+15 mins.	83	101	47	231	16	272	27	315	20	86	4	110	23	155	16	194
+30 mins.	59	76	37	172	7	270	22	299	31	45	3	79	21	122	14	157
+45 mins.	29	51	26	106	5	260	24	289	32	34	5	71	15	134	16	165
Total Volume	223	299	136	658	37	1051	129	1217	111	263	14	388	71	534	61	666
% App. Total	33.9	45.4	20.7		3	86.4	10.6		28.6	67.8	3.6		10.7	80.2	9.2	
PHF	.672	.740	.723	.712	.578	.966	.576	.966	.867	.671	.700	.758	.772	.861	.953	.858

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
 Page No : 1

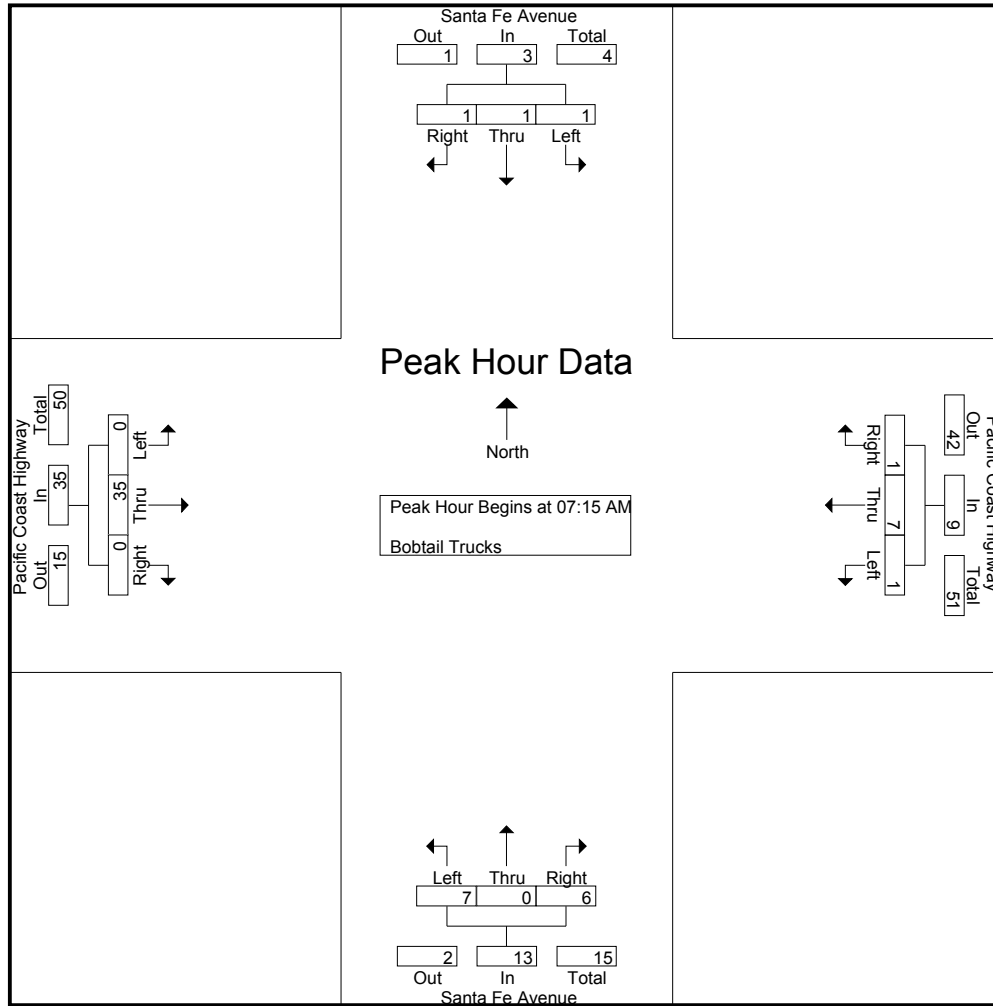
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	4	0	4	7
07:15 AM	0	0	0	0	0	5	0	5	3	0	2	5	0	11	0	11	21
07:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	9	0	9	13
Total	0	1	0	1	1	9	1	11	4	0	3	7	0	26	0	26	45
08:00 AM	1	0	1	2	0	0	0	0	4	0	3	7	0	13	0	13	22
08:15 AM	0	1	0	1	0	14	0	14	0	0	1	1	0	5	0	5	21
08:30 AM	0	1	0	1	0	5	0	5	3	0	0	3	0	7	0	7	16
08:45 AM	0	0	0	0	0	7	0	7	3	0	0	3	0	11	0	11	21
Total	1	2	1	4	0	26	0	26	10	0	4	14	0	36	0	36	80
Grand Total	1	3	1	5	1	35	1	37	14	0	7	21	0	62	0	62	125
Apprch %	20	60	20		2.7	94.6	2.7		66.7	0	33.3		0	100	0		
Total %	0.8	2.4	0.8	4	0.8	28	0.8	29.6	11.2	0	5.6	16.8	0	49.6	0	49.6	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	5	0	5	3	0	2	5	0	11	0	11	21
07:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	9	0	9	13
08:00 AM	1	0	1	2	0	0	0	0	4	0	3	7	0	13	0	13	22
Total Volume	1	1	1	3	1	7	1	9	7	0	6	13	0	35	0	35	60
% App. Total	33.3	33.3	33.3		11.1	77.8	11.1		53.8	0	46.2		0	100	0		
PHF	.250	.250	.250	.375	.250	.350	.250	.450	.438	.000	.500	.464	.000	.673	.000	.673	.682

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	5	0	5	3	0	2	5	0	11	0	11
+15 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	2	1	3	0	0	1	1	0	9	0	9
+45 mins.	1	0	1	2	0	0	0	0	4	0	3	7	0	13	0	13
Total Volume	1	1	1	3	1	7	1	9	7	0	6	13	0	35	0	35
% App. Total	33.3	33.3	33.3		11.1	77.8	11.1		53.8	0	46.2		0	100	0	
PHF	.250	.250	.250	.375	.250	.350	.250	.450	.438	.000	.500	.464	.000	.673	.000	.673

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
 Page No : 1

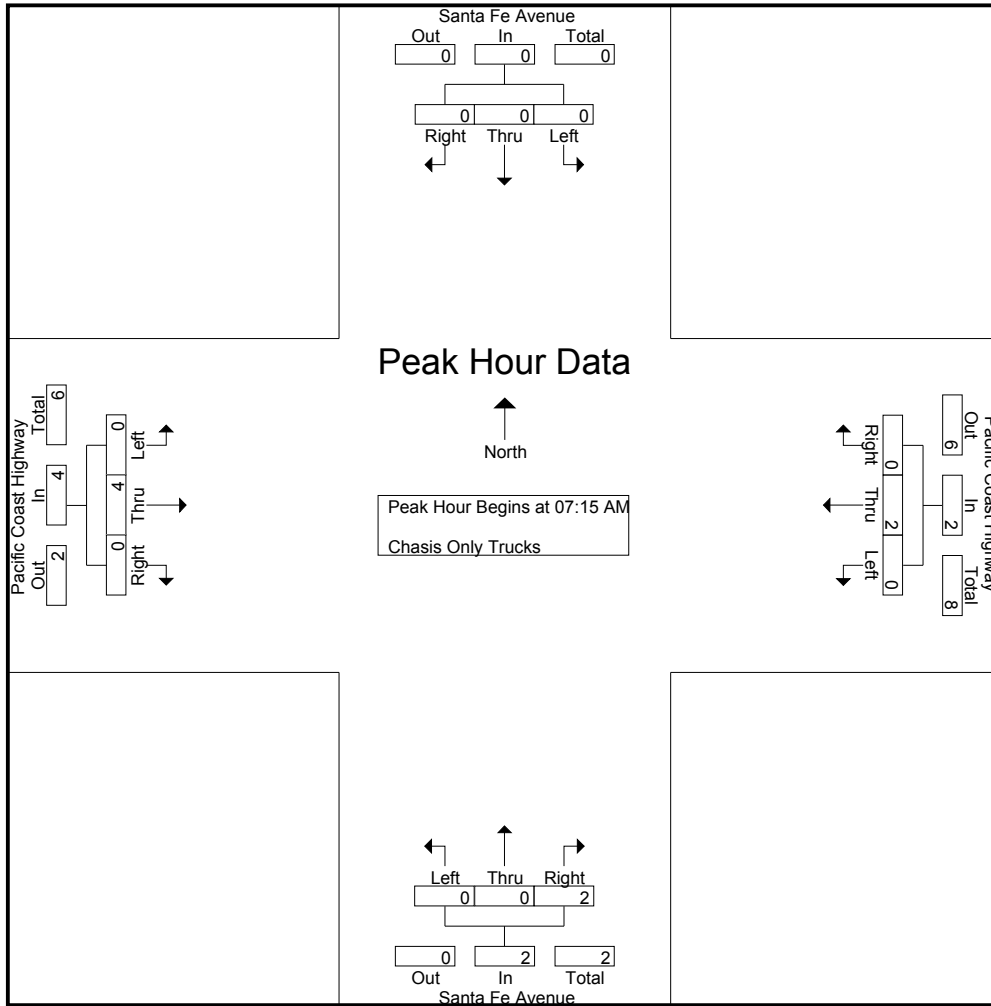
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	3	3	0	4	0	4	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	9	0	9	11
Grand Total	0	0	0	0	0	4	0	4	0	0	3	3	0	13	0	13	20
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	20	0	20	0	0	15	15	0	65	0	65	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	2	0	2	0	0	2	2	0	4	0	4	8
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.000	.500	.000	.500	.400

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	2	0	2	0	0	2	2	0	4	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.000	.500	.000	.500

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 0000035
 Start Date : 2/28/2012
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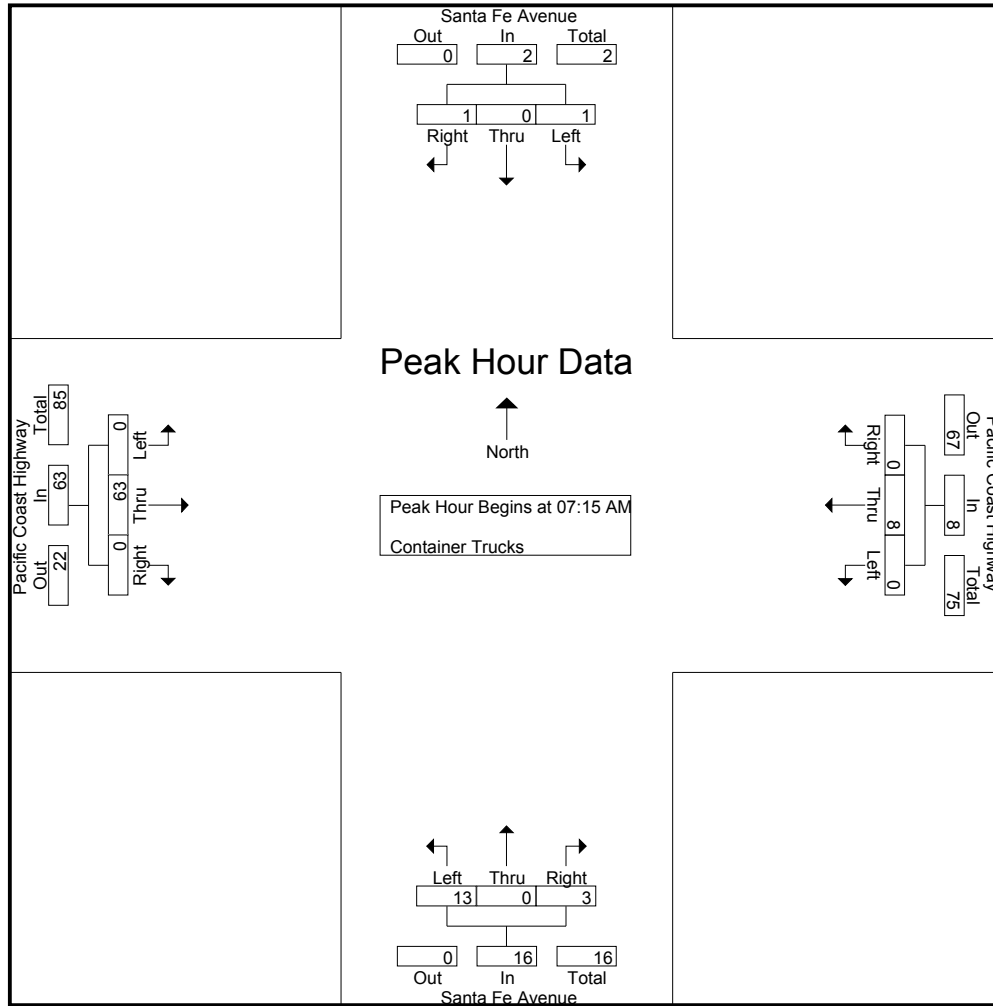
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	2	0	1	3	0	14	0	14	19
07:15 AM	1	0	0	1	0	2	0	2	4	0	1	5	0	12	0	12	20
07:30 AM	0	0	0	0	0	1	0	1	6	0	1	7	0	21	0	21	29
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	17	0	17	19
Total	1	0	0	1	0	6	0	6	13	0	3	16	0	64	0	64	87
08:00 AM	0	0	1	1	0	4	0	4	2	0	1	3	0	13	0	13	21
08:15 AM	0	0	1	1	0	2	0	2	2	0	3	5	0	20	2	22	30
08:30 AM	0	0	0	0	0	1	0	1	1	0	1	2	0	18	0	18	21
08:45 AM	2	0	0	2	1	6	0	7	0	0	4	4	0	18	0	18	31
Total	2	0	2	4	1	13	0	14	5	0	9	14	0	69	2	71	103
Grand Total	3	0	2	5	1	19	0	20	18	0	12	30	0	133	2	135	190
Apprch %	60	0	40		5	95	0		60	0	40		0	98.5	1.5		
Total %	1.6	0	1.1	2.6	0.5	10	0	10.5	9.5	0	6.3	15.8	0	70	1.1	71.1	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	2	0	2	4	0	1	5	0	12	0	12	20
07:30 AM	0	0	0	0	0	1	0	1	6	0	1	7	0	21	0	21	29
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	17	0	17	19
08:00 AM	0	0	1	1	0	4	0	4	2	0	1	3	0	13	0	13	21
Total Volume	1	0	1	2	0	8	0	8	13	0	3	16	0	63	0	63	89
% App. Total	50	0	50		0	100	0		81.2	0	18.8		0	100	0		
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.542	.000	.750	.571	.000	.750	.000	.750	.767

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 0000035
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	2	0	2	4	0	1	5	0	12	0	12
+15 mins.	0	0	0	0	0	1	0	1	6	0	1	7	0	21	0	21
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	17	0	17
+45 mins.	0	0	1	1	0	4	0	4	2	0	1	3	0	13	0	13
Total Volume	1	0	1	2	0	8	0	8	13	0	3	16	0	63	0	63
% App. Total	50	0	50		0	100	0		81.2	0	18.8		0	100	0	
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.542	.000	.750	.571	.000	.750	.000	.750

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
 Page No : 1

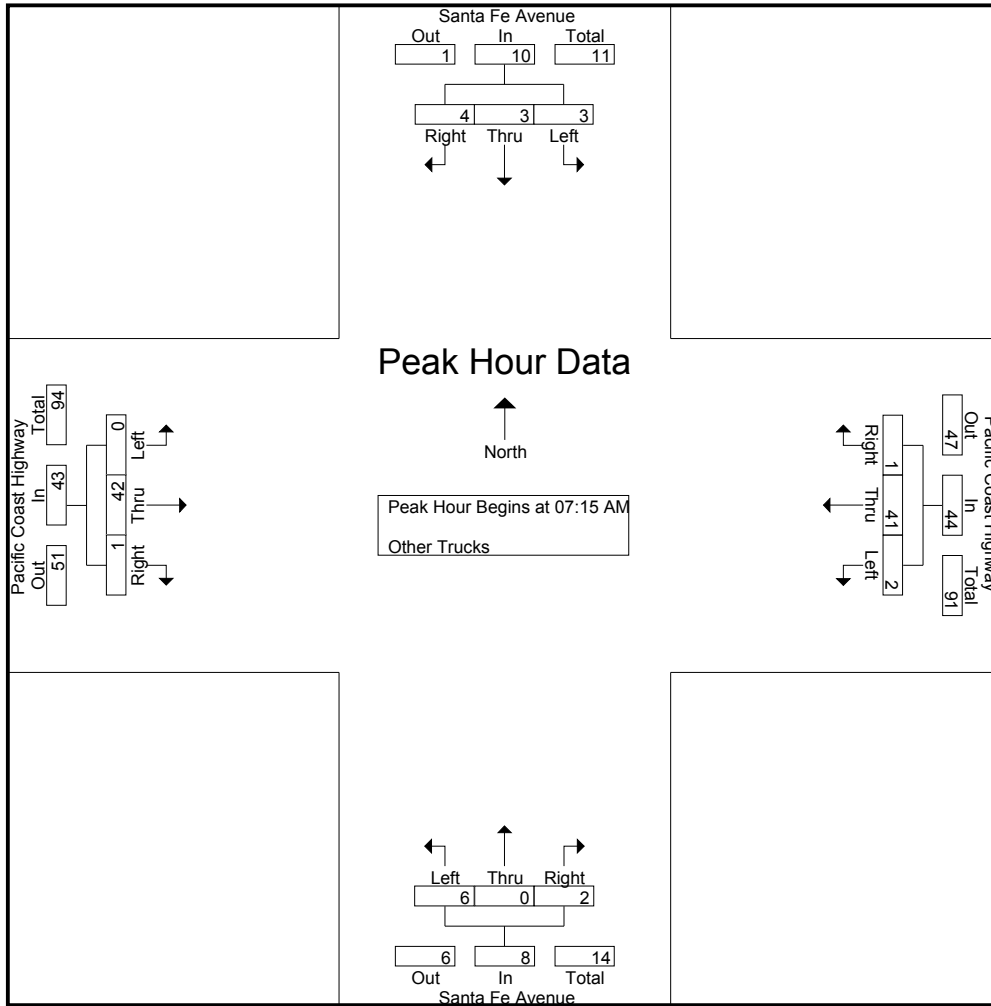
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	1	12	0	13	4	0	0	4	0	15	0	15	33
07:15 AM	1	0	0	1	0	13	0	13	0	0	1	1	0	6	0	6	21
07:30 AM	0	1	0	1	1	13	1	15	1	0	0	1	0	11	0	11	28
07:45 AM	2	0	2	4	0	4	0	4	4	0	1	5	0	15	0	15	28
Total	3	2	2	7	2	42	1	45	9	0	2	11	0	47	0	47	110
08:00 AM	0	2	2	4	1	11	0	12	1	0	0	1	0	10	1	11	28
08:15 AM	2	1	0	3	0	21	0	21	0	0	0	0	0	10	1	11	35
08:30 AM	0	0	1	1	0	11	0	11	1	0	1	2	0	14	0	14	28
08:45 AM	1	0	0	1	1	22	1	24	1	0	0	1	0	14	1	15	41
Total	3	3	3	9	2	65	1	68	3	0	1	4	0	48	3	51	132
Grand Total	6	5	5	16	4	107	2	113	12	0	3	15	0	95	3	98	242
Apprch %	37.5	31.2	31.2		3.5	94.7	1.8		80	0	20		0	96.9	3.1		
Total %	2.5	2.1	2.1	6.6	1.7	44.2	0.8	46.7	5	0	1.2	6.2	0	39.3	1.2	40.5	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	13	0	13	0	0	1	1	0	6	0	6	21
07:30 AM	0	1	0	1	1	13	1	15	1	0	0	1	0	11	0	11	28
07:45 AM	2	0	2	4	0	4	0	4	4	0	1	5	0	15	0	15	28
08:00 AM	0	2	2	4	1	11	0	12	1	0	0	1	0	10	1	11	28
Total Volume	3	3	4	10	2	41	1	44	6	0	2	8	0	42	1	43	105
% App. Total	30	30	40		4.5	93.2	2.3		75	0	25		0	97.7	2.3		
PHF	.375	.375	.500	.625	.500	.788	.250	.733	.375	.000	.500	.400	.000	.700	.250	.717	.938

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 0000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	13	0	13	0	0	1	1	0	6	0	6
+15 mins.	0	1	0	1	1	13	1	15	1	0	0	1	0	11	0	11
+30 mins.	2	0	2	4	0	4	0	4	4	0	1	5	0	15	0	15
+45 mins.	0	2	2	4	1	11	0	12	1	0	0	1	0	10	1	11
Total Volume	3	3	4	10	2	41	1	44	6	0	2	8	0	42	1	43
% App. Total	30	30	40		4.5	93.2	2.3		75	0	25		0	97.7	2.3	
PHF	.375	.375	.500	.625	.500	.788	.250	.733	.375	.000	.500	.400	.000	.700	.250	.717

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 0000035
 Start Date : 2/28/2012
 Page No : 1

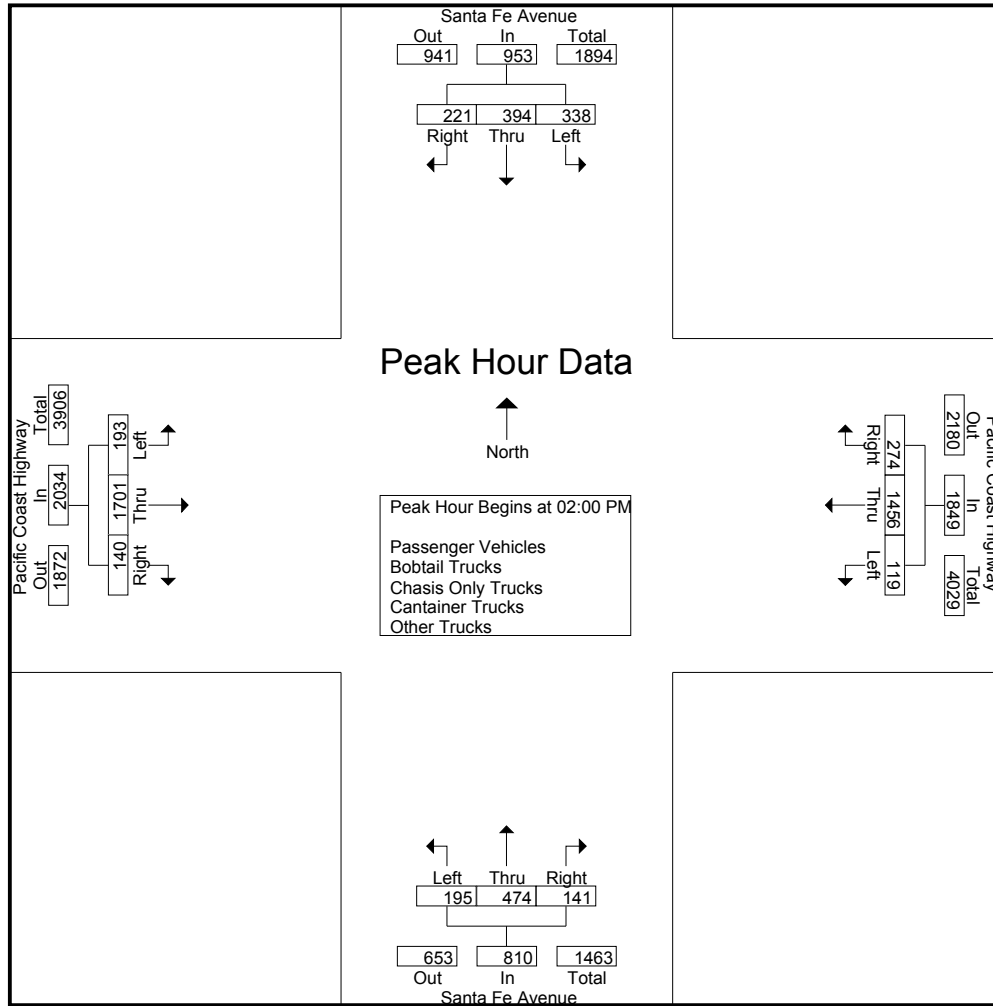
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Cantainer Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	82	92	48	222	30	286	50	366	41	60	45	146	40	345	45	430	1164
01:15 PM	58	62	36	156	56	323	56	435	52	76	30	158	32	349	20	401	1150
01:30 PM	58	86	44	188	29	317	75	421	38	118	32	188	54	384	36	474	1271
01:45 PM	94	98	40	232	19	331	46	396	49	88	40	177	40	428	31	499	1304
Total	292	338	168	798	134	1257	227	1618	180	342	147	669	166	1506	132	1804	4889
02:00 PM	61	86	52	199	32	371	50	453	45	98	28	171	61	491	34	586	1409
02:15 PM	92	106	54	252	29	341	58	428	68	112	38	218	38	383	39	460	1358
02:30 PM	60	64	62	186	28	368	68	464	51	126	57	234	42	444	31	517	1401
02:45 PM	125	138	53	316	30	376	98	504	31	138	18	187	52	383	36	471	1478
Total	338	394	221	953	119	1456	274	1849	195	474	141	810	193	1701	140	2034	5646
Grand Total	630	732	389	1751	253	2713	501	3467	375	816	288	1479	359	3207	272	3838	10535
Apprch %	36	41.8	22.2		7.3	78.3	14.5		25.4	55.2	19.5		9.4	83.6	7.1		
Total %	6	6.9	3.7	16.6	2.4	25.8	4.8	32.9	3.6	7.7	2.7	14	3.4	30.4	2.6	36.4	
Passenger Vehicles	314	366	194	874	122	1271	214	1607	169	408	137	714	179	1499	97	1775	4970
% Passenger Vehicles	49.8	50	49.9	49.9	48.2	46.8	42.7	46.4	45.1	50	47.6	48.3	49.9	46.7	35.7	46.2	47.2
Bobtail Trucks	2	0	0	2	4	73	73	150	26	0	0	26	0	76	76	152	330
% Bobtail Trucks	0.3	0	0	0.1	1.6	2.7	14.6	4.3	6.9	0	0	1.8	0	2.4	27.9	4	3.1
Chasis Only Trucks	0	0	0	0	0	10	0	10	1	0	2	3	0	24	0	24	37
% Chasis Only Trucks	0	0	0	0	0	0.4	0	0.3	0.3	0	0.7	0.2	0	0.7	0	0.6	0.4
Cantainer Trucks	0	0	1	1	5	88	0	93	10	0	12	22	1	109	2	112	228
% Cantainer Trucks	0	0	0.3	0.1	2	3.2	0	2.7	2.7	0	4.2	1.5	0.3	3.4	0.7	2.9	2.2
Other Trucks	314	366	194	874	122	1271	214	1607	169	408	137	714	179	1499	97	1775	4970
% Other Trucks	49.8	50	49.9	49.9	48.2	46.8	42.7	46.4	45.1	50	47.6	48.3	49.9	46.7	35.7	46.2	47.2

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	61	86	52	199	32	371	50	453	45	98	28	171	61	491	34	586	1409
02:15 PM	92	106	54	252	29	341	58	428	68	112	38	218	38	383	39	460	1358
02:30 PM	60	64	62	186	28	368	68	464	51	126	57	234	42	444	31	517	1401
02:45 PM	125	138	53	316	30	376	98	504	31	138	18	187	52	383	36	471	1478
Total Volume	338	394	221	953	119	1456	274	1849	195	474	141	810	193	1701	140	2034	5646
% App. Total	35.5	41.3	23.2		6.4	78.7	14.8		24.1	58.5	17.4		9.5	83.6	6.9		
PHF	.676	.714	.891	.754	.930	.968	.699	.917	.717	.859	.618	.865	.791	.866	.897	.868	.955

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				01:45 PM			
+0 mins.	61	86	52	199	32	371	50	453	45	98	28	171	40	428	31	499
+15 mins.	92	106	54	252	29	341	58	428	68	112	38	218	61	491	34	586
+30 mins.	60	64	62	186	28	368	68	464	51	126	57	234	38	383	39	460
+45 mins.	125	138	53	316	30	376	98	504	31	138	18	187	42	444	31	517
Total Volume	338	394	221	953	119	1456	274	1849	195	474	141	810	181	1746	135	2062
% App. Total	35.5	41.3	23.2		6.4	78.7	14.8		24.1	58.5	17.4		8.8	84.7	6.5	
PHF	.676	.714	.891	.754	.930	.968	.699	.917	.717	.859	.618	.865	.742	.889	.865	.880

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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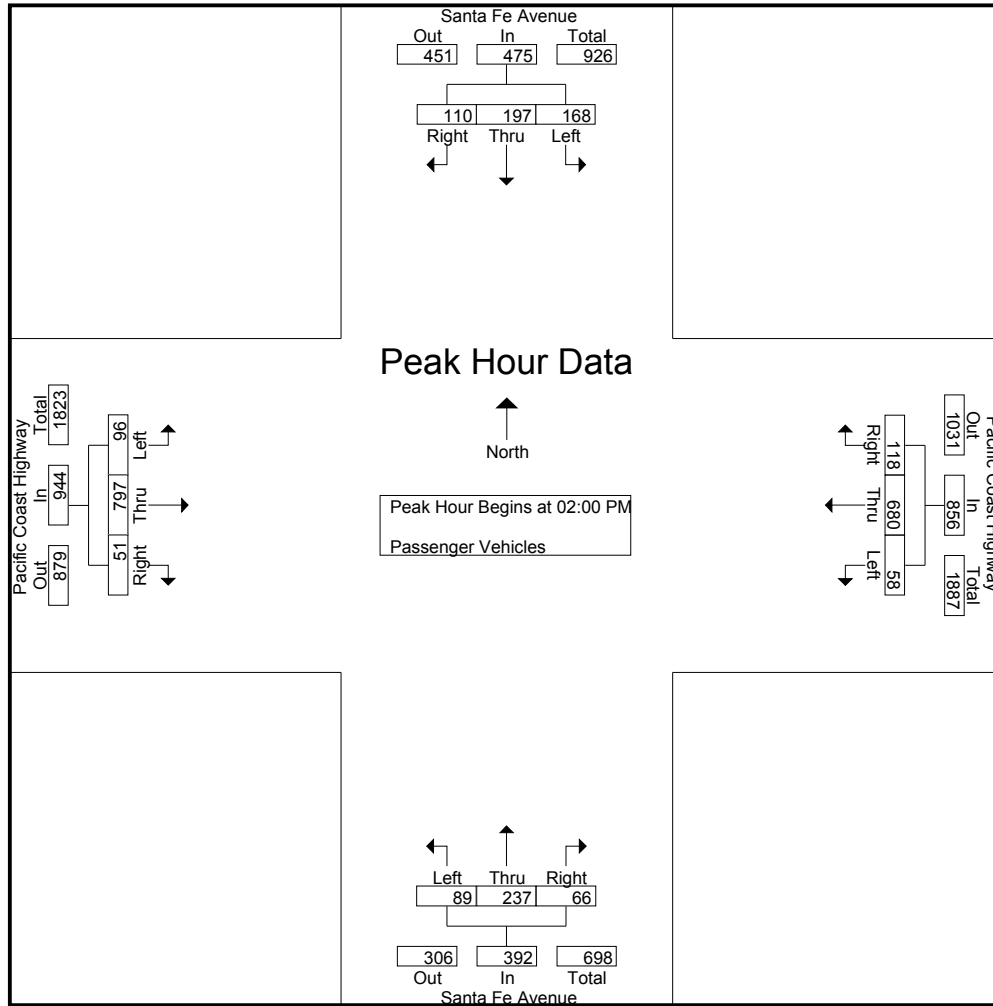
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	41	46	24	111	14	132	18	164	18	30	22	70	20	163	18	201	546
01:15 PM	29	31	18	78	28	157	27	212	24	38	15	77	16	165	8	189	556
01:30 PM	29	43	22	94	14	145	32	191	17	59	15	91	27	179	11	217	593
01:45 PM	47	49	20	116	8	157	19	184	21	44	19	84	20	195	9	224	608
Total	146	169	84	399	64	591	96	751	80	171	71	322	83	702	46	831	2303
02:00 PM	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272	663
02:15 PM	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209	638
02:30 PM	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244	662
02:45 PM	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219	704
Total	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944	2667
Grand Total	314	366	194	874	122	1271	214	1607	169	408	137	714	179	1499	97	1775	4970
Apprch %	35.9	41.9	22.2		7.6	79.1	13.3		23.7	57.1	19.2		10.1	84.5	5.5		
Total %	6.3	7.4	3.9	17.6	2.5	25.6	4.3	32.3	3.4	8.2	2.8	14.4	3.6	30.2	2	35.7	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272	663
02:15 PM	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209	638
02:30 PM	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244	662
02:45 PM	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219	704
Total Volume	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944	2667
% App. Total	35.4	41.5	23.2		6.8	79.4	13.8		22.7	60.5	16.8		10.2	84.4	5.4		
PHF	.677	.714	.887	.756	.906	.966	.641	.903	.695	.859	.635	.867	.800	.866	.911	.868	.947

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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 Site Code : 00000035
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272
+15 mins.	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209
+30 mins.	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244
+45 mins.	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219
Total Volume	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944
% App. Total	35.4	41.5	23.2		6.8	79.4	13.8		22.7	60.5	16.8		10.2	84.4	5.4	
PHF	.677	.714	.887	.756	.906	.966	.641	.903	.695	.859	.635	.867	.800	.866	.911	.868

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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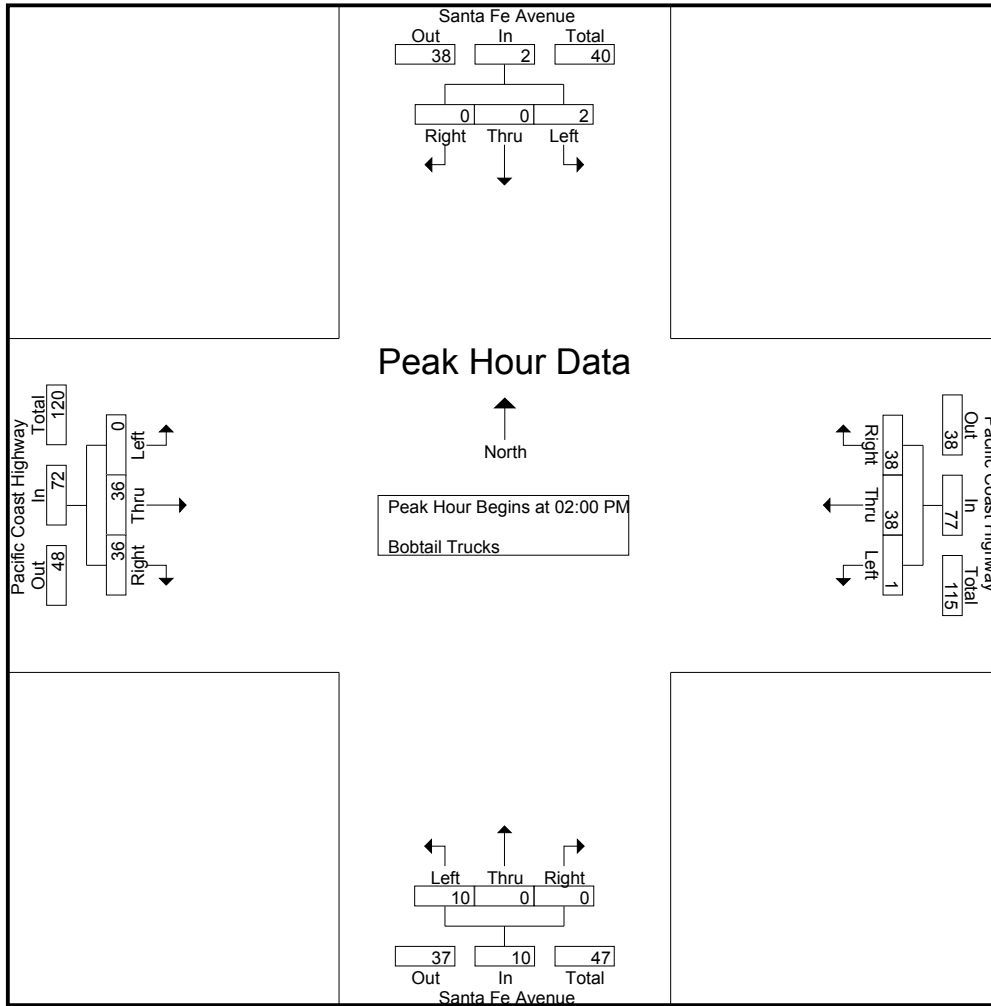
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	1	14	14	29	4	0	0	4	0	9	9	18	51
01:15 PM	0	0	0	0	0	2	2	4	3	0	0	3	0	4	4	8	15
01:30 PM	0	0	0	0	1	11	11	23	3	0	0	3	0	14	14	28	54
01:45 PM	0	0	0	0	1	8	8	17	6	0	0	6	0	13	13	26	49
Total	0	0	0	0	3	35	35	73	16	0	0	16	0	40	40	80	169
02:00 PM	1	0	0	1	0	10	10	20	4	0	0	4	0	9	9	18	43
02:15 PM	0	0	0	0	0	10	10	20	3	0	0	3	0	13	13	26	49
02:30 PM	0	0	0	0	1	12	12	25	2	0	0	2	0	7	7	14	41
02:45 PM	1	0	0	1	0	6	6	12	1	0	0	1	0	7	7	14	28
Total	2	0	0	2	1	38	38	77	10	0	0	10	0	36	36	72	161
Grand Total	2	0	0	2	4	73	73	150	26	0	0	26	0	76	76	152	330
Apprch %	100	0	0		2.7	48.7	48.7		100	0	0		0	50	50		
Total %	0.6	0	0	0.6	1.2	22.1	22.1	45.5	7.9	0	0	7.9	0	23	23	46.1	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	0	0	1	0	10	10	20	4	0	0	4	0	9	9	18	43
02:15 PM	0	0	0	0	0	10	10	20	3	0	0	3	0	13	13	26	49
02:30 PM	0	0	0	0	1	12	12	25	2	0	0	2	0	7	7	14	41
02:45 PM	1	0	0	1	0	6	6	12	1	0	0	1	0	7	7	14	28
Total Volume	2	0	0	2	1	38	38	77	10	0	0	10	0	36	36	72	161
% App. Total	100	0	0		1.3	49.4	49.4		100	0	0		0	50	50		
PHF	.500	.000	.000	.500	.250	.792	.792	.770	.625	.000	.000	.625	.000	.692	.692	.692	.821

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	0	0	1	0	10	10	20	4	0	0	4	0	9	9	18
+15 mins.	0	0	0	0	0	10	10	20	3	0	0	3	0	13	13	26
+30 mins.	0	0	0	0	1	12	12	25	2	0	0	2	0	7	7	14
+45 mins.	1	0	0	1	0	6	6	12	1	0	0	1	0	7	7	14
Total Volume	2	0	0	2	1	38	38	77	10	0	0	10	0	36	36	72
% App. Total	100	0	0		1.3	49.4	49.4		100	0	0		0	50	50	
PHF	.500	.000	.000	.500	.250	.792	.792	.770	.625	.000	.000	.625	.000	.692	.692	.692

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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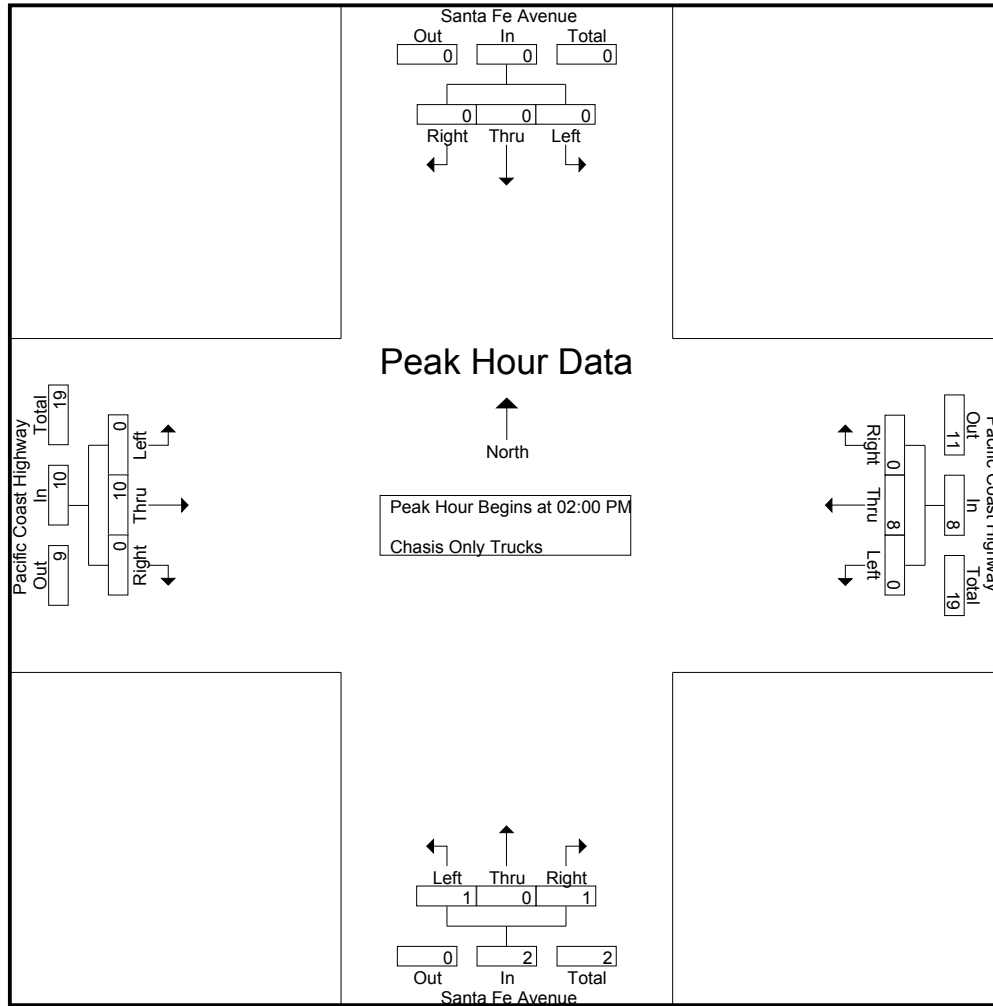
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	14	0	14	17
02:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6	9
02:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
02:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	8	0	8	1	0	1	2	0	10	0	10	20
Grand Total	0	0	0	0	0	10	0	10	1	0	2	3	0	24	0	24	37
Apprch %	0	0	0		0	100	0		33.3	0	66.7		0	100	0		
Total %	0	0	0		0	27	0	27	2.7	0	5.4	8.1	0	64.9	0	64.9	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6	9
02:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
02:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	8	0	8	1	0	1	2	0	10	0	10	20
% App. Total	0	0	0		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.250	.500	.000	.417	.000	.417	.556

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
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 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6
+15 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	8	0	8	1	0	1	2	0	10	0	10
% App. Total	0	0	0	0	0	100	0	0	50	0	50	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.250	.500	.000	.417	.000	.417

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
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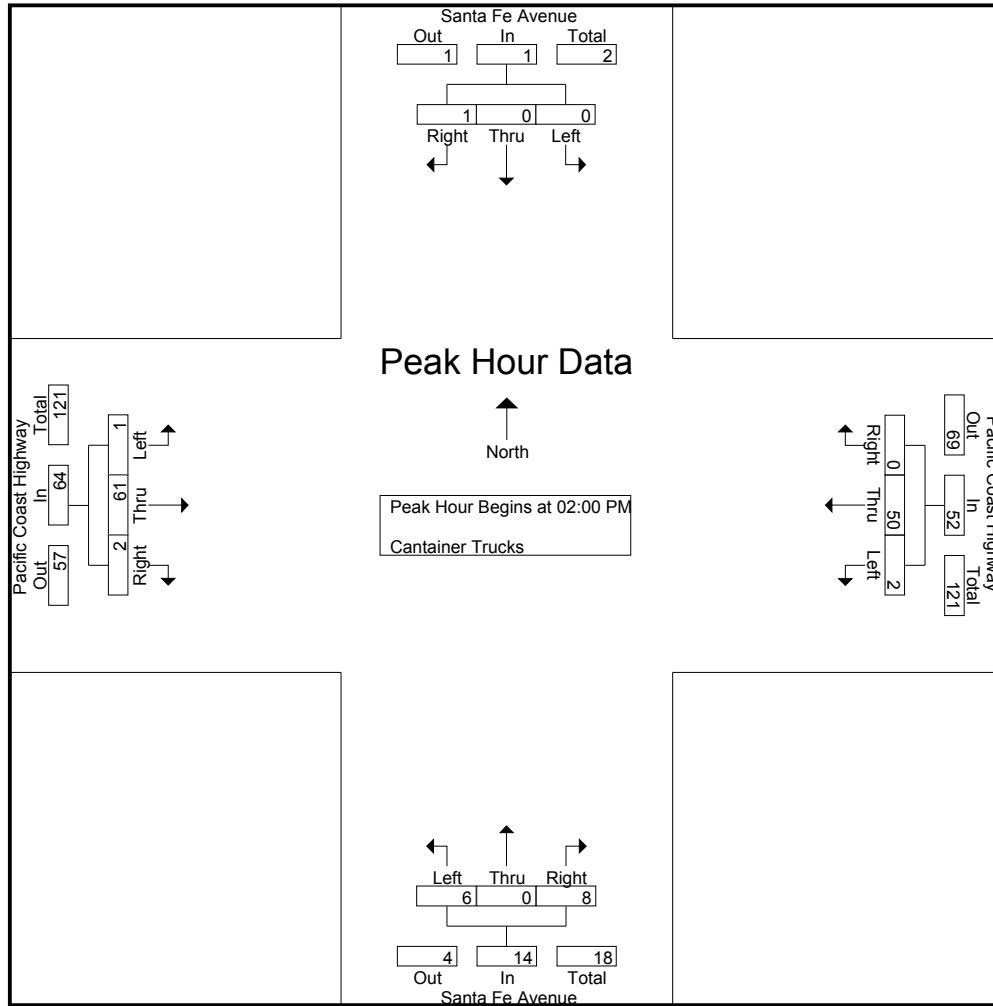
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	1	7	0	8	1	0	1	2	0	8	0	8	18
01:15 PM	0	0	0	0	0	7	0	7	1	0	0	1	0	8	0	8	16
01:30 PM	0	0	0	0	0	15	0	15	1	0	2	3	0	9	0	9	27
01:45 PM	0	0	0	0	2	9	0	11	1	0	1	2	0	23	0	23	36
Total	0	0	0	0	3	38	0	41	4	0	4	8	0	48	0	48	97
02:00 PM	0	0	0	0	0	11	0	11	0	0	2	2	1	16	1	18	31
02:15 PM	0	0	0	0	1	12	0	13	1	0	1	2	0	13	0	13	28
02:30 PM	0	0	0	0	1	12	0	13	1	0	5	6	0	15	0	15	34
02:45 PM	0	0	1	1	0	15	0	15	4	0	0	4	0	17	1	18	38
Total	0	0	1	1	2	50	0	52	6	0	8	14	1	61	2	64	131
Grand Total	0	0	1	1	5	88	0	93	10	0	12	22	1	109	2	112	228
Apprch %	0	0	100		5.4	94.6	0		45.5	0	54.5		0.9	97.3	1.8		
Total %	0	0	0.4	0.4	2.2	38.6	0	40.8	4.4	0	5.3	9.6	0.4	47.8	0.9	49.1	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	11	0	11	0	0	2	2	1	16	1	18	31
02:15 PM	0	0	0	0	1	12	0	13	1	0	1	2	0	13	0	13	28
02:30 PM	0	0	0	0	1	12	0	13	1	0	5	6	0	15	0	15	34
02:45 PM	0	0	1	1	0	15	0	15	4	0	0	4	0	17	1	18	38
Total Volume	0	0	1	1	2	50	0	52	6	0	8	14	1	61	2	64	131
% App. Total	0	0	100		3.8	96.2	0		42.9	0	57.1		1.6	95.3	3.1		
PHF	.000	.000	.250	.250	.500	.833	.000	.867	.375	.000	.400	.583	.250	.897	.500	.889	.862

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	11	0	11	0	0	2	2	1	16	1	18
+15 mins.	0	0	0	0	1	12	0	13	1	0	1	2	0	13	0	13
+30 mins.	0	0	0	0	1	12	0	13	1	0	5	6	0	15	0	15
+45 mins.	0	0	1	1	0	15	0	15	4	0	0	4	0	17	1	18
Total Volume	0	0	1	1	2	50	0	52	6	0	8	14	1	61	2	64
% App. Total	0	0	100		3.8	96.2	0		42.9	0	57.1		1.6	95.3	3.1	
PHF	.000	.000	.250	.250	.500	.833	.000	.867	.375	.000	.400	.583	.250	.897	.500	.889

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
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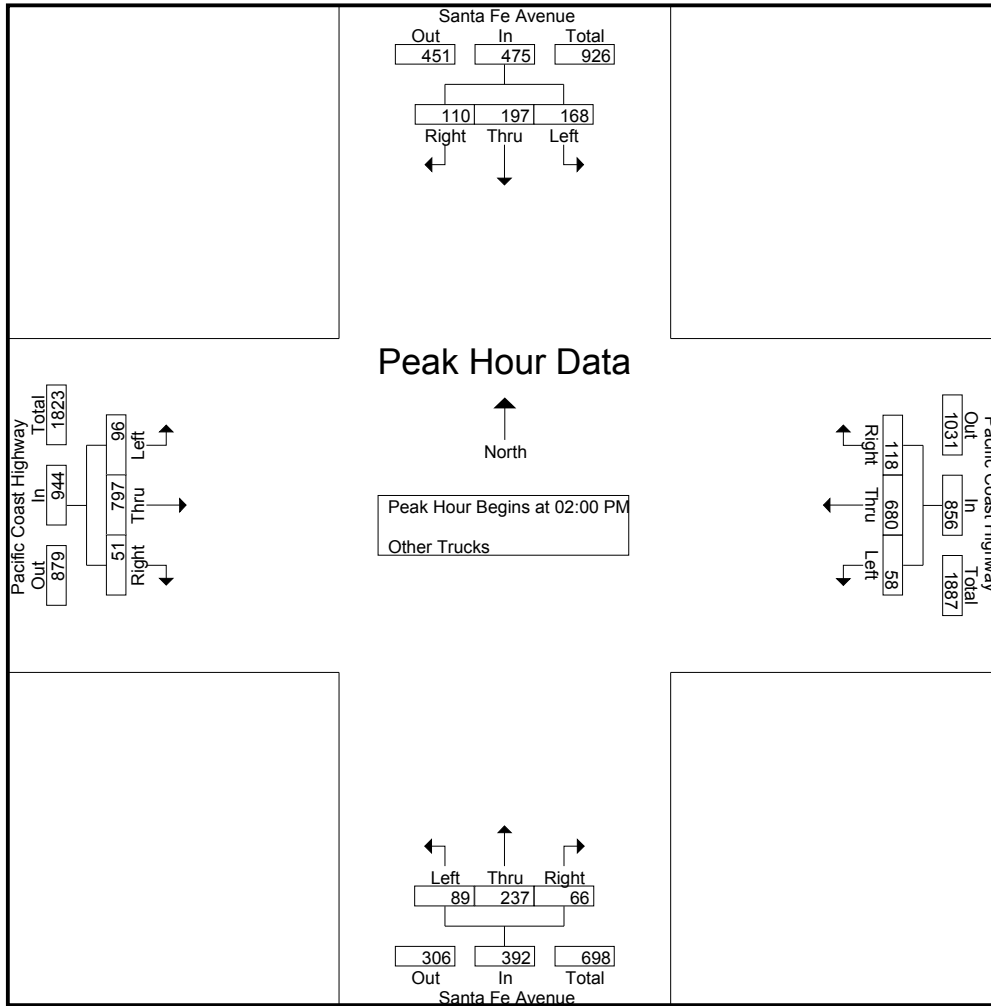
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	41	46	24	111	14	132	18	164	18	30	22	70	20	163	18	201	546
01:15 PM	29	31	18	78	28	157	27	212	24	38	15	77	16	165	8	189	556
01:30 PM	29	43	22	94	14	145	32	191	17	59	15	91	27	179	11	217	593
01:45 PM	47	49	20	116	8	157	19	184	21	44	19	84	20	195	9	224	608
Total	146	169	84	399	64	591	96	751	80	171	71	322	83	702	46	831	2303
02:00 PM	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272	663
02:15 PM	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209	638
02:30 PM	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244	662
02:45 PM	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219	704
Total	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944	2667
Grand Total	314	366	194	874	122	1271	214	1607	169	408	137	714	179	1499	97	1775	4970
Apprch %	35.9	41.9	22.2		7.6	79.1	13.3		23.7	57.1	19.2		10.1	84.5	5.5		
Total %	6.3	7.4	3.9	17.6	2.5	25.6	4.3	32.3	3.4	8.2	2.8	14.4	3.6	30.2	2	35.7	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272	663
02:15 PM	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209	638
02:30 PM	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244	662
02:45 PM	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219	704
Total Volume	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944	2667
% App. Total	35.4	41.5	23.2		6.8	79.4	13.8		22.7	60.5	16.8		10.2	84.4	5.4		
PHF	.677	.714	.887	.756	.906	.966	.641	.903	.695	.859	.635	.867	.800	.866	.911	.868	.947

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 0000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272
+15 mins.	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209
+30 mins.	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244
+45 mins.	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219
Total Volume	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944
% App. Total	35.4	41.5	23.2		6.8	79.4	13.8		22.7	60.5	16.8		10.2	84.4	5.4	
PHF	.677	.714	.887	.756	.906	.966	.641	.903	.695	.859	.635	.867	.800	.866	.911	.868

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
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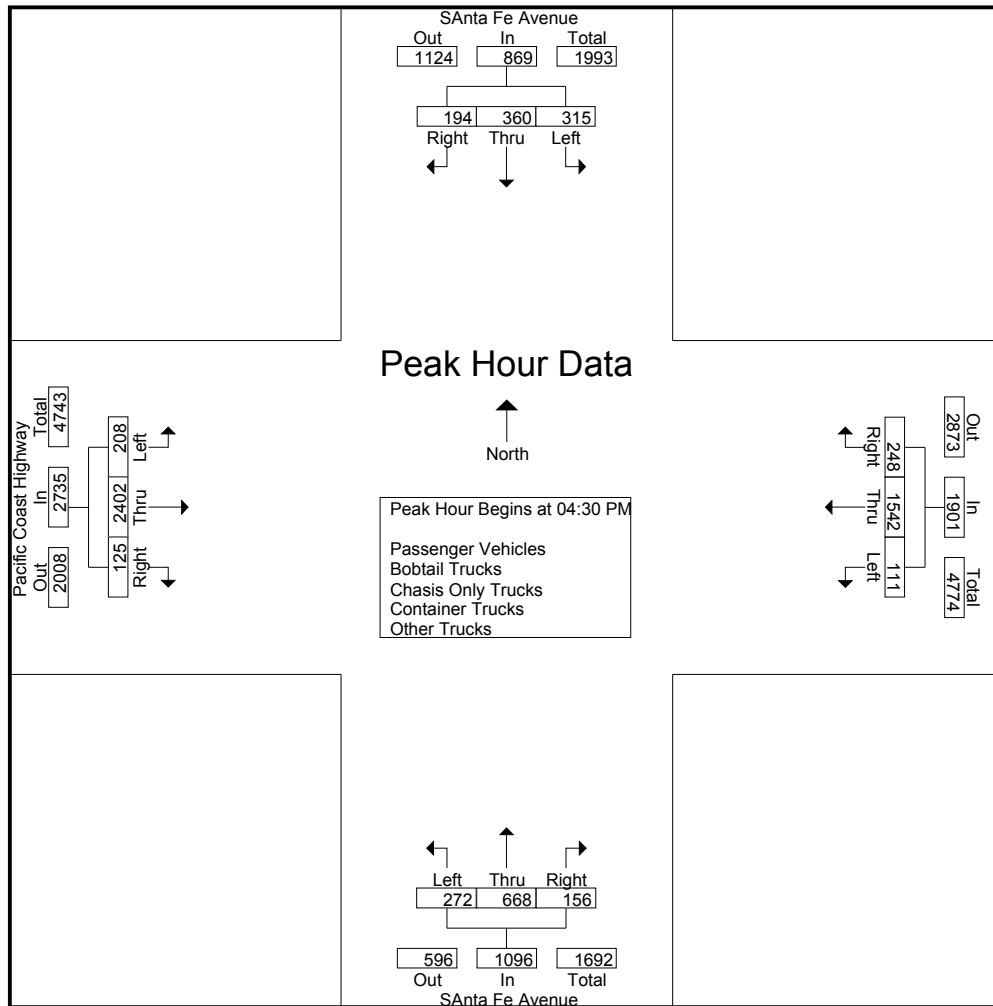
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	76	109	52	237	28	358	44	430	38	108	44	190	50	497	25	572	1429
04:15 PM	90	112	31	233	24	379	48	451	67	124	50	241	42	567	24	633	1558
04:30 PM	66	100	60	226	26	403	56	485	69	186	66	321	42	645	37	724	1756
04:45 PM	80	108	40	228	31	408	66	505	65	156	28	249	63	550	18	631	1613
Total	312	429	183	924	109	1548	214	1871	239	574	188	1001	197	2259	104	2560	6356
05:00 PM	80	72	50	202	21	321	54	396	67	192	20	279	59	601	38	698	1575
05:15 PM	89	80	44	213	33	410	72	515	71	134	42	247	44	606	32	682	1657
05:30 PM	140	94	50	284	22	354	60	436	43	112	50	205	47	559	26	632	1557
05:45 PM	66	82	66	214	12	310	70	392	36	88	28	152	37	609	26	672	1430
Total	375	328	210	913	88	1395	256	1739	217	526	140	883	187	2375	122	2684	6219
Grand Total	687	757	393	1837	197	2943	470	3610	456	1100	328	1884	384	4634	226	5244	12575
Approch %	37.4	41.2	21.4		5.5	81.5	13		24.2	58.4	17.4		7.3	88.4	4.3		
Total %	5.5	6	3.1	14.6	1.6	23.4	3.7	28.7	3.6	8.7	2.6	15	3.1	36.9	1.8	41.7	
Passenger Vehicles	342	378	196	916	97	1404	235	1736	218	550	163	931	188	2226	112	2526	6109
% Passenger Vehicles	49.8	49.9	49.9	49.9	49.2	47.7	50	48.1	47.8	50	49.7	49.4	49	48	49.6	48.2	48.6
Bobtail Trucks	2	0	0	2	0	85	0	85	13	0	0	13	8	117	0	125	225
% Bobtail Trucks	0.3	0	0	0.1	0	2.9	0	2.4	2.9	0	0	0.7	2.1	2.5	0	2.4	1.8
Chasis Only Trucks	0	0	0	0	0	7	0	7	2	0	0	2	0	17	0	17	26
% Chasis Only Trucks	0	0	0	0	0	0.2	0	0.2	0.4	0	0	0.1	0	0.4	0	0.3	0.2
Container Trucks	1	1	1	3	3	43	0	46	5	0	2	7	0	48	2	50	106
% Container Trucks	0.1	0.1	0.3	0.2	1.5	1.5	0	1.3	1.1	0	0.6	0.4	0	1	0.9	1	0.8
Other Trucks	342	378	196	916	97	1404	235	1736	218	550	163	931	188	2226	112	2526	6109
% Other Trucks	49.8	49.9	49.9	49.9	49.2	47.7	50	48.1	47.8	50	49.7	49.4	49	48	49.6	48.2	48.6

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	66	100	60	226	26	403	56	485	69	186	66	321	42	645	37	724	1756
04:45 PM	80	108	40	228	31	408	66	505	65	156	28	249	63	550	18	631	1613
05:00 PM	80	72	50	202	21	321	54	396	67	192	20	279	59	601	38	698	1575
05:15 PM	89	80	44	213	33	410	72	515	71	134	42	247	44	606	32	682	1657
Total Volume	315	360	194	869	111	1542	248	1901	272	668	156	1096	208	2402	125	2735	6601
% App. Total	36.2	41.4	22.3		5.8	81.1	13		24.8	60.9	14.2		7.6	87.8	4.6		
PHF	.885	.833	.808	.953	.841	.940	.861	.923	.958	.870	.591	.854	.825	.931	.822	.944	.940

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	80	108	40	228	26	403	56	485	69	186	66	321	42	645	37	724
+15 mins.	80	72	50	202	31	408	66	505	65	156	28	249	63	550	18	631
+30 mins.	89	80	44	213	21	321	54	396	67	192	20	279	59	601	38	698
+45 mins.	140	94	50	284	33	410	72	515	71	134	42	247	44	606	32	682
Total Volume	389	354	184	927	111	1542	248	1901	272	668	156	1096	208	2402	125	2735
% App. Total	42	38.2	19.8		5.8	81.1	13		24.8	60.9	14.2		7.6	87.8	4.6	
PHF	.695	.819	.920	.816	.841	.940	.861	.923	.958	.870	.591	.854	.825	.931	.822	.944

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
 Page No : 1

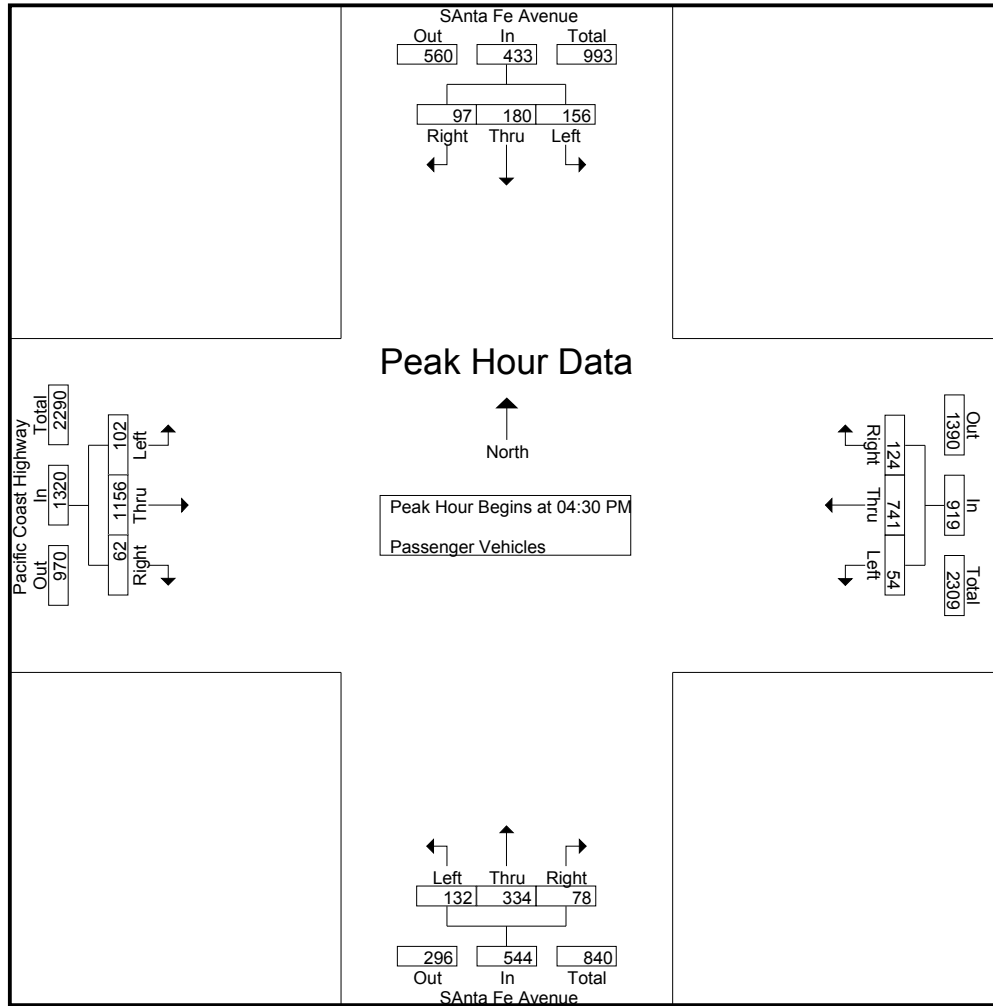
Groups Printed- Passenger Vehicles

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	54	26	118	14	168	22	204	17	54	22	93	25	237	12	274	689
04:15 PM	45	56	15	116	12	179	24	215	32	62	24	118	20	271	12	303	752
04:30 PM	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353	860
04:45 PM	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305	786
Total	155	214	91	460	54	736	107	897	115	287	93	495	96	1088	51	1235	3087
05:00 PM	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336	765
05:15 PM	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326	805
05:30 PM	70	47	25	142	11	172	30	213	21	56	25	102	23	270	13	306	763
05:45 PM	33	41	33	107	6	144	35	185	16	44	14	74	18	292	13	323	689
Total	187	164	105	456	43	668	128	839	103	263	70	436	92	1138	61	1291	3022
Grand Total	342	378	196	916	97	1404	235	1736	218	550	163	931	188	2226	112	2526	6109
Apprch %	37.3	41.3	21.4		5.6	80.9	13.5		23.4	59.1	17.5		7.4	88.1	4.4		
Total %	5.6	6.2	3.2	15	1.6	23	3.8	28.4	3.6	9	2.7	15.2	3.1	36.4	1.8	41.3	

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353	860
04:45 PM	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305	786
05:00 PM	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336	765
05:15 PM	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326	805
Total Volume	156	180	97	433	54	741	124	919	132	334	78	544	102	1156	62	1320	3216
% App. Total	36	41.6	22.4		5.9	80.6	13.5		24.3	61.4	14.3		7.7	87.6	4.7		
PHF	.886	.833	.808	.950	.844	.931	.861	.915	.971	.870	.591	.850	.850	.920	.816	.935	.935

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353
+15 mins.	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305
+30 mins.	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336
+45 mins.	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326
Total Volume	156	180	97	433	54	741	124	919	132	334	78	544	102	1156	62	1320
% App. Total	36	41.6	22.4		5.9	80.6	13.5		24.3	61.4	14.3		7.7	87.6	4.7	
PHF	.886	.833	.808	.950	.844	.931	.861	.915	.971	.870	.591	.850	.850	.920	.816	.935

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
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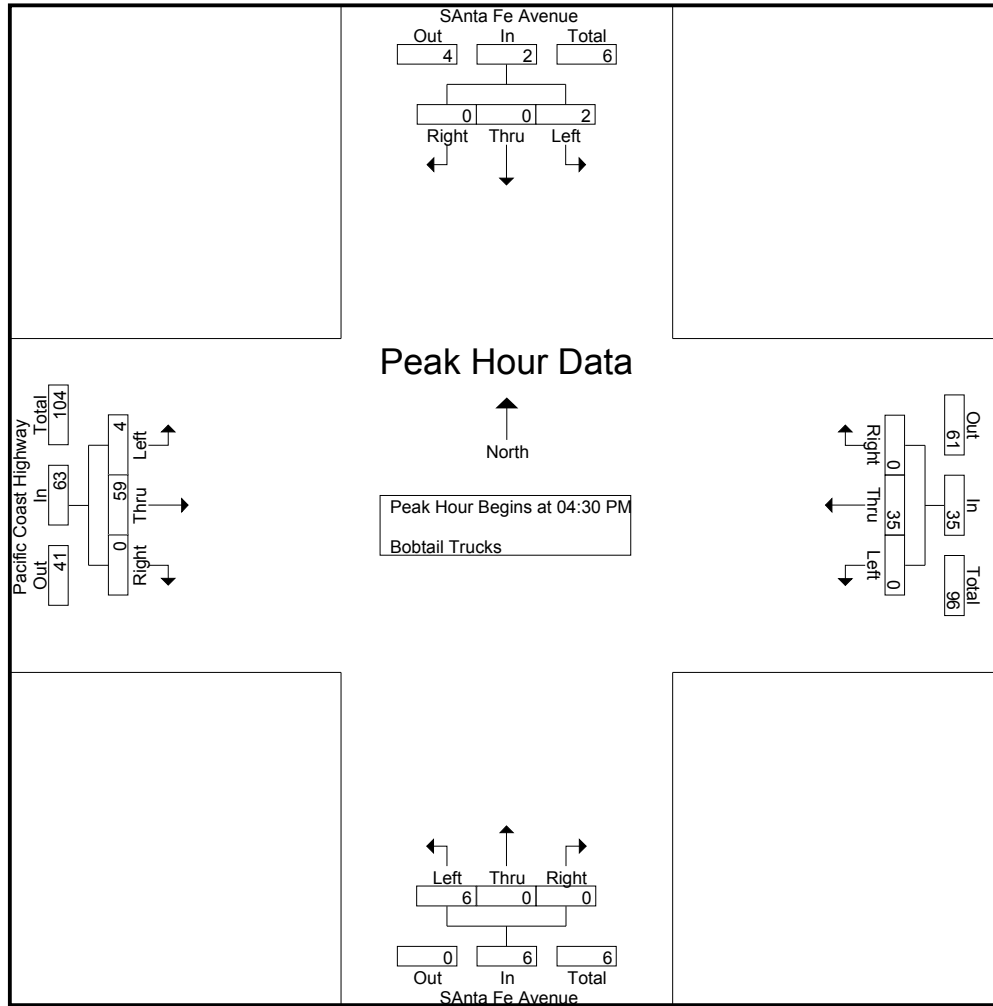
Groups Printed- Bobtail Trucks

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	17	0	17	2	0	0	2	0	17	0	17	36
04:15 PM	0	0	0	0	0	11	0	11	2	0	0	2	2	15	0	17	30
04:30 PM	2	0	0	2	0	10	0	10	1	0	0	1	0	14	0	14	27
04:45 PM	0	0	0	0	0	10	0	10	1	0	0	1	3	12	0	15	26
Total	2	0	0	2	0	48	0	48	6	0	0	6	5	58	0	63	119
05:00 PM	0	0	0	0	0	9	0	9	2	0	0	2	1	14	0	15	26
05:15 PM	0	0	0	0	0	6	0	6	2	0	0	2	0	19	0	19	27
05:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	1	13	0	14	21
05:45 PM	0	0	0	0	0	15	0	15	3	0	0	3	1	13	0	14	32
Total	0	0	0	0	0	37	0	37	7	0	0	7	3	59	0	62	106
Grand Total	2	0	0	2	0	85	0	85	13	0	0	13	8	117	0	125	225
Apprch %	100	0	0		0	100	0		100	0	0		6.4	93.6	0		
Total %	0.9	0	0	0.9	0	37.8	0	37.8	5.8	0	0	5.8	3.6	52	0	55.6	

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	0	0	2	0	10	0	10	1	0	0	1	0	14	0	14	27
04:45 PM	0	0	0	0	0	10	0	10	1	0	0	1	3	12	0	15	26
05:00 PM	0	0	0	0	0	9	0	9	2	0	0	2	1	14	0	15	26
05:15 PM	0	0	0	0	0	6	0	6	2	0	0	2	0	19	0	19	27
Total Volume	2	0	0	2	0	35	0	35	6	0	0	6	4	59	0	63	106
% App. Total	100	0	0		0	100	0		100	0	0		6.3	93.7	0		
PHF	.250	.000	.000	.250	.000	.875	.000	.875	.750	.000	.000	.750	.333	.776	.000	.829	.981

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	0	0	2	0	10	0	10	1	0	0	1	0	14	0	14
+15 mins.	0	0	0	0	0	10	0	10	1	0	0	1	3	12	0	15
+30 mins.	0	0	0	0	0	9	0	9	2	0	0	2	1	14	0	15
+45 mins.	0	0	0	0	0	6	0	6	2	0	0	2	0	19	0	19
Total Volume	2	0	0	2	0	35	0	35	6	0	0	6	4	59	0	63
% App. Total	100	0	0		0	100	0		100	0	0		6.3	93.7	0	
PHF	.250	.000	.000	.250	.000	.875	.000	.875	.750	.000	.000	.750	.333	.776	.000	.829

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
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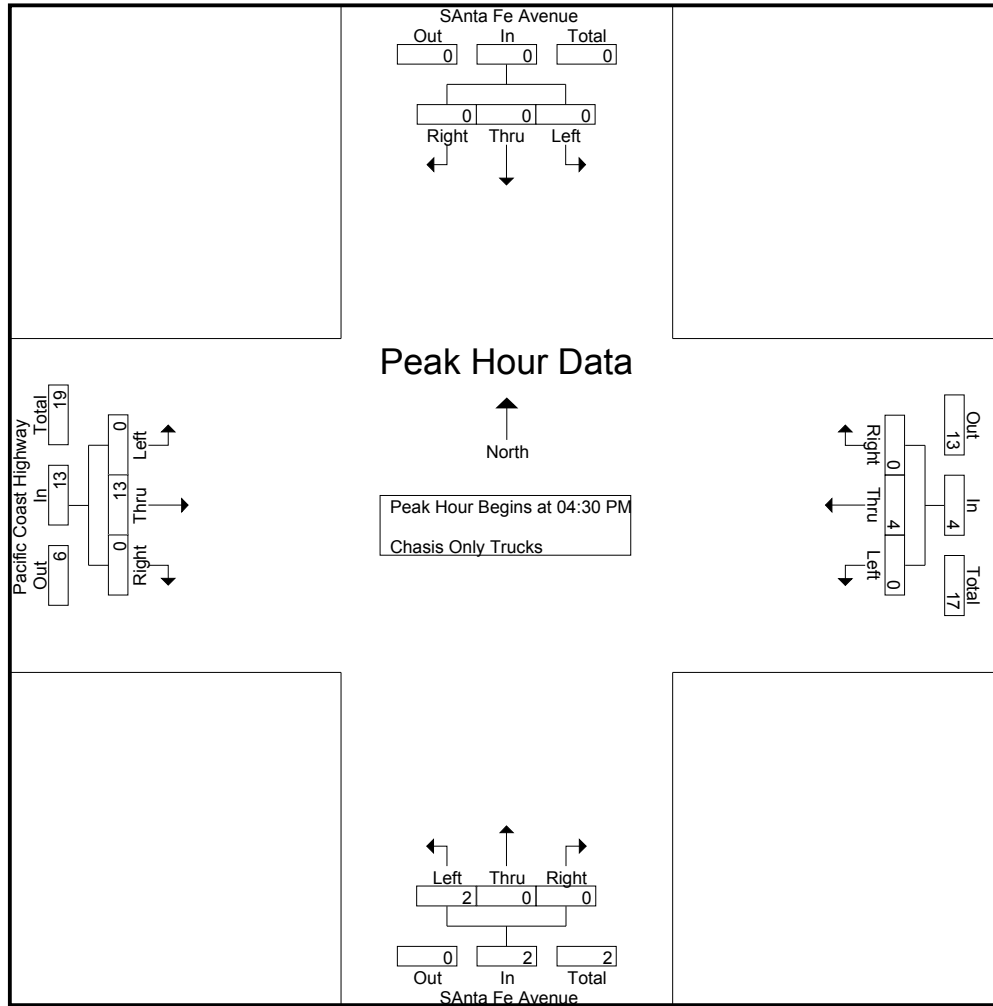
Groups Printed- Chasis Only Trucks

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	8	9
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	12	0	12	14
Grand Total	0	0	0	0	0	7	0	7	2	0	0	2	0	17	0	17	26
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0		0	26.9	0	26.9	7.7	0	0	7.7	0	65.4	0	65.4	

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	8	9
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
Total Volume	0	0	0	0	0	4	0	4	2	0	0	2	0	13	0	13	19
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.500	.000	.000	.500	.000	.406	.000	.406	.528

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	8
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2
Total Volume	0	0	0	0	0	4	0	4	2	0	0	2	0	13	0	13
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.500	.000	.000	.500	.000	.406	.000	.406

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
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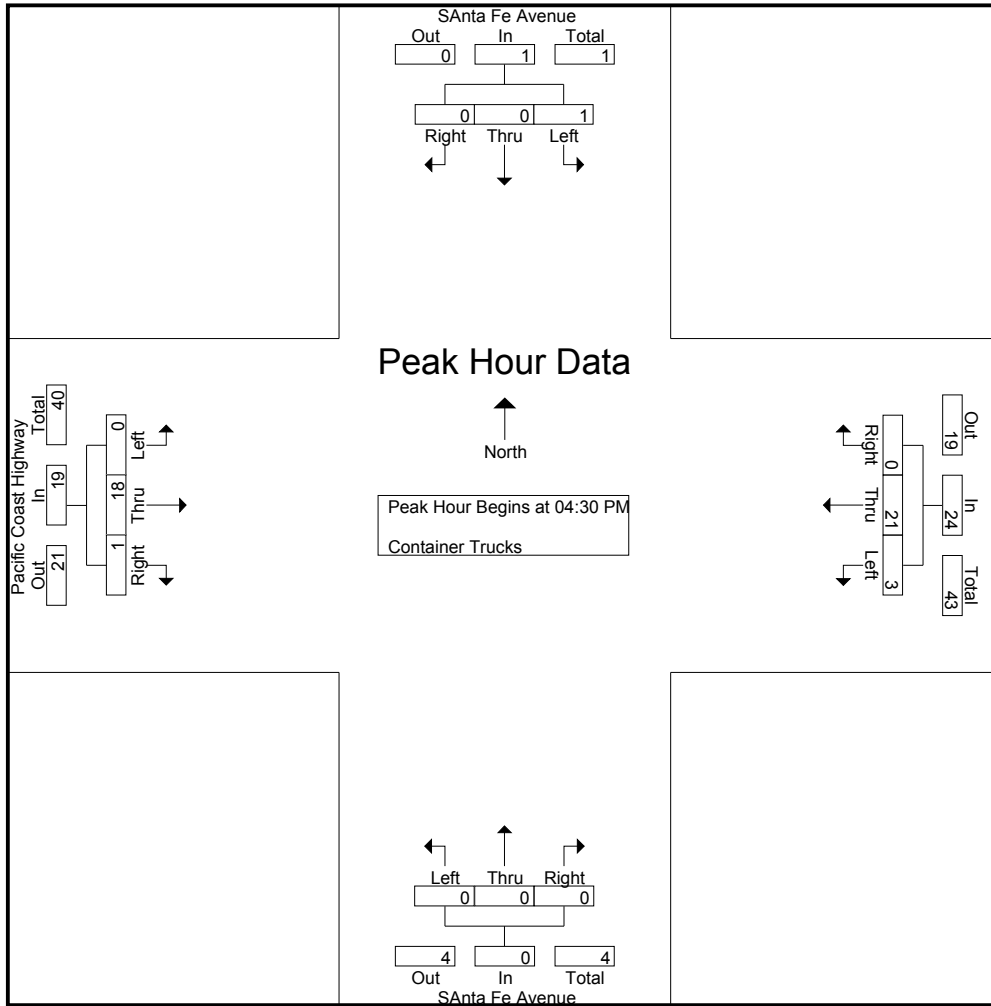
Groups Printed- Container Trucks

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	5	0	5	2	0	0	2	0	6	1	7	15
04:15 PM	0	0	1	1	0	7	0	7	1	0	2	3	0	8	0	8	19
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
04:45 PM	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4	10
Total	0	1	1	2	1	21	0	22	3	0	2	5	0	20	2	22	51
05:00 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	3	0	3	10
05:15 PM	1	0	0	1	1	6	0	7	0	0	0	0	0	9	0	9	17
05:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	5	0	5	9
05:45 PM	0	0	0	0	0	7	0	7	1	0	0	1	0	11	0	11	19
Total	1	0	0	1	2	22	0	24	2	0	0	2	0	28	0	28	55
Grand Total	1	1	1	3	3	43	0	46	5	0	2	7	0	48	2	50	106
Apprch %	33.3	33.3	33.3		6.5	93.5	0		71.4	0	28.6		0	96	4		
Total %	0.9	0.9	0.9	2.8	2.8	40.6	0	43.4	4.7	0	1.9	6.6	0	45.3	1.9	47.2	

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
04:45 PM	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4	10
05:00 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	3	0	3	10
05:15 PM	1	0	0	1	1	6	0	7	0	0	0	0	0	9	0	9	17
Total Volume	1	0	0	1	3	21	0	24	0	0	0	0	0	18	1	19	44
% App. Total	100	0	0		12.5	87.5	0		0	0	0		0	94.7	5.3		
PHF	.250	.000	.000	.250	.750	.875	.000	.857	.000	.000	.000	.000	.000	.500	.250	.528	.647

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3
+15 mins.	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	1	6	0	7	0	0	0	0	0	3	0	3
+45 mins.	1	0	0	1	1	6	0	7	0	0	0	0	0	9	0	9
Total Volume	1	0	0	1	3	21	0	24	0	0	0	0	0	18	1	19
% App. Total	100	0	0	0	12.5	87.5	0	0	0	0	0	0	0	94.7	5.3	0
PHF	.250	.000	.000	.250	.750	.875	.000	.857	.000	.000	.000	.000	.000	.500	.250	.528

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
 Page No : 1

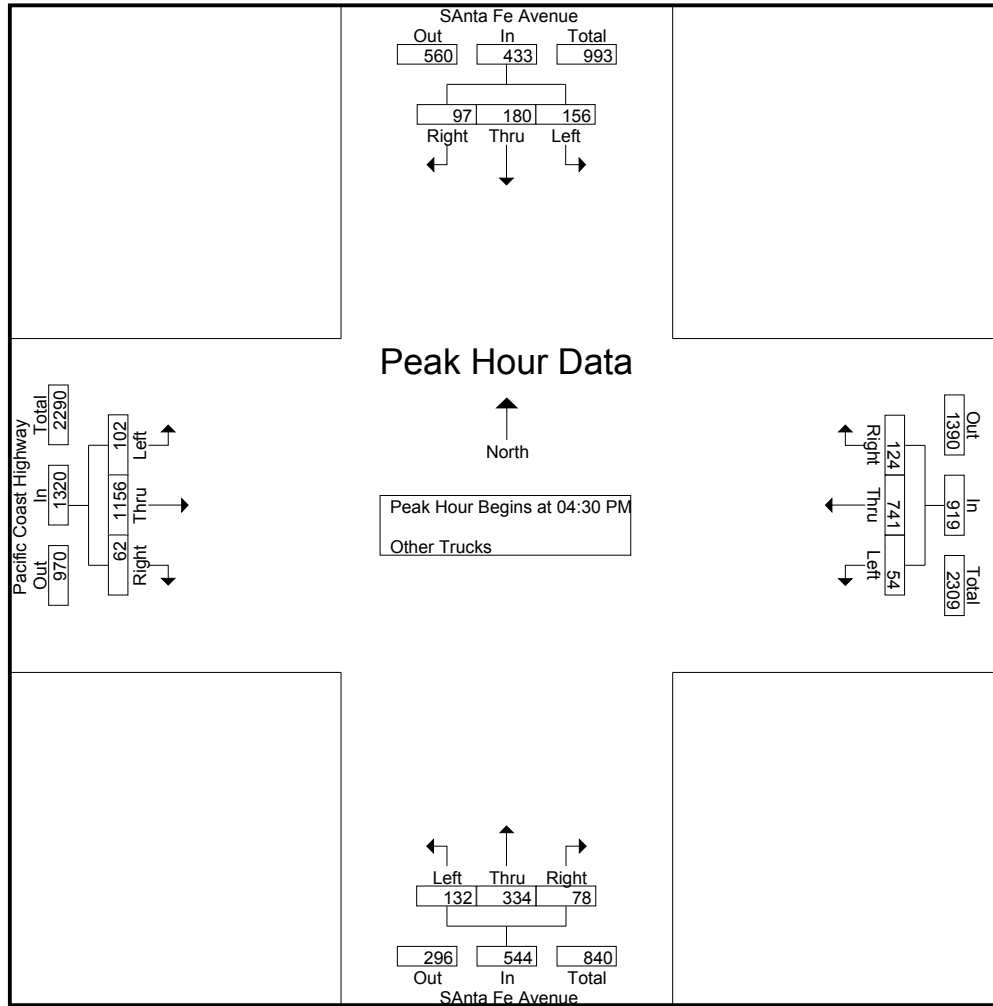
Groups Printed- Other Trucks

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	54	26	118	14	168	22	204	17	54	22	93	25	237	12	274	689
04:15 PM	45	56	15	116	12	179	24	215	32	62	24	118	20	271	12	303	752
04:30 PM	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353	860
04:45 PM	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305	786
Total	155	214	91	460	54	736	107	897	115	287	93	495	96	1088	51	1235	3087
05:00 PM	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336	765
05:15 PM	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326	805
05:30 PM	70	47	25	142	11	172	30	213	21	56	25	102	23	270	13	306	763
05:45 PM	33	41	33	107	6	144	35	185	16	44	14	74	18	292	13	323	689
Total	187	164	105	456	43	668	128	839	103	263	70	436	92	1138	61	1291	3022
Grand Total	342	378	196	916	97	1404	235	1736	218	550	163	931	188	2226	112	2526	6109
Apprch %	37.3	41.3	21.4		5.6	80.9	13.5		23.4	59.1	17.5		7.4	88.1	4.4		
Total %	5.6	6.2	3.2	15	1.6	23	3.8	28.4	3.6	9	2.7	15.2	3.1	36.4	1.8	41.3	

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353	860
04:45 PM	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305	786
05:00 PM	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336	765
05:15 PM	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326	805
Total Volume	156	180	97	433	54	741	124	919	132	334	78	544	102	1156	62	1320	3216
% App. Total	36	41.6	22.4		5.9	80.6	13.5		24.3	61.4	14.3		7.7	87.6	4.7		
PHF	.886	.833	.808	.950	.844	.931	.861	.915	.971	.870	.591	.850	.850	.920	.816	.935	.935

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353
+15 mins.	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305
+30 mins.	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336
+45 mins.	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326
Total Volume	156	180	97	433	54	741	124	919	132	334	78	544	102	1156	62	1320
% App. Total	36	41.6	22.4		5.9	80.6	13.5		24.3	61.4	14.3		7.7	87.6	4.7	
PHF	.886	.833	.808	.950	.844	.931	.861	.915	.971	.870	.591	.850	.850	.920	.816	.935

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 1

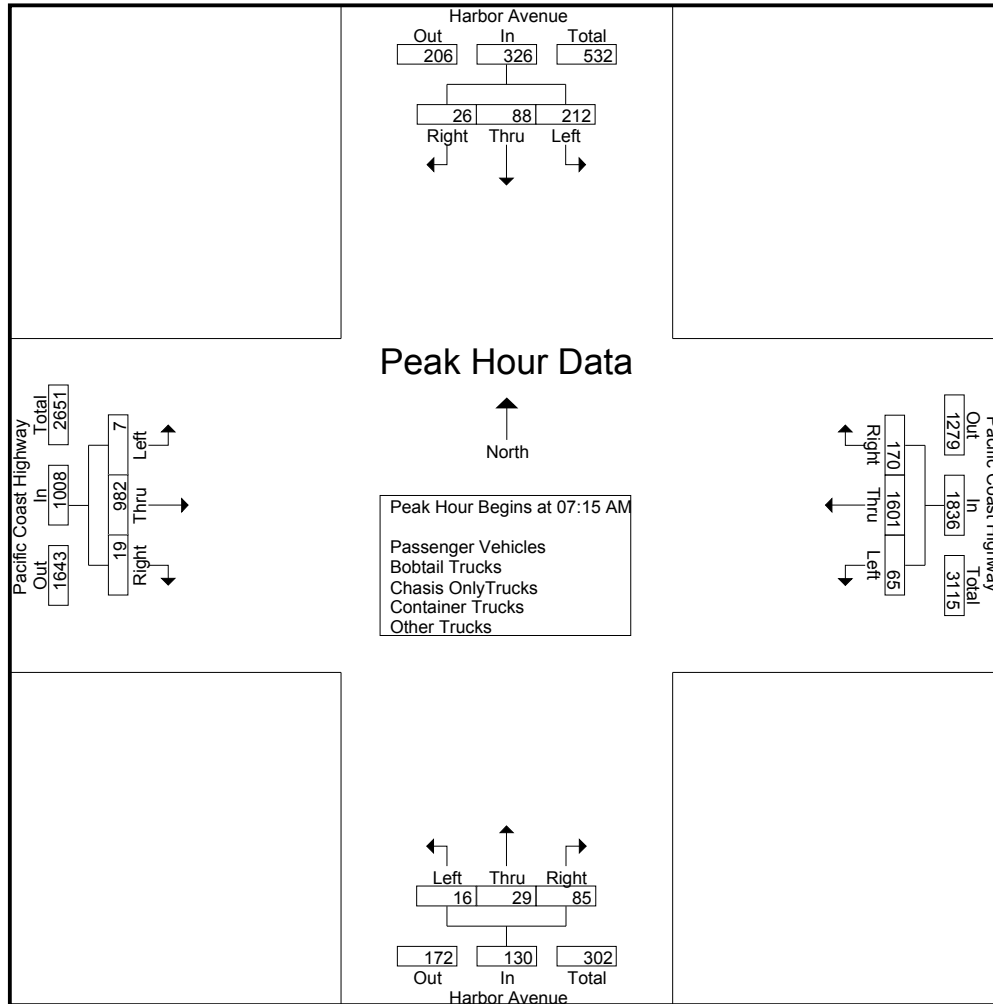
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	32	13	8	53	7	253	36	296	6	2	12	20	0	182	3	185	554
07:15 AM	49	18	9	76	19	463	42	524	8	5	15	28	3	221	6	230	858
07:30 AM	67	51	4	122	14	424	66	504	1	8	26	35	1	300	2	303	964
07:45 AM	48	7	6	61	14	362	36	412	4	10	22	36	1	256	9	266	775
Total	196	89	27	312	54	1502	180	1736	19	25	75	119	5	959	20	984	3151
08:00 AM	48	12	7	67	18	352	26	396	3	6	22	31	2	205	2	209	703
08:15 AM	39	9	7	55	14	313	21	348	1	2	19	22	1	248	2	251	676
08:30 AM	30	10	9	49	10	279	19	308	5	1	35	41	1	242	6	249	647
08:45 AM	38	8	5	51	9	284	15	308	4	0	35	39	1	232	8	241	639
Total	155	39	28	222	51	1228	81	1360	13	9	111	133	5	927	18	950	2665
Grand Total	351	128	55	534	105	2730	261	3096	32	34	186	252	10	1886	38	1934	5816
Apprch %	65.7	24	10.3		3.4	88.2	8.4		12.7	13.5	73.8		0.5	97.5	2		
Total %	6	2.2	0.9	9.2	1.8	46.9	4.5	53.2	0.6	0.6	3.2	4.3	0.2	32.4	0.7	33.3	
Passenger Vehicles	351	128	55	534	98	2527	260	2885	23	34	122	179	9	1531	33	1573	5171
% Passenger Vehicles	100	100	100	100	93.3	92.6	99.6	93.2	71.9	100	65.6	71	90	81.2	86.8	81.3	88.9
Bobtail Trucks	0	0	0	0	4	50	0	54	6	0	28	34	1	73	3	77	165
% Bobtail Trucks	0	0	0	0	3.8	1.8	0	1.7	18.8	0	15.1	13.5	10	3.9	7.9	4	2.8
Chasis Only Trucks	0	0	0	0	0	3	0	3	0	0	1	1	0	16	0	16	20
% Chasis Only Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0.5	0.4	0	0.8	0	0.8	0.3
Container Trucks	0	0	0	0	1	32	0	33	0	0	27	27	0	158	1	159	219
% Container Trucks	0	0	0	0	1	1.2	0	1.1	0	0	14.5	10.7	0	8.4	2.6	8.2	3.8
Other Trucks	0	0	0	0	2	118	1	121	3	0	8	11	0	108	1	109	241
% Other Trucks	0	0	0	0	1.9	4.3	0.4	3.9	9.4	0	4.3	4.4	0	5.7	2.6	5.6	4.1

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	49	18	9	76	19	463	42	524	8	5	15	28	3	221	6	230	858
07:30 AM	67	51	4	122	14	424	66	504	1	8	26	35	1	300	2	303	964
07:45 AM	48	7	6	61	14	362	36	412	4	10	22	36	1	256	9	266	775
08:00 AM	48	12	7	67	18	352	26	396	3	6	22	31	2	205	2	209	703
Total Volume	212	88	26	326	65	1601	170	1836	16	29	85	130	7	982	19	1008	3300
% App. Total	65	27	8		3.5	87.2	9.3		12.3	22.3	65.4		0.7	97.4	1.9		
PHF	.791	.431	.722	.668	.855	.864	.644	.876	.500	.725	.817	.903	.583	.818	.528	.832	.856

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				08:00 AM				07:30 AM			
+0 mins.	49	18	9	76	19	463	42	524	3	6	22	31	1	300	2	303
+15 mins.	67	51	4	122	14	424	66	504	1	2	19	22	1	256	9	266
+30 mins.	48	7	6	61	14	362	36	412	5	1	35	41	2	205	2	209
+45 mins.	48	12	7	67	18	352	26	396	4	0	35	39	1	248	2	251
Total Volume	212	88	26	326	65	1601	170	1836	13	9	111	133	5	1009	15	1029
% App. Total	65	27	8		3.5	87.2	9.3		9.8	6.8	83.5		0.5	98.1	1.5	
PHF	.791	.431	.722	.668	.855	.864	.644	.876	.650	.375	.793	.811	.625	.841	.417	.849

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 1

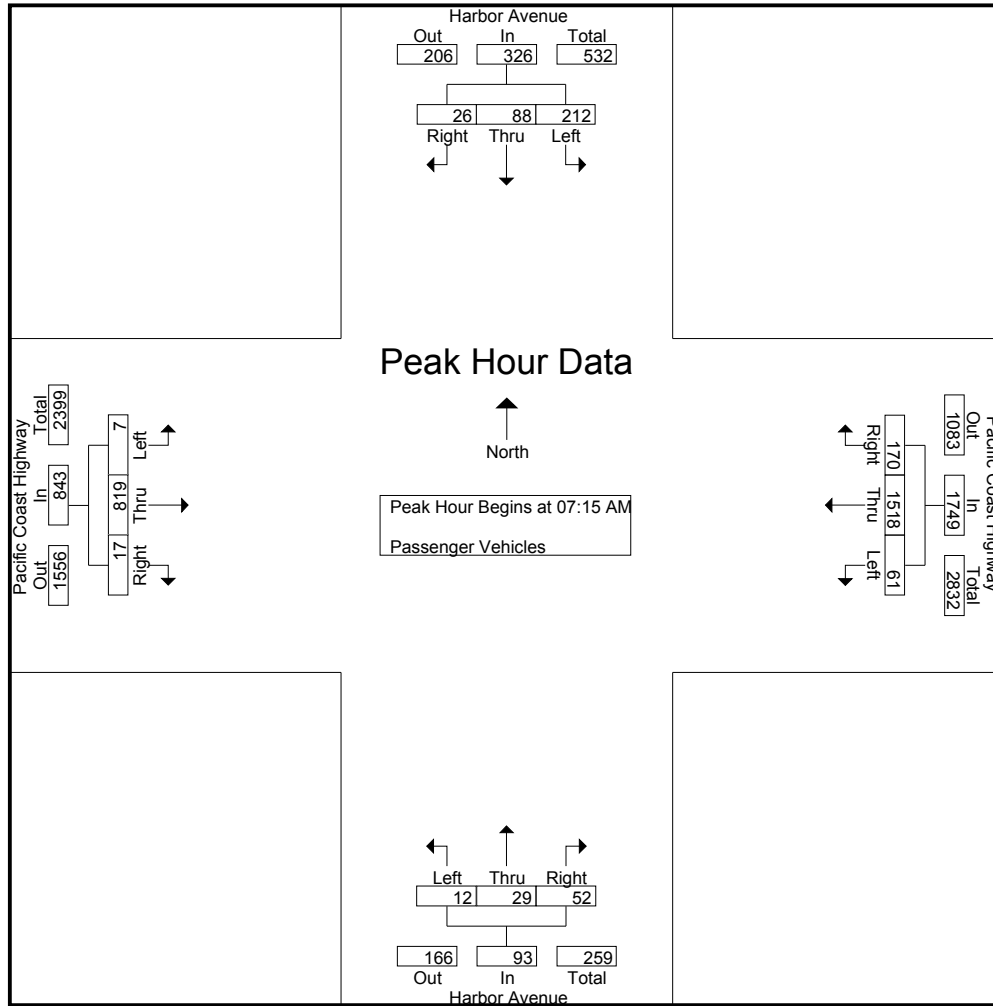
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	32	13	8	53	7	235	35	277	5	2	7	14	0	146	2	148	492
07:15 AM	49	18	9	76	16	441	42	499	6	5	7	18	3	184	4	191	784
07:30 AM	67	51	4	122	14	401	66	481	1	8	18	27	1	258	2	261	891
07:45 AM	48	7	6	61	14	351	36	401	3	10	12	25	1	208	9	218	705
Total	196	89	27	312	51	1428	179	1658	15	25	44	84	5	796	17	818	2872
08:00 AM	48	12	7	67	17	325	26	368	2	6	15	23	2	169	2	173	631
08:15 AM	39	9	7	55	13	281	21	315	1	2	14	17	1	198	2	201	588
08:30 AM	30	10	9	49	10	252	19	281	3	1	23	27	0	190	6	196	553
08:45 AM	38	8	5	51	7	241	15	263	2	0	26	28	1	178	6	185	527
Total	155	39	28	222	47	1099	81	1227	8	9	78	95	4	735	16	755	2299
Grand Total	351	128	55	534	98	2527	260	2885	23	34	122	179	9	1531	33	1573	5171
Apprch %	65.7	24	10.3		3.4	87.6	9		12.8	19	68.2		0.6	97.3	2.1		
Total %	6.8	2.5	1.1	10.3	1.9	48.9	5	55.8	0.4	0.7	2.4	3.5	0.2	29.6	0.6	30.4	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	49	18	9	76	16	441	42	499	6	5	7	18	3	184	4	191	784
07:30 AM	67	51	4	122	14	401	66	481	1	8	18	27	1	258	2	261	891
07:45 AM	48	7	6	61	14	351	36	401	3	10	12	25	1	208	9	218	705
08:00 AM	48	12	7	67	17	325	26	368	2	6	15	23	2	169	2	173	631
Total Volume	212	88	26	326	61	1518	170	1749	12	29	52	93	7	819	17	843	3011
% App. Total	65	27	8		3.5	86.8	9.7		12.9	31.2	55.9		0.8	97.2	2		
PHF	.791	.431	.722	.668	.897	.861	.644	.876	.500	.725	.722	.861	.583	.794	.472	.807	.845

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	49	18	9	76	16	441	42	499	6	5	7	18	3	184	4	191
+15 mins.	67	51	4	122	14	401	66	481	1	8	18	27	1	258	2	261
+30 mins.	48	7	6	61	14	351	36	401	3	10	12	25	1	208	9	218
+45 mins.	48	12	7	67	17	325	26	368	2	6	15	23	2	169	2	173
Total Volume	212	88	26	326	61	1518	170	1749	12	29	52	93	7	819	17	843
% App. Total	65	27	8		3.5	86.8	9.7		12.9	31.2	55.9		0.8	97.2	2	
PHF	.791	.431	.722	.668	.897	.861	.644	.876	.500	.725	.722	.861	.583	.794	.472	.807

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
 Start Date : 2/28/2012
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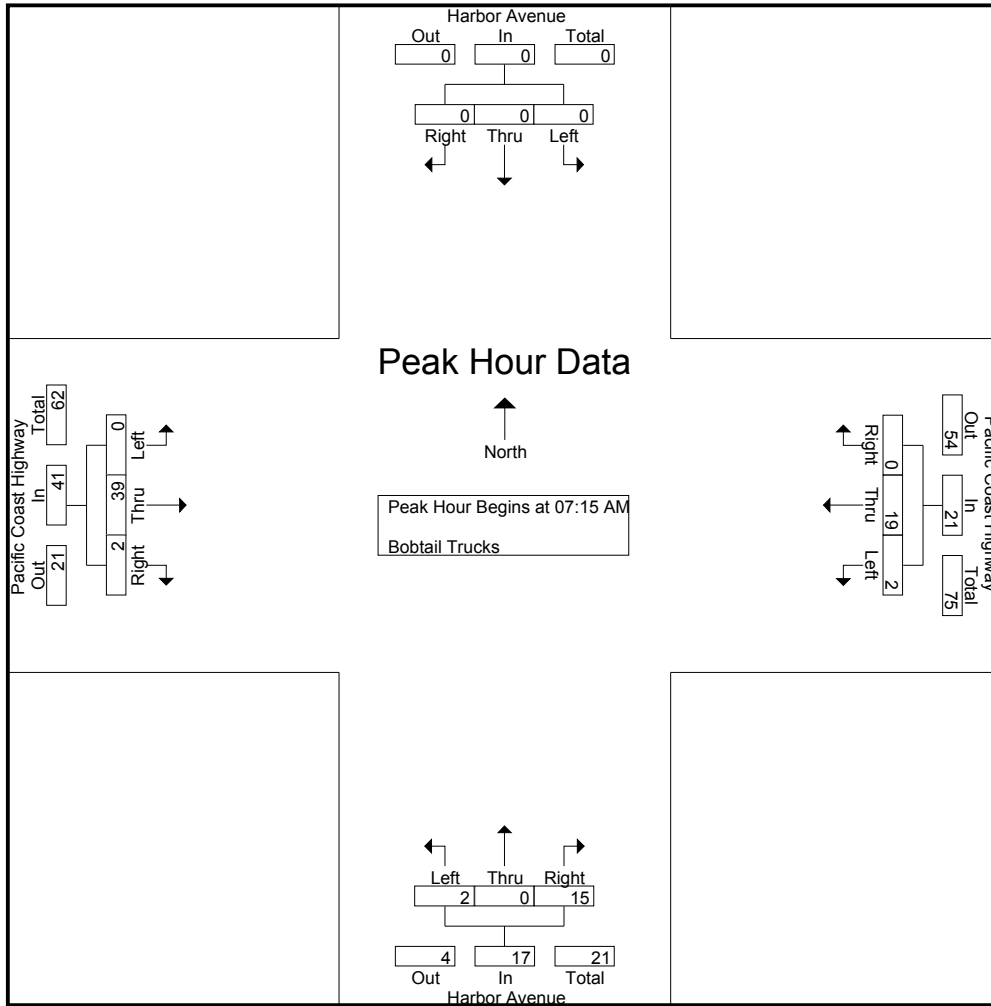
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	4	0	4	9
07:15 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	11	2	13	19
07:30 AM	0	0	0	0	0	5	0	5	0	0	6	6	0	10	0	10	21
07:45 AM	0	0	0	0	0	5	0	5	0	0	6	6	0	9	0	9	20
Total	0	0	0	0	1	18	0	19	1	0	13	14	0	34	2	36	69
08:00 AM	0	0	0	0	1	5	0	6	1	0	3	4	0	9	0	9	19
08:15 AM	0	0	0	0	0	9	0	9	0	0	3	3	0	8	0	8	20
08:30 AM	0	0	0	0	0	11	0	11	2	0	7	9	1	11	0	12	32
08:45 AM	0	0	0	0	2	7	0	9	2	0	2	4	0	11	1	12	25
Total	0	0	0	0	3	32	0	35	5	0	15	20	1	39	1	41	96
Grand Total	0	0	0	0	4	50	0	54	6	0	28	34	1	73	3	77	165
Apprch %	0	0	0		7.4	92.6	0		17.6	0	82.4		1.3	94.8	3.9		
Total %	0	0	0	0	2.4	30.3	0	32.7	3.6	0	17	20.6	0.6	44.2	1.8	46.7	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	11	2	13	19
07:30 AM	0	0	0	0	0	5	0	5	0	0	6	6	0	10	0	10	21
07:45 AM	0	0	0	0	0	5	0	5	0	0	6	6	0	9	0	9	20
08:00 AM	0	0	0	0	1	5	0	6	1	0	3	4	0	9	0	9	19
Total Volume	0	0	0	0	2	19	0	21	2	0	15	17	0	39	2	41	79
% App. Total	0	0	0		9.5	90.5	0		11.8	0	88.2		0	95.1	4.9		
PHF	.000	.000	.000	.000	.500	.950	.000	.875	.500	.000	.625	.708	.000	.886	.250	.788	.940

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	4	0	5	1	0	0	1	0	11	2	13
+15 mins.	0	0	0	0	0	5	0	5	0	0	6	6	0	10	0	10
+30 mins.	0	0	0	0	0	5	0	5	0	0	6	6	0	9	0	9
+45 mins.	0	0	0	0	1	5	0	6	1	0	3	4	0	9	0	9
Total Volume	0	0	0	0	2	19	0	21	2	0	15	17	0	39	2	41
% App. Total	0	0	0	0	9.5	90.5	0		11.8	0	88.2		0	95.1	4.9	
PHF	.000	.000	.000	.000	.500	.950	.000	.875	.500	.000	.625	.708	.000	.886	.250	.788

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
 Start Date : 2/28/2012
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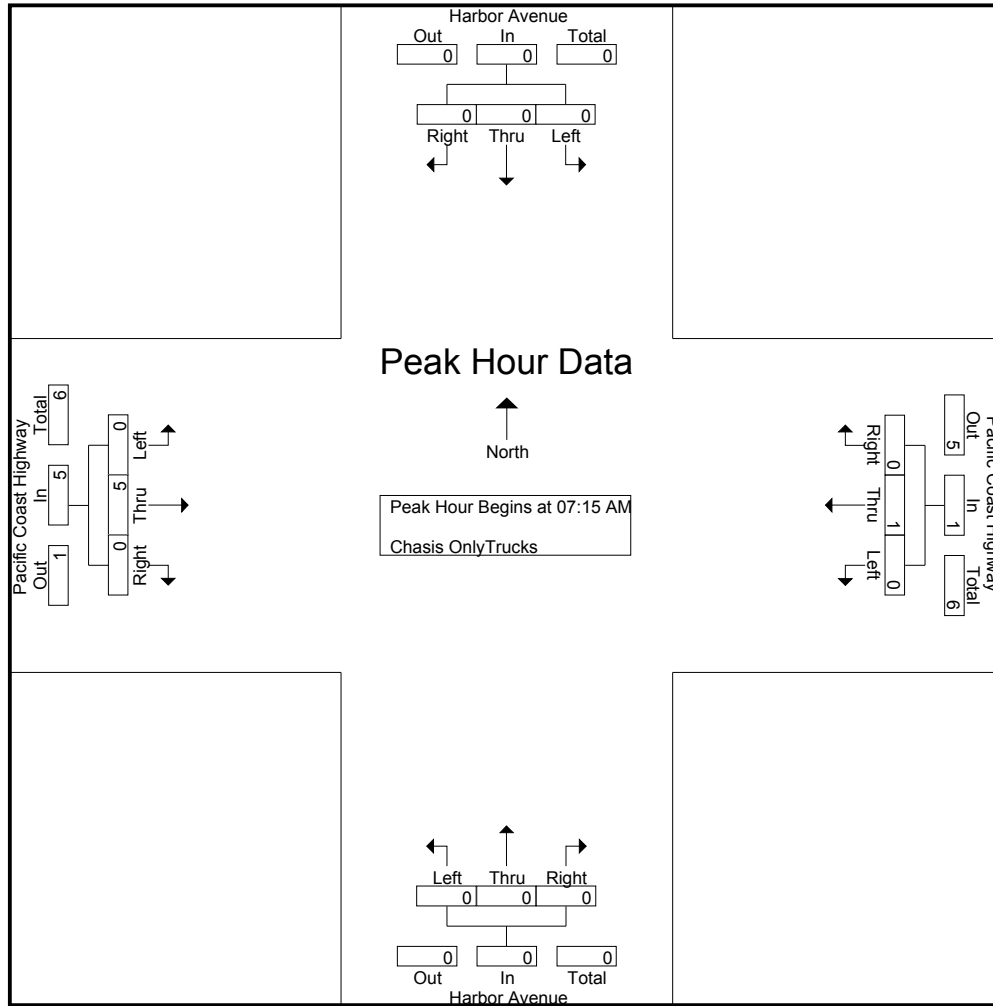
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	14	0	14	17
Grand Total	0	0	0	0	0	3	0	3	0	0	1	1	0	16	0	16	20
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	15	0	15	0	0	5	5	0	80	0	80	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.417	.000	.417	.500

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.417	.000	.417

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
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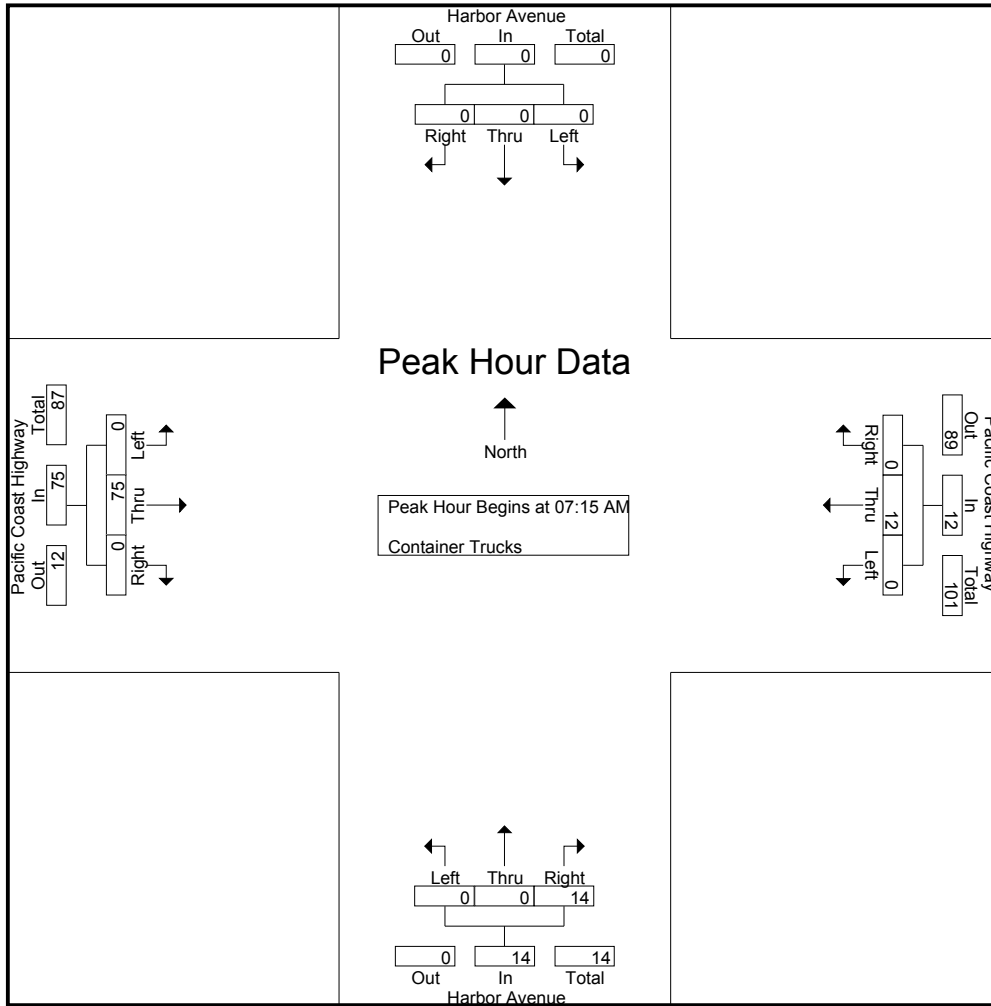
Groups Printed- Container Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	0	0	4	4	0	16	1	17	23
07:15 AM	0	0	0	0	0	4	0	4	0	0	7	7	0	18	0	18	29
07:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	19	0	19	22
07:45 AM	0	0	0	0	0	1	0	1	0	0	4	4	0	21	0	21	26
Total	0	0	0	0	0	9	0	9	0	0	16	16	0	74	1	75	100
08:00 AM	0	0	0	0	0	5	0	5	0	0	2	2	0	17	0	17	24
08:15 AM	0	0	0	0	1	5	0	6	0	0	1	1	0	24	0	24	31
08:30 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	19	0	19	24
08:45 AM	0	0	0	0	0	10	0	10	0	0	6	6	0	24	0	24	40
Total	0	0	0	0	1	23	0	24	0	0	11	11	0	84	0	84	119
Grand Total	0	0	0	0	1	32	0	33	0	0	27	27	0	158	1	159	219
Apprch %	0	0	0		3	97	0		0	0	100		0	99.4	0.6		
Total %	0	0	0		0.5	14.6	0	15.1	0	0	12.3	12.3	0	72.1	0.5	72.6	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	4	0	4	0	0	7	7	0	18	0	18	29
07:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	19	0	19	22
07:45 AM	0	0	0	0	0	1	0	1	0	0	4	4	0	21	0	21	26
08:00 AM	0	0	0	0	0	5	0	5	0	0	2	2	0	17	0	17	24
Total Volume	0	0	0	0	0	12	0	12	0	0	14	14	0	75	0	75	101
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.500	.500	.000	.893	.000	.893	.871

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	7	7	0	18	0	18
+15 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	19	0	19
+30 mins.	0	0	0	0	0	1	0	1	0	0	4	4	0	21	0	21
+45 mins.	0	0	0	0	0	5	0	5	0	0	2	2	0	17	0	17
Total Volume	0	0	0	0	0	12	0	12	0	0	14	14	0	75	0	75
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.500	.500	.000	.893	.000	.893

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
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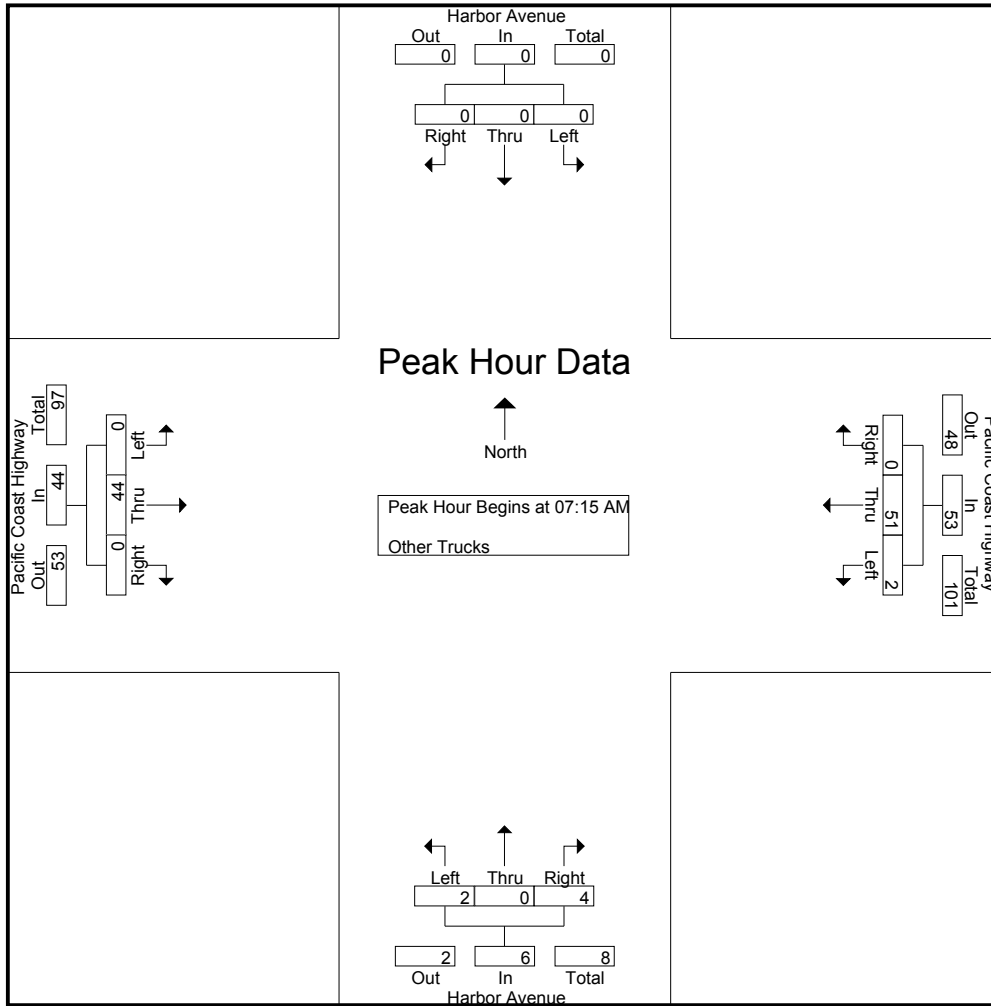
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	12	1	13	1	0	0	1	0	16	0	16	30
07:15 AM	0	0	0	0	2	13	0	15	1	0	1	2	0	7	0	7	24
07:30 AM	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12	29
07:45 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	18	0	18	24
Total	0	0	0	0	2	46	1	49	3	0	2	5	0	53	0	53	107
08:00 AM	0	0	0	0	0	17	0	17	0	0	2	2	0	7	0	7	26
08:15 AM	0	0	0	0	0	18	0	18	0	0	1	1	0	14	0	14	33
08:30 AM	0	0	0	0	0	12	0	12	0	0	2	2	0	21	0	21	35
08:45 AM	0	0	0	0	0	25	0	25	0	0	1	1	0	13	1	14	40
Total	0	0	0	0	0	72	0	72	0	0	6	6	0	55	1	56	134
Grand Total	0	0	0	0	2	118	1	121	3	0	8	11	0	108	1	109	241
Apprch %	0	0	0		1.7	97.5	0.8		27.3	0	72.7		0	99.1	0.9		
Total %	0	0	0		0.8	49	0.4	50.2	1.2	0	3.3	4.6	0	44.8	0.4	45.2	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	2	13	0	15	1	0	1	2	0	7	0	7	24
07:30 AM	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12	29
07:45 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	18	0	18	24
08:00 AM	0	0	0	0	0	17	0	17	0	0	2	2	0	7	0	7	26
Total Volume	0	0	0	0	2	51	0	53	2	0	4	6	0	44	0	44	103
% App. Total	0	0	0		3.8	96.2	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.779	.500	.000	.500	.750	.000	.611	.000	.611	.888

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	2	13	0	15	1	0	1	2	0	7	0	7
+15 mins.	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12
+30 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	18	0	18
+45 mins.	0	0	0	0	0	17	0	17	0	0	2	2	0	7	0	7
Total Volume	0	0	0	0	2	51	0	53	2	0	4	6	0	44	0	44
% App. Total	0	0	0	0	3.8	96.2	0		33.3	0	66.7		0	100	0	
PHF	.000	.000	.000	.000	.250	.750	.000	.779	.500	.000	.500	.750	.000	.611	.000	.611

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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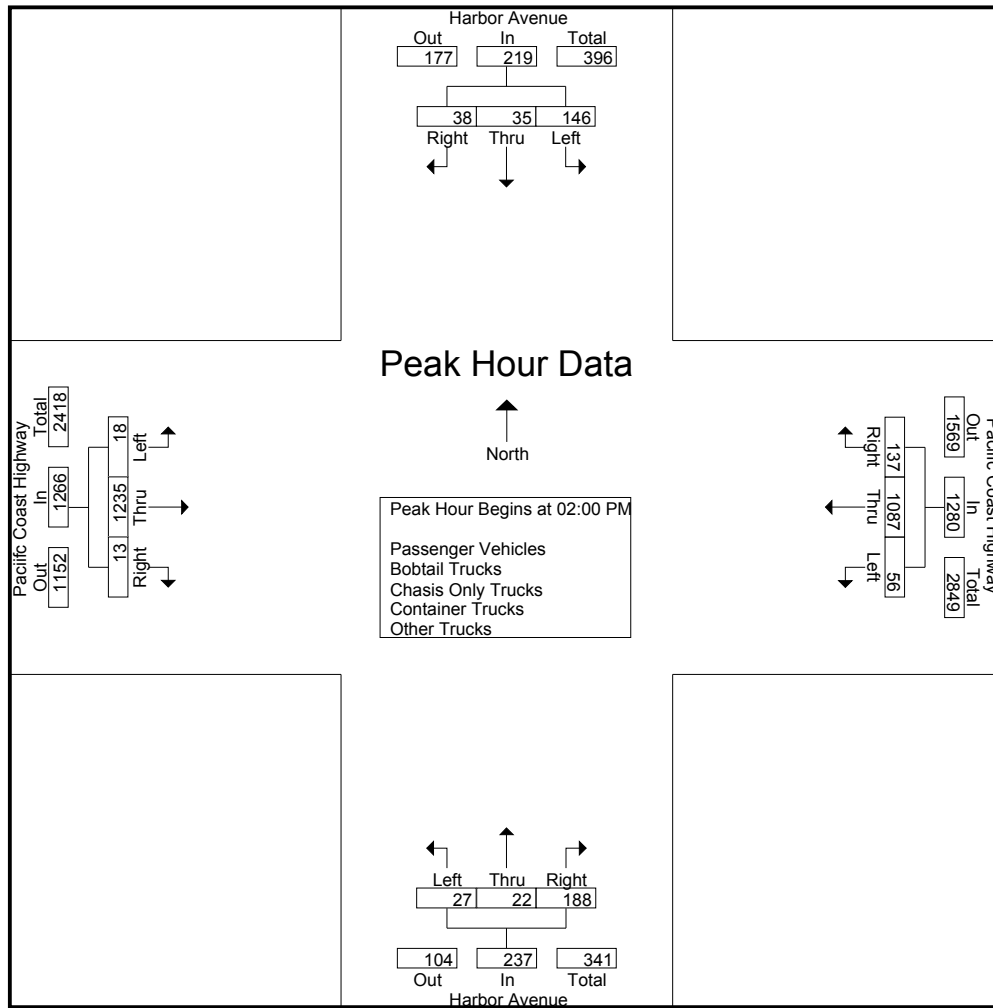
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	34	6	8	48	24	252	28	304	5	3	34	42	5	259	2	266	660
01:15 PM	34	12	13	59	21	242	28	291	4	7	39	50	1	260	4	265	665
01:30 PM	25	6	4	35	15	240	23	278	6	2	43	51	5	288	9	302	666
01:45 PM	20	4	3	27	11	256	28	295	9	4	34	47	3	310	4	317	686
Total	113	28	28	169	71	990	107	1168	24	16	150	190	14	1117	19	1150	2677
02:00 PM	26	4	9	39	12	263	32	307	6	7	39	52	3	316	4	323	721
02:15 PM	36	10	8	54	14	228	31	273	6	4	34	44	5	307	2	314	685
02:30 PM	39	8	15	62	18	286	32	336	9	8	65	82	9	318	3	330	810
02:45 PM	45	13	6	64	12	310	42	364	6	3	50	59	1	294	4	299	786
Total	146	35	38	219	56	1087	137	1280	27	22	188	237	18	1235	13	1266	3002
Grand Total	259	63	66	388	127	2077	244	2448	51	38	338	427	32	2352	32	2416	5679
Apprch %	66.8	16.2	17		5.2	84.8	10		11.9	8.9	79.2		1.3	97.4	1.3		
Total %	4.6	1.1	1.2	6.8	2.2	36.6	4.3	43.1	0.9	0.7	6	7.5	0.6	41.4	0.6	42.5	
Passenger Vehicles	259	63	48	370	119	1806	244	2169	36	38	303	377	26	2023	20	2069	4985
% Passenger Vehicles	100	100	72.7	95.4	93.7	87	100	88.6	70.6	100	89.6	88.3	81.2	86	62.5	85.6	87.8
Bobtail Trucks	0	0	0	0	0	93	0	93	14	0	14	28	6	73	6	85	206
% Bobtail Trucks	0	0	0	0	0	4.5	0	3.8	27.5	0	4.1	6.6	18.8	3.1	18.8	3.5	3.6
Chasis Only Trucks	0	0	18	18	0	0	0	0	1	0	1	2	0	20	0	20	40
% Chasis Only Trucks	0	0	27.3	4.6	0	0	0	0	2	0	0.3	0.5	0	0.9	0	0.8	0.7
Container Trucks	0	0	0	0	4	89	0	93	0	0	10	10	0	118	3	121	224
% Container Trucks	0	0	0	0	3.1	4.3	0	3.8	0	0	3	2.3	0	5	9.4	5	3.9
Other Trucks	0	0	0	0	4	89	0	93	0	0	10	10	0	118	3	121	224
% Other Trucks	0	0	0	0	3.1	4.3	0	3.8	0	0	3	2.3	0	5	9.4	5	3.9

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	26	4	9	39	12	263	32	307	6	7	39	52	3	316	4	323	721
02:15 PM	36	10	8	54	14	228	31	273	6	4	34	44	5	307	2	314	685
02:30 PM	39	8	15	62	18	286	32	336	9	8	65	82	9	318	3	330	810
02:45 PM	45	13	6	64	12	310	42	364	6	3	50	59	1	294	4	299	786
Total Volume	146	35	38	219	56	1087	137	1280	27	22	188	237	18	1235	13	1266	3002
% App. Total	66.7	16	17.4		4.4	84.9	10.7		11.4	9.3	79.3		1.4	97.6	1		
PHF	.811	.673	.633	.855	.778	.877	.815	.879	.750	.688	.723	.723	.500	.971	.813	.959	.927

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				01:45 PM			
+0 mins.	26	4	9	39	12	263	32	307	6	7	39	52	3	310	4	317
+15 mins.	36	10	8	54	14	228	31	273	6	4	34	44	3	316	4	323
+30 mins.	39	8	15	62	18	286	32	336	9	8	65	82	5	307	2	314
+45 mins.	45	13	6	64	12	310	42	364	6	3	50	59	9	318	3	330
Total Volume	146	35	38	219	56	1087	137	1280	27	22	188	237	20	1251	13	1284
% App. Total	66.7	16	17.4		4.4	84.9	10.7		11.4	9.3	79.3		1.6	97.4	1	
PHF	.811	.673	.633	.855	.778	.877	.815	.879	.750	.688	.723	.723	.556	.983	.813	.973

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
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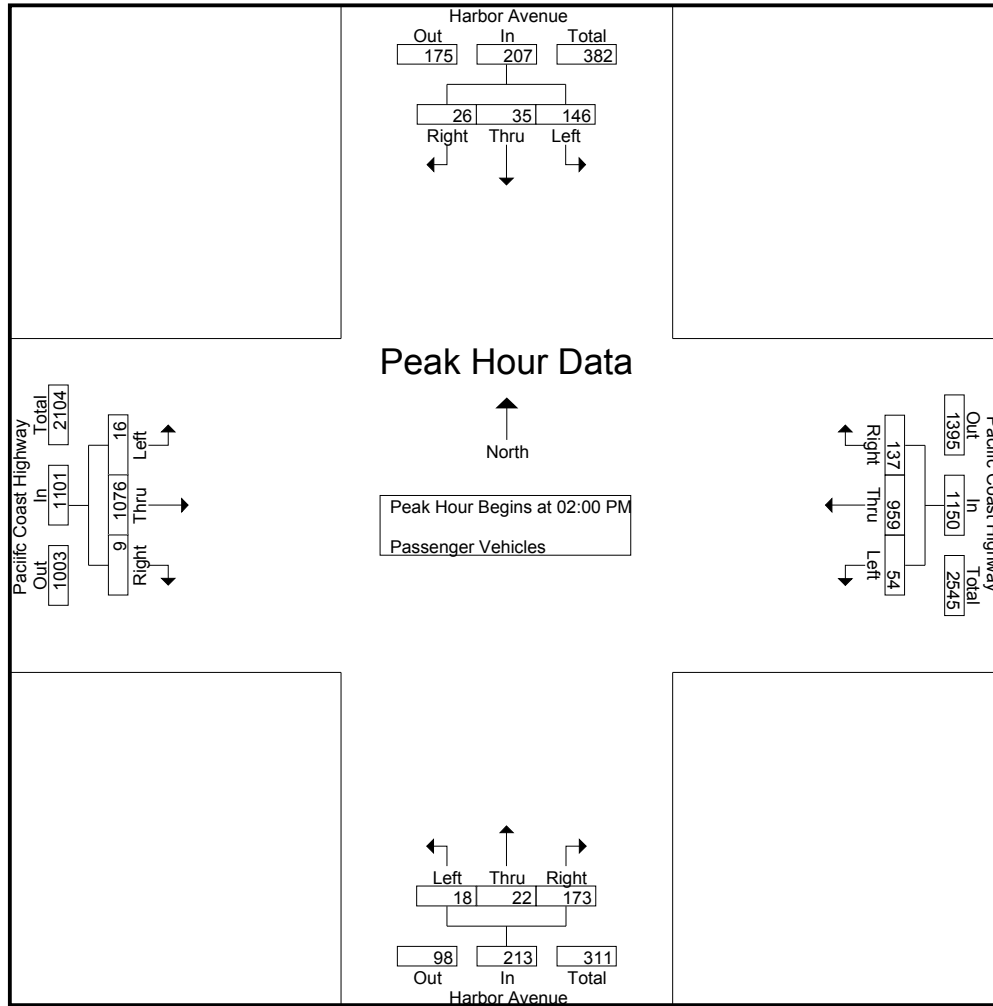
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	34	6	6	46	22	207	28	257	4	3	27	34	5	216	2	223	560
01:15 PM	34	12	13	59	19	212	28	259	3	7	32	42	0	220	1	221	581
01:30 PM	25	6	2	33	15	210	23	248	4	2	39	45	4	242	6	252	578
01:45 PM	20	4	1	25	9	218	28	255	7	4	32	43	1	269	2	272	595
Total	113	28	22	163	65	847	107	1019	18	16	130	164	10	947	11	968	2314
02:00 PM	26	4	5	35	12	242	32	286	5	7	38	50	3	281	2	286	657
02:15 PM	36	10	6	52	14	202	31	247	4	4	30	38	4	256	1	261	598
02:30 PM	39	8	11	58	16	239	32	287	6	8	59	73	8	272	2	282	700
02:45 PM	45	13	4	62	12	276	42	330	3	3	46	52	1	267	4	272	716
Total	146	35	26	207	54	959	137	1150	18	22	173	213	16	1076	9	1101	2671
Grand Total	259	63	48	370	119	1806	244	2169	36	38	303	377	26	2023	20	2069	4985
Apprch %	70	17	13		5.5	83.3	11.2		9.5	10.1	80.4		1.3	97.8	1		
Total %	5.2	1.3	1	7.4	2.4	36.2	4.9	43.5	0.7	0.8	6.1	7.6	0.5	40.6	0.4	41.5	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	26	4	5	35	12	242	32	286	5	7	38	50	3	281	2	286	657
02:15 PM	36	10	6	52	14	202	31	247	4	4	30	38	4	256	1	261	598
02:30 PM	39	8	11	58	16	239	32	287	6	8	59	73	8	272	2	282	700
02:45 PM	45	13	4	62	12	276	42	330	3	3	46	52	1	267	4	272	716
Total Volume	146	35	26	207	54	959	137	1150	18	22	173	213	16	1076	9	1101	2671
% App. Total	70.5	16.9	12.6		4.7	83.4	11.9		8.5	10.3	81.2		1.5	97.7	0.8		
PHF	.811	.673	.591	.835	.844	.869	.815	.871	.750	.688	.733	.729	.500	.957	.563	.962	.933

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	26	4	5	35	12	242	32	286	5	7	38	50	3	281	2	286
+15 mins.	36	10	6	52	14	202	31	247	4	4	30	38	4	256	1	261
+30 mins.	39	8	11	58	16	239	32	287	6	8	59	73	8	272	2	282
+45 mins.	45	13	4	62	12	276	42	330	3	3	46	52	1	267	4	272
Total Volume	146	35	26	207	54	959	137	1150	18	22	173	213	16	1076	9	1101
% App. Total	70.5	16.9	12.6		4.7	83.4	11.9		8.5	10.3	81.2		1.5	97.7	0.8	
PHF	.811	.673	.591	.835	.844	.869	.815	.871	.750	.688	.733	.729	.500	.957	.563	.962

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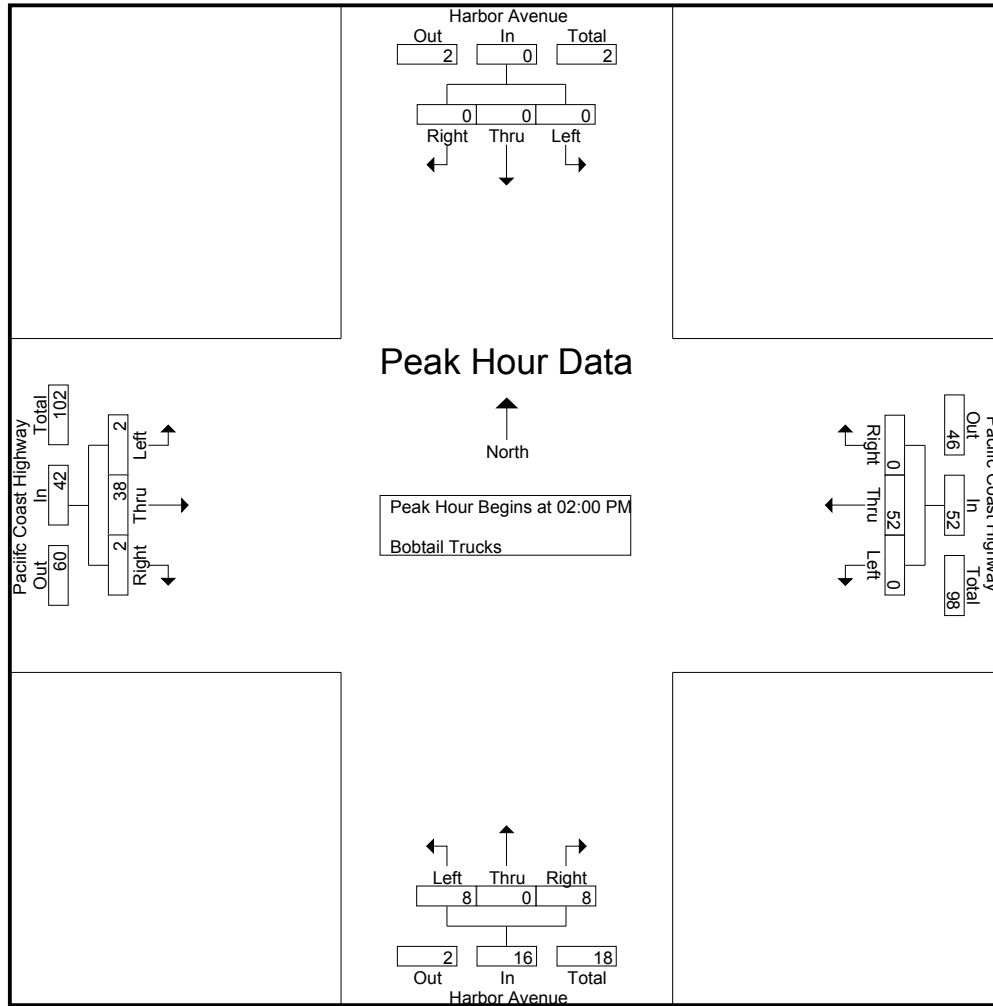
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	13	0	13	1	0	1	2	0	13	0	13	28
01:15 PM	0	0	0	0	0	4	0	4	1	0	1	2	1	3	1	5	11
01:30 PM	0	0	0	0	0	16	0	16	2	0	2	4	1	11	1	13	33
01:45 PM	0	0	0	0	0	8	0	8	2	0	2	4	2	8	2	12	24
Total	0	0	0	0	0	41	0	41	6	0	6	12	4	35	4	43	96
02:00 PM	0	0	0	0	0	9	0	9	1	0	1	2	0	7	0	7	18
02:15 PM	0	0	0	0	0	12	0	12	2	0	2	4	1	12	1	14	30
02:30 PM	0	0	0	0	0	17	0	17	3	0	3	6	1	10	1	12	35
02:45 PM	0	0	0	0	0	14	0	14	2	0	2	4	0	9	0	9	27
Total	0	0	0	0	0	52	0	52	8	0	8	16	2	38	2	42	110
Grand Total	0	0	0	0	0	93	0	93	14	0	14	28	6	73	6	85	206
Apprch %	0	0	0		0	100	0		50	0	50		7.1	85.9	7.1		
Total %	0	0	0		0	45.1	0	45.1	6.8	0	6.8	13.6	2.9	35.4	2.9	41.3	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	9	0	9	1	0	1	2	0	7	0	7	18
02:15 PM	0	0	0	0	0	12	0	12	2	0	2	4	1	12	1	14	30
02:30 PM	0	0	0	0	0	17	0	17	3	0	3	6	1	10	1	12	35
02:45 PM	0	0	0	0	0	14	0	14	2	0	2	4	0	9	0	9	27
Total Volume	0	0	0	0	0	52	0	52	8	0	8	16	2	38	2	42	110
% App. Total	0	0	0		0	100	0		50	0	50		4.8	90.5	4.8		
PHF	.000	.000	.000	.000	.000	.765	.000	.765	.667	.000	.667	.667	.500	.792	.500	.750	.786

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	9	0	9	1	0	1	2	0	7	0	7
+15 mins.	0	0	0	0	0	12	0	12	2	0	2	4	1	12	1	14
+30 mins.	0	0	0	0	0	17	0	17	3	0	3	6	1	10	1	12
+45 mins.	0	0	0	0	0	14	0	14	2	0	2	4	0	9	0	9
Total Volume	0	0	0	0	0	52	0	52	8	0	8	16	2	38	2	42
% App. Total	0	0	0	0	0	100	0	100	50	0	50	100	4.8	90.5	4.8	100
PHF	.000	.000	.000	.000	.000	.765	.000	.765	.667	.000	.667	.667	.500	.792	.500	.750

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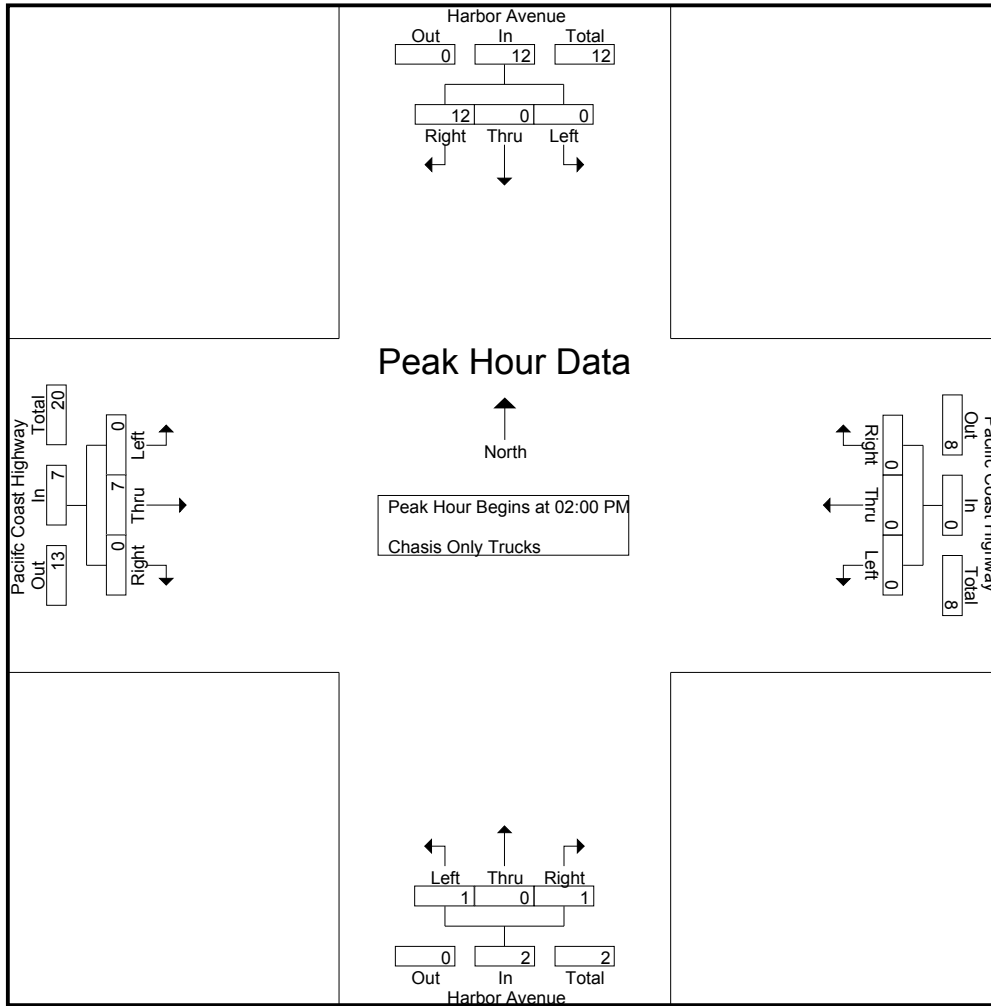
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	9
01:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
01:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	0	6	6	0	0	0	0	0	0	0	0	0	13	0	13	19
02:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	4	0	4	8
02:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
02:30 PM	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0	5
02:45 PM	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total	0	0	12	12	0	0	0	0	1	0	1	2	0	7	0	7	21
Grand Total	0	0	18	18	0	0	0	0	1	0	1	2	0	20	0	20	40
Apprch %	0	0	100		0	0	0		50	0	50		0	100	0		
Total %	0	0	45	45	0	0	0	0	2.5	0	2.5	5	0	50	0	50	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	4	0	4	8
02:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
02:30 PM	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0	5
02:45 PM	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total Volume	0	0	12	12	0	0	0	0	1	0	1	2	0	7	0	7	21
% App. Total	0	0	100		0	0	0		50	0	50		0	100	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.250	.000	.250	.500	.000	.438	.000	.438	.656

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	4	4	0	0	0	0	0	0	0	0	0	4	0	4
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	12	12	0	0	0	0	1	0	1	2	0	7	0	7
% App. Total	0	0	100		0	0	0		50	0	50		0	100	0	
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.250	.000	.250	.500	.000	.438	.000	.438

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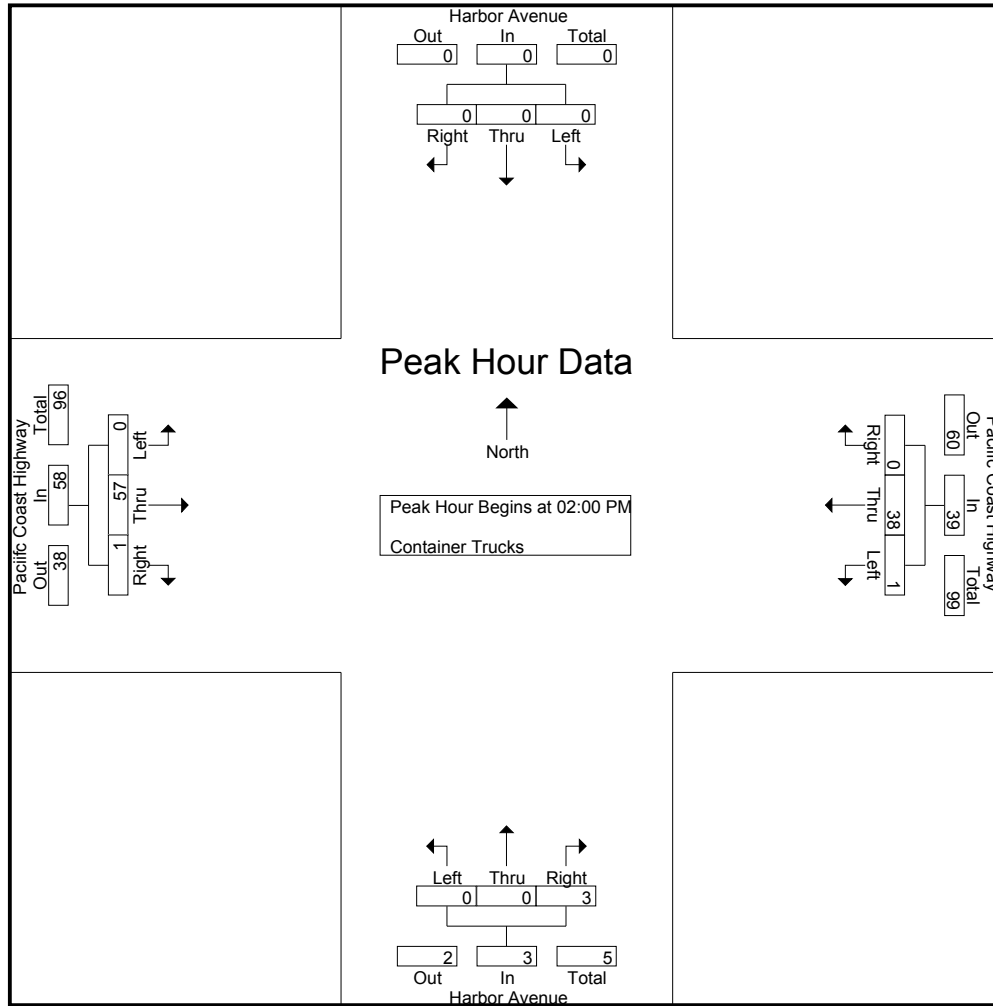
Groups Printed- Container Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	1	16	0	17	0	0	3	3	0	14	0	14	34
01:15 PM	0	0	0	0	1	13	0	14	0	0	3	3	0	14	1	15	32
01:30 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	17	1	18	26
01:45 PM	0	0	0	0	1	15	0	16	0	0	0	0	0	16	0	16	32
Total	0	0	0	0	3	51	0	54	0	0	7	7	0	61	2	63	124
02:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13	19
02:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18	26
02:30 PM	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18	35
02:45 PM	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9	20
Total	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58	100
Grand Total	0	0	0	0	4	89	0	93	0	0	10	10	0	118	3	121	224
Apprch %	0	0	0		4.3	95.7	0		0	0	100		0	97.5	2.5		
Total %	0	0	0		1.8	39.7	0	41.5	0	0	4.5	4.5	0	52.7	1.3	54	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13	19
02:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18	26
02:30 PM	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18	35
02:45 PM	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9	20
Total Volume	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58	100
% App. Total	0	0	0		2.6	97.4	0		0	0	100		0	98.3	1.7		
PHF	.000	.000	.000	.000	.250	.633	.000	.609	.000	.000	.750	.750	.000	.792	.250	.806	.714

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File Name : LBCHAPCHMD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13
+15 mins.	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18
+30 mins.	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18
+45 mins.	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9
Total Volume	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58
% App. Total	0	0	0	0	2.6	97.4	0	609	0	0	100	750	0	98.3	1.7	806
PHF	.000	.000	.000	.000	.250	.633	.000	.609	.000	.000	.750	.750	.000	.792	.250	.806

City of Long Beach
 N/S: Harbor Avenue
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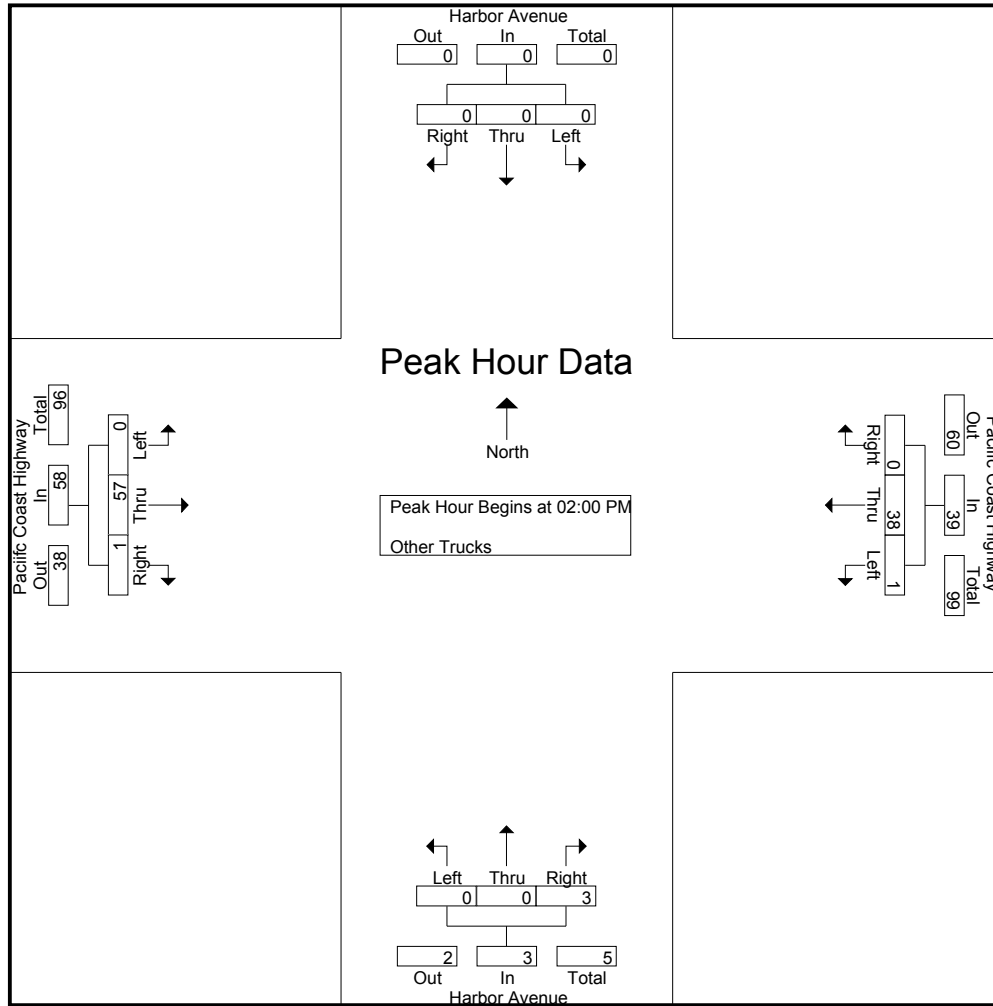
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	1	16	0	17	0	0	3	3	0	14	0	14	34
01:15 PM	0	0	0	0	1	13	0	14	0	0	3	3	0	14	1	15	32
01:30 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	17	1	18	26
01:45 PM	0	0	0	0	1	15	0	16	0	0	0	0	0	16	0	16	32
Total	0	0	0	0	3	51	0	54	0	0	7	7	0	61	2	63	124
02:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13	19
02:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18	26
02:30 PM	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18	35
02:45 PM	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9	20
Total	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58	100
Grand Total	0	0	0	0	4	89	0	93	0	0	10	10	0	118	3	121	224
Apprch %	0	0	0		4.3	95.7	0		0	0	100		0	97.5	2.5		
Total %	0	0	0		1.8	39.7	0	41.5	0	0	4.5	4.5	0	52.7	1.3	54	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13	19
02:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18	26
02:30 PM	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18	35
02:45 PM	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9	20
Total Volume	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58	100
% App. Total	0	0	0		2.6	97.4	0		0	0	100		0	98.3	1.7		
PHF	.000	.000	.000	.000	.250	.633	.000	.609	.000	.000	.750	.750	.000	.792	.250	.806	.714

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13
+15 mins.	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18
+30 mins.	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18
+45 mins.	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9
Total Volume	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58
% App. Total	0	0	0	0	2.6	97.4	0		0	0	100		0	98.3	1.7	
PHF	.000	.000	.000	.000	.250	.633	.000	.609	.000	.000	.750	.750	.000	.792	.250	.806

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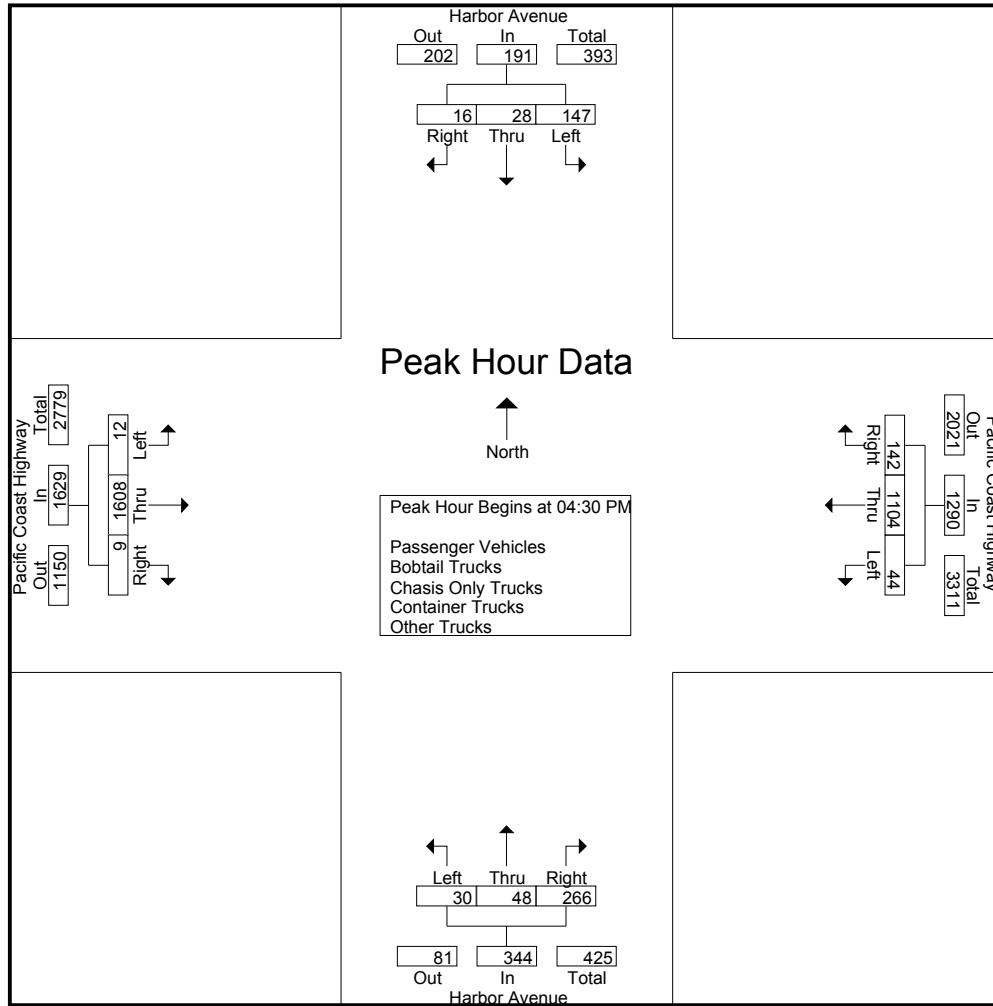
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	9	7	45	7	251	51	309	13	7	54	74	1	346	5	352	780
04:15 PM	48	12	3	63	6	264	37	307	8	10	53	71	4	396	0	400	841
04:30 PM	41	7	2	50	11	290	36	337	6	16	80	102	1	426	2	429	918
04:45 PM	36	9	4	49	20	290	26	336	10	6	64	80	5	403	1	409	874
Total	154	37	16	207	44	1095	150	1289	37	39	251	327	11	1571	8	1590	3413
05:00 PM	36	5	3	44	10	236	30	276	10	15	76	101	1	387	4	392	813
05:15 PM	34	7	7	48	3	288	50	341	4	11	46	61	5	392	2	399	849
05:30 PM	40	10	7	57	4	260	40	304	5	14	41	60	5	401	3	409	830
05:45 PM	31	5	7	43	12	235	39	286	3	9	43	55	3	370	5	378	762
Total	141	27	24	192	29	1019	159	1207	22	49	206	277	14	1550	14	1578	3254
Grand Total	295	64	40	399	73	2114	309	2496	59	88	457	604	25	3121	22	3168	6667
Apprch %	73.9	16	10		2.9	84.7	12.4		9.8	14.6	75.7		0.8	98.5	0.7		
Total %	4.4	1	0.6	6	1.1	31.7	4.6	37.4	0.9	1.3	6.9	9.1	0.4	46.8	0.3	47.5	
Passenger Vehicles	295	64	40	399	72	1904	309	2285	37	87	418	542	25	2830	21	2876	6102
% Passenger Vehicles	100	100	100	100	98.6	90.1	100	91.5	62.7	98.9	91.5	89.7	100	90.7	95.5	90.8	91.5
Bobtail Trucks	0	0	0	0	1	87	0	88	14	1	18	33	0	124	0	124	245
% Bobtail Trucks	0	0	0	0	1.4	4.1	0	3.5	23.7	1.1	3.9	5.5	0	4	0	3.9	3.7
Chasis Only Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	22	1	23	29
% Chasis Only Trucks	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0.7	4.5	0.7	0.4
Container Trucks	0	0	0	0	0	77	0	77	5	0	19	24	0	91	0	91	192
% Container Trucks	0	0	0	0	0	3.6	0	3.1	8.5	0	4.2	4	0	2.9	0	2.9	2.9
Other Trucks	0	0	0	0	0	40	0	40	3	0	2	5	0	54	0	54	99
% Other Trucks	0	0	0	0	0	1.9	0	1.6	5.1	0	0.4	0.8	0	1.7	0	1.7	1.5

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	41	7	2	50	11	290	36	337	6	16	80	102	1	426	2	429	918
04:45 PM	36	9	4	49	20	290	26	336	10	6	64	80	5	403	1	409	874
05:00 PM	36	5	3	44	10	236	30	276	10	15	76	101	1	387	4	392	813
05:15 PM	34	7	7	48	3	288	50	341	4	11	46	61	5	392	2	399	849
Total Volume	147	28	16	191	44	1104	142	1290	30	48	266	344	12	1608	9	1629	3454
% App. Total	77	14.7	8.4		3.4	85.6	11		8.7	14	77.3		0.7	98.7	0.6		
PHF	.896	.778	.571	.955	.550	.952	.710	.946	.750	.750	.831	.843	.600	.944	.563	.949	.941

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:15 PM			
+0 mins.	29	9	7	45	11	290	36	337	8	10	53	71	4	396	0	400
+15 mins.	48	12	3	63	20	290	26	336	6	16	80	102	1	426	2	429
+30 mins.	41	7	2	50	10	236	30	276	10	6	64	80	5	403	1	409
+45 mins.	36	9	4	49	3	288	50	341	10	15	76	101	1	387	4	392
Total Volume	154	37	16	207	44	1104	142	1290	34	47	273	354	11	1612	7	1630
% App. Total	74.4	17.9	7.7		3.4	85.6	11		9.6	13.3	77.1		0.7	98.9	0.4	
PHF	.802	.771	.571	.821	.550	.952	.710	.946	.850	.734	.853	.868	.550	.946	.438	.950

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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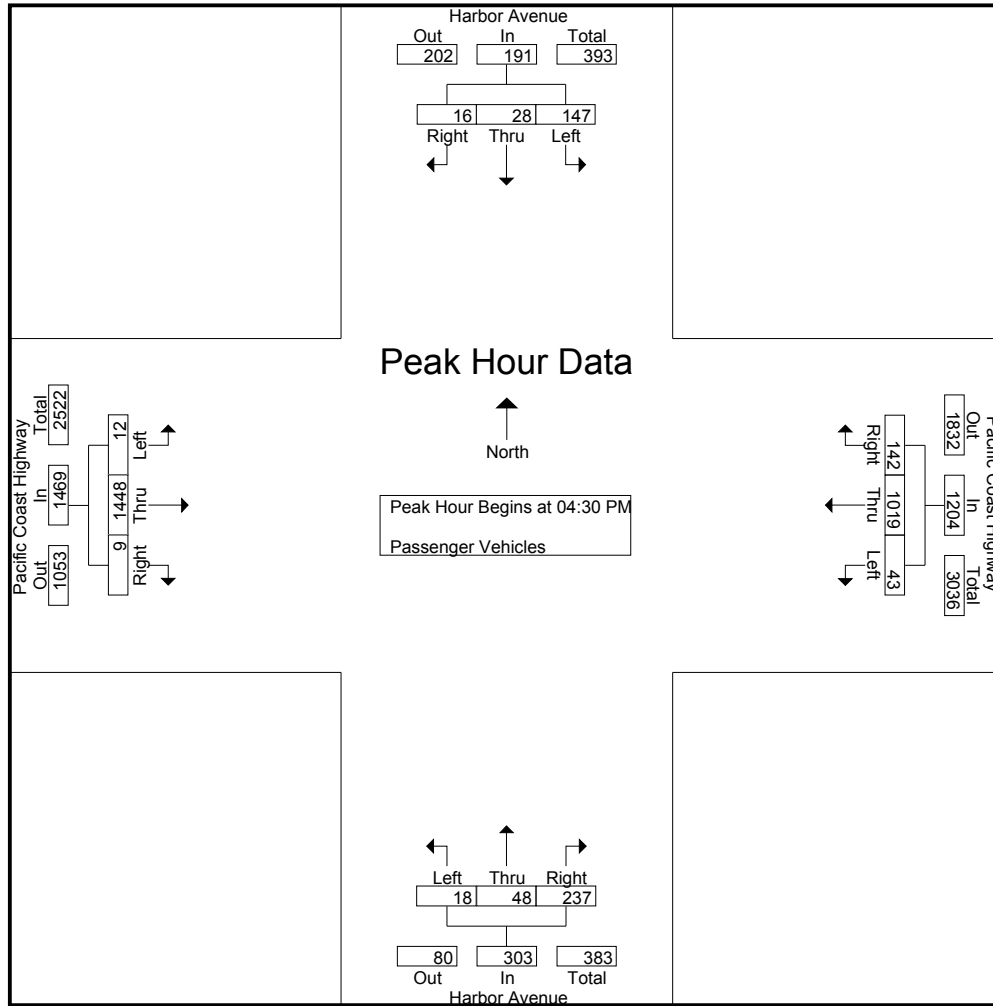
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	9	7	45	7	214	51	272	9	6	50	65	1	310	5	316	698
04:15 PM	48	12	3	63	6	228	37	271	6	10	51	67	4	366	0	370	771
04:30 PM	41	7	2	50	10	265	36	311	4	16	76	96	1	384	2	387	844
04:45 PM	36	9	4	49	20	270	26	316	6	6	52	64	5	360	1	366	795
Total	154	37	16	207	43	977	150	1170	25	38	229	292	11	1420	8	1439	3108
05:00 PM	36	5	3	44	10	212	30	252	7	15	67	89	1	344	4	349	734
05:15 PM	34	7	7	48	3	272	50	325	1	11	42	54	5	360	2	367	794
05:30 PM	40	10	7	57	4	240	40	284	3	14	40	57	5	375	3	383	781
05:45 PM	31	5	7	43	12	203	39	254	1	9	40	50	3	331	4	338	685
Total	141	27	24	192	29	927	159	1115	12	49	189	250	14	1410	13	1437	2994
Grand Total	295	64	40	399	72	1904	309	2285	37	87	418	542	25	2830	21	2876	6102
Apprch %	73.9	16	10		3.2	83.3	13.5		6.8	16.1	77.1		0.9	98.4	0.7		
Total %	4.8	1	0.7	6.5	1.2	31.2	5.1	37.4	0.6	1.4	6.9	8.9	0.4	46.4	0.3	47.1	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	41	7	2	50	10	265	36	311	4	16	76	96	1	384	2	387	844
04:45 PM	36	9	4	49	20	270	26	316	6	6	52	64	5	360	1	366	795
05:00 PM	36	5	3	44	10	212	30	252	7	15	67	89	1	344	4	349	734
05:15 PM	34	7	7	48	3	272	50	325	1	11	42	54	5	360	2	367	794
Total Volume	147	28	16	191	43	1019	142	1204	18	48	237	303	12	1448	9	1469	3167
% App. Total	77	14.7	8.4		3.6	84.6	11.8		5.9	15.8	78.2		0.8	98.6	0.6		
PHF	.896	.778	.571	.955	.538	.937	.710	.926	.643	.750	.780	.789	.600	.943	.563	.949	.938

City of Long Beach
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 Weather: Sunny

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	41	7	2	50	10	265	36	311	4	16	76	96	1	384	2	387
+15 mins.	36	9	4	49	20	270	26	316	6	6	52	64	5	360	1	366
+30 mins.	36	5	3	44	10	212	30	252	7	15	67	89	1	344	4	349
+45 mins.	34	7	7	48	3	272	50	325	1	11	42	54	5	360	2	367
Total Volume	147	28	16	191	43	1019	142	1204	18	48	237	303	12	1448	9	1469
% App. Total	77	14.7	8.4		3.6	84.6	11.8		5.9	15.8	78.2		0.8	98.6	0.6	
PHF	.896	.778	.571	.955	.538	.937	.710	.926	.643	.750	.780	.789	.600	.943	.563	.949

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
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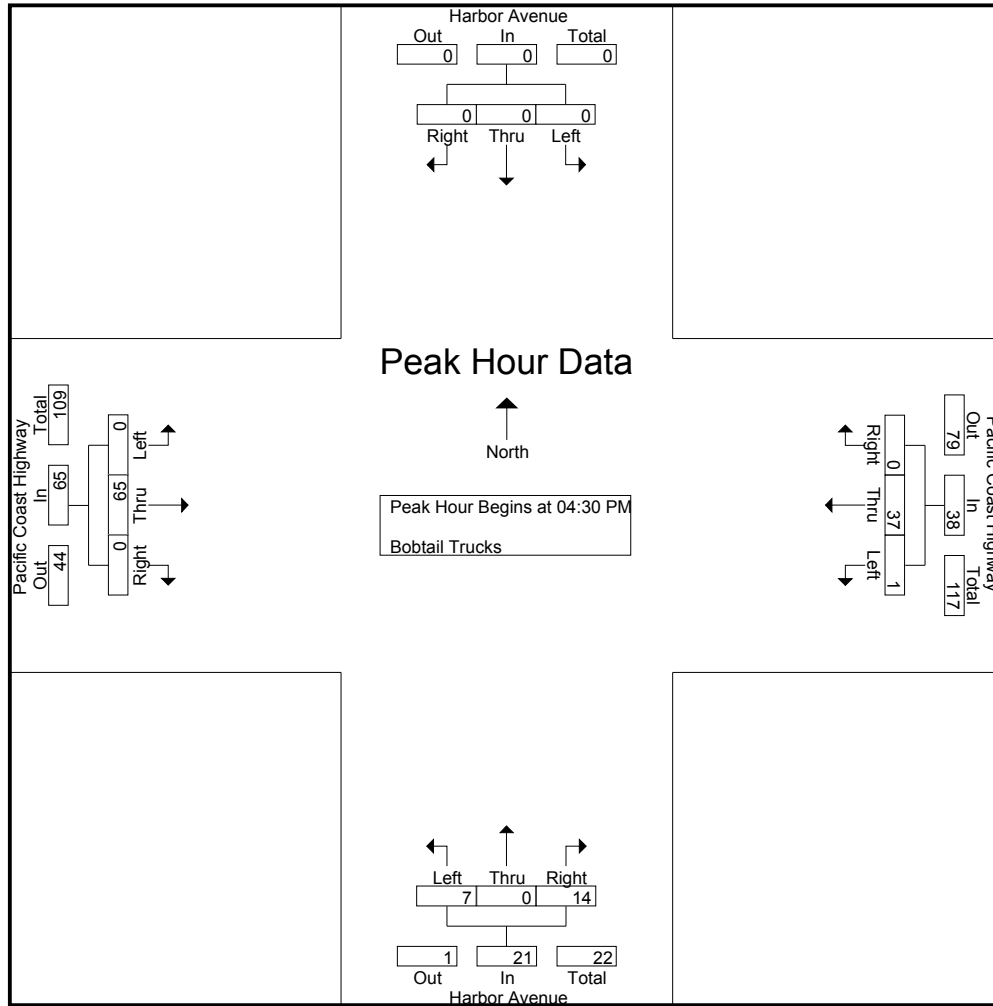
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	14	0	14	3	1	2	6	0	15	0	15	35
04:15 PM	0	0	0	0	0	11	0	11	2	0	0	2	0	13	0	13	26
04:30 PM	0	0	0	0	1	13	0	14	1	0	0	1	0	18	0	18	33
04:45 PM	0	0	0	0	0	9	0	9	3	0	10	13	0	17	0	17	39
Total	0	0	0	0	1	47	0	48	9	1	12	22	0	63	0	63	133
05:00 PM	0	0	0	0	0	10	0	10	3	0	3	6	0	16	0	16	32
05:15 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	14	0	14	20
05:30 PM	0	0	0	0	0	7	0	7	1	0	1	2	0	17	0	17	26
05:45 PM	0	0	0	0	0	18	0	18	1	0	1	2	0	14	0	14	34
Total	0	0	0	0	0	40	0	40	5	0	6	11	0	61	0	61	112
Grand Total	0	0	0	0	1	87	0	88	14	1	18	33	0	124	0	124	245
Apprch %	0	0	0		1.1	98.9	0		42.4	3	54.5		0	100	0		
Total %	0	0	0		0.4	35.5	0	35.9	5.7	0.4	7.3	13.5	0	50.6	0	50.6	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	13	0	14	1	0	0	1	0	18	0	18	33
04:45 PM	0	0	0	0	0	9	0	9	3	0	10	13	0	17	0	17	39
05:00 PM	0	0	0	0	0	10	0	10	3	0	3	6	0	16	0	16	32
05:15 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	14	0	14	20
Total Volume	0	0	0	0	1	37	0	38	7	0	14	21	0	65	0	65	124
% App. Total	0	0	0		2.6	97.4	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.250	.712	.000	.679	.583	.000	.350	.404	.000	.903	.000	.903	.795

City of Long Beach
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 Weather: Sunny

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	13	0	14	1	0	0	1	0	18	0	18
+15 mins.	0	0	0	0	0	9	0	9	3	0	10	13	0	17	0	17
+30 mins.	0	0	0	0	0	10	0	10	3	0	3	6	0	16	0	16
+45 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	14	0	14
Total Volume	0	0	0	0	1	37	0	38	7	0	14	21	0	65	0	65
% App. Total	0	0	0	0	2.6	97.4	0		33.3	0	66.7		0	100	0	
PHF	.000	.000	.000	.000	.250	.712	.000	.679	.583	.000	.350	.404	.000	.903	.000	.903

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	0	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	12	1	0	0	14
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	22	1	0	0	29
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	95.7	4.3	0	0	
Total %	0	0	0	0	0	20.7	0	20.7	0	0	0	0	0	75.9	3.4	0	0	79.3

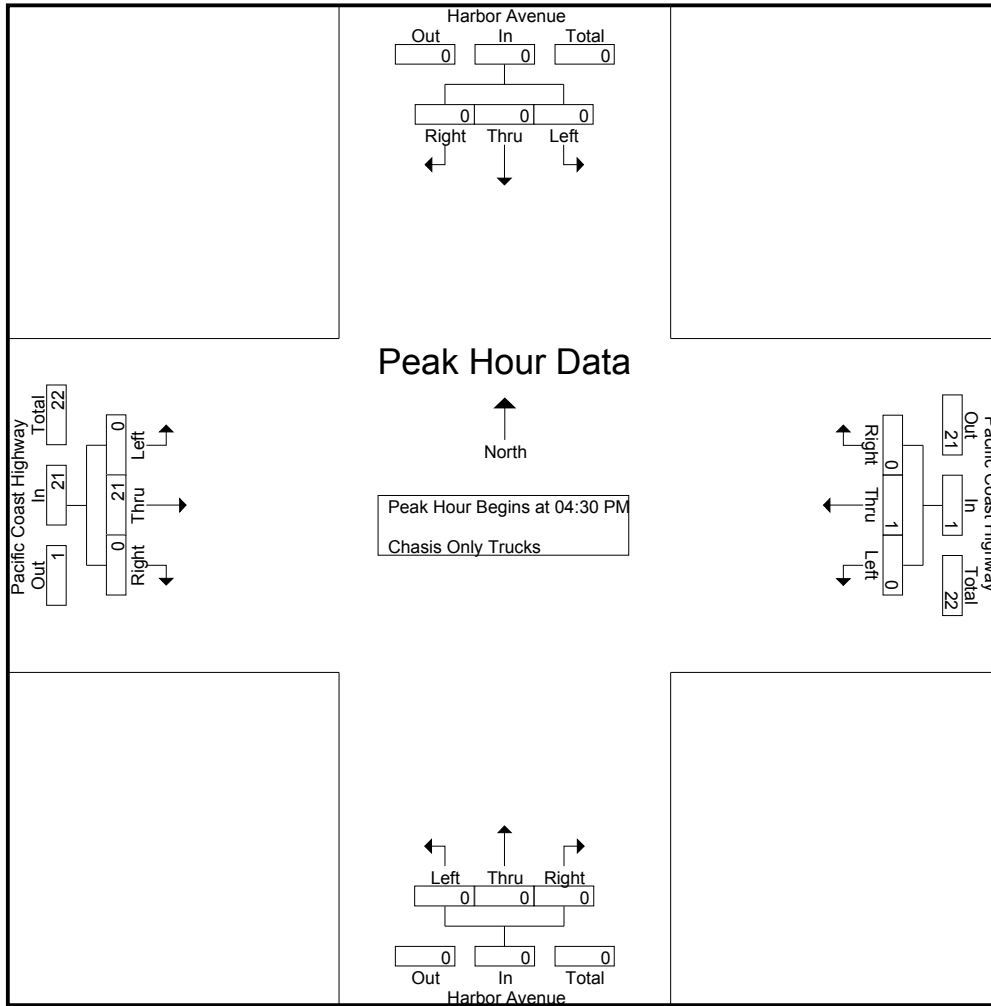
Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	3
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	21	0	0	0	22
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583	.000	.000	.583	.611

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	21	0	21
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583	.000	.583

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
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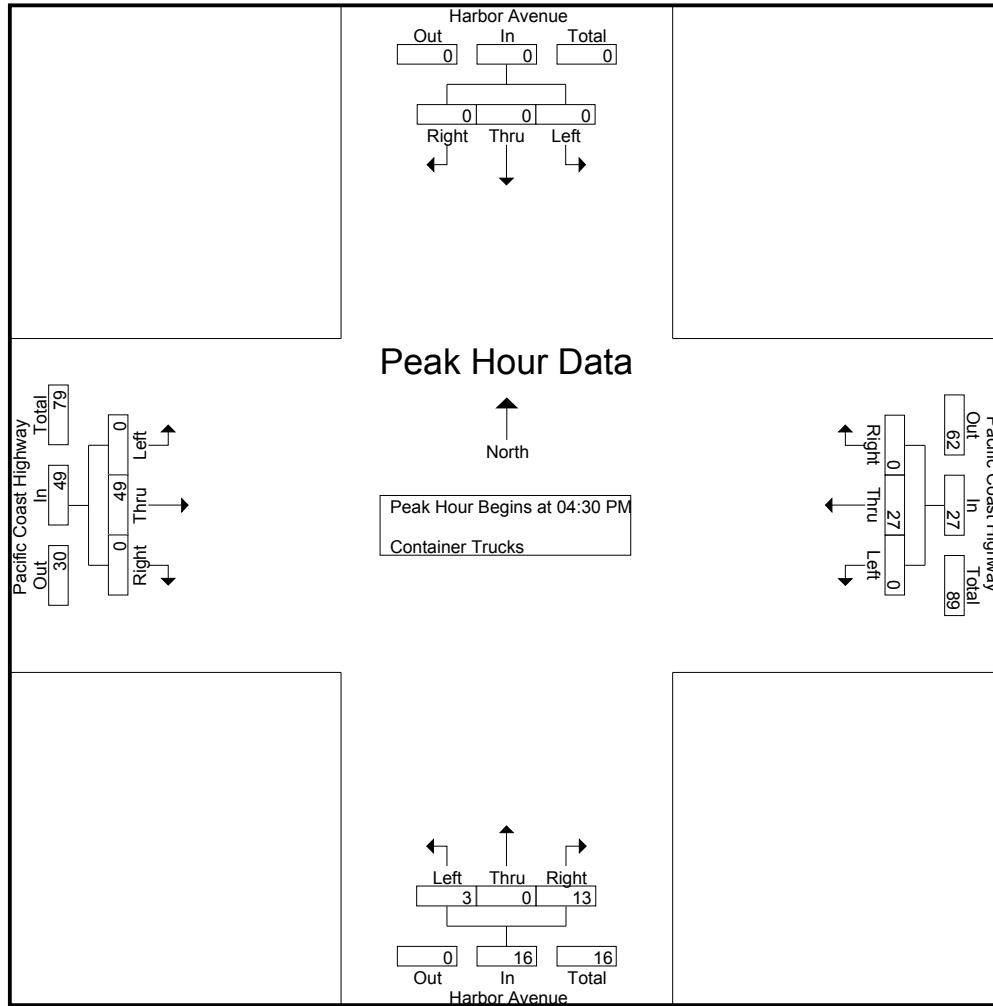
Groups Printed- Container Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	14	0	14	1	0	2	3	0	14	0	14	31
04:15 PM	0	0	0	0	0	16	0	16	0	0	2	2	0	10	0	10	28
04:30 PM	0	0	0	0	0	6	0	6	1	0	4	5	0	15	0	15	26
04:45 PM	0	0	0	0	0	8	0	8	1	0	2	3	0	15	0	15	26
Total	0	0	0	0	0	44	0	44	3	0	10	13	0	54	0	54	111
05:00 PM	0	0	0	0	0	7	0	7	0	0	5	5	0	14	0	14	26
05:15 PM	0	0	0	0	0	6	0	6	1	0	2	3	0	5	0	5	14
05:30 PM	0	0	0	0	0	10	0	10	1	0	0	1	0	5	0	5	16
05:45 PM	0	0	0	0	0	10	0	10	0	0	2	2	0	13	0	13	25
Total	0	0	0	0	0	33	0	33	2	0	9	11	0	37	0	37	81
Grand Total	0	0	0	0	0	77	0	77	5	0	19	24	0	91	0	91	192
Apprch %	0	0	0		0	100	0		20.8	0	79.2		0	100	0		
Total %	0	0	0		0	40.1	0	40.1	2.6	0	9.9	12.5	0	47.4	0	47.4	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	6	0	6	1	0	4	5	0	15	0	15	26
04:45 PM	0	0	0	0	0	8	0	8	1	0	2	3	0	15	0	15	26
05:00 PM	0	0	0	0	0	7	0	7	0	0	5	5	0	14	0	14	26
05:15 PM	0	0	0	0	0	6	0	6	1	0	2	3	0	5	0	5	14
Total Volume	0	0	0	0	0	27	0	27	3	0	13	16	0	49	0	49	92
% App. Total	0	0	0		0	100	0		18.8	0	81.2		0	100	0		
PHF	.000	.000	.000	.000	.000	.844	.000	.844	.750	.000	.650	.800	.000	.817	.000	.817	.885

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	6	0	6	1	0	4	5	0	15	0	15
+15 mins.	0	0	0	0	0	8	0	8	1	0	2	3	0	15	0	15
+30 mins.	0	0	0	0	0	7	0	7	0	0	5	5	0	14	0	14
+45 mins.	0	0	0	0	0	6	0	6	1	0	2	3	0	5	0	5
Total Volume	0	0	0	0	0	27	0	27	3	0	13	16	0	49	0	49
% App. Total	0	0	0	0	0	100	0	100	18.8	0	81.2	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.844	.000	.844	.750	.000	.650	.800	.000	.817	.000	.817

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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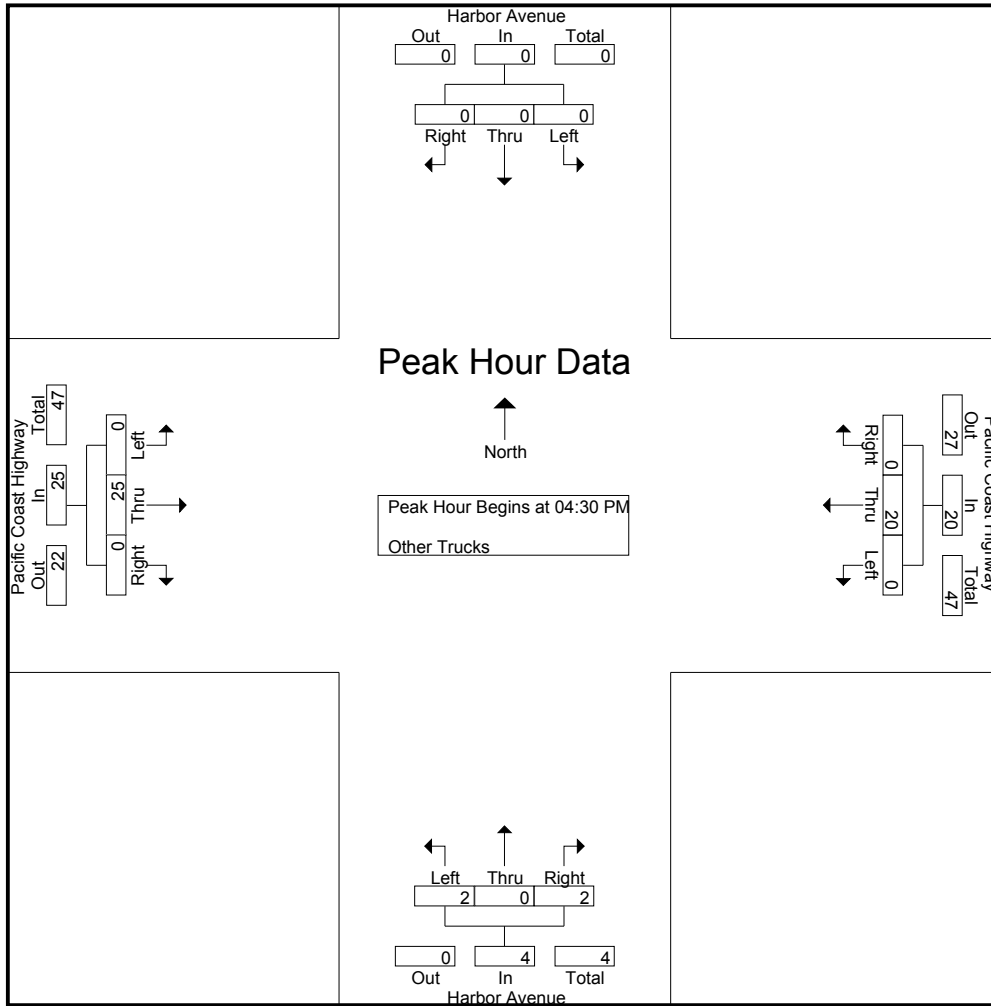
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	24	0	24	46
05:00 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	4	0	4	12
05:15 PM	0	0	0	0	0	4	0	4	2	0	1	3	0	11	0	11	18
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:45 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	11	0	11	16
Total	0	0	0	0	0	18	0	18	3	0	2	5	0	30	0	30	53
Grand Total	0	0	0	0	0	40	0	40	3	0	2	5	0	54	0	54	99
Apprch %	0	0	0		0	100	0		60	0	40		0	100	0		
Total %	0	0	0		0	40.4	0	40.4	3	0	2	5.1	0	54.5	0	54.5	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:00 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	4	0	4	12
05:15 PM	0	0	0	0	0	4	0	4	2	0	1	3	0	11	0	11	18
Total Volume	0	0	0	0	0	20	0	20	2	0	2	4	0	25	0	25	49
% App. Total	0	0	0		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.714	.000	.714	.250	.000	.500	.333	.000	.568	.000	.568	.681

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	7	0	7	0	0	1	1	0	4	0	4
+45 mins.	0	0	0	0	0	4	0	4	2	0	1	3	0	11	0	11
Total Volume	0	0	0	0	0	20	0	20	2	0	2	4	0	25	0	25
% App. Total	0	0	0	0	0	100	0	100	50	0	50	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.714	.000	.714	.250	.000	.500	.333	.000	.568	.000	.568

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

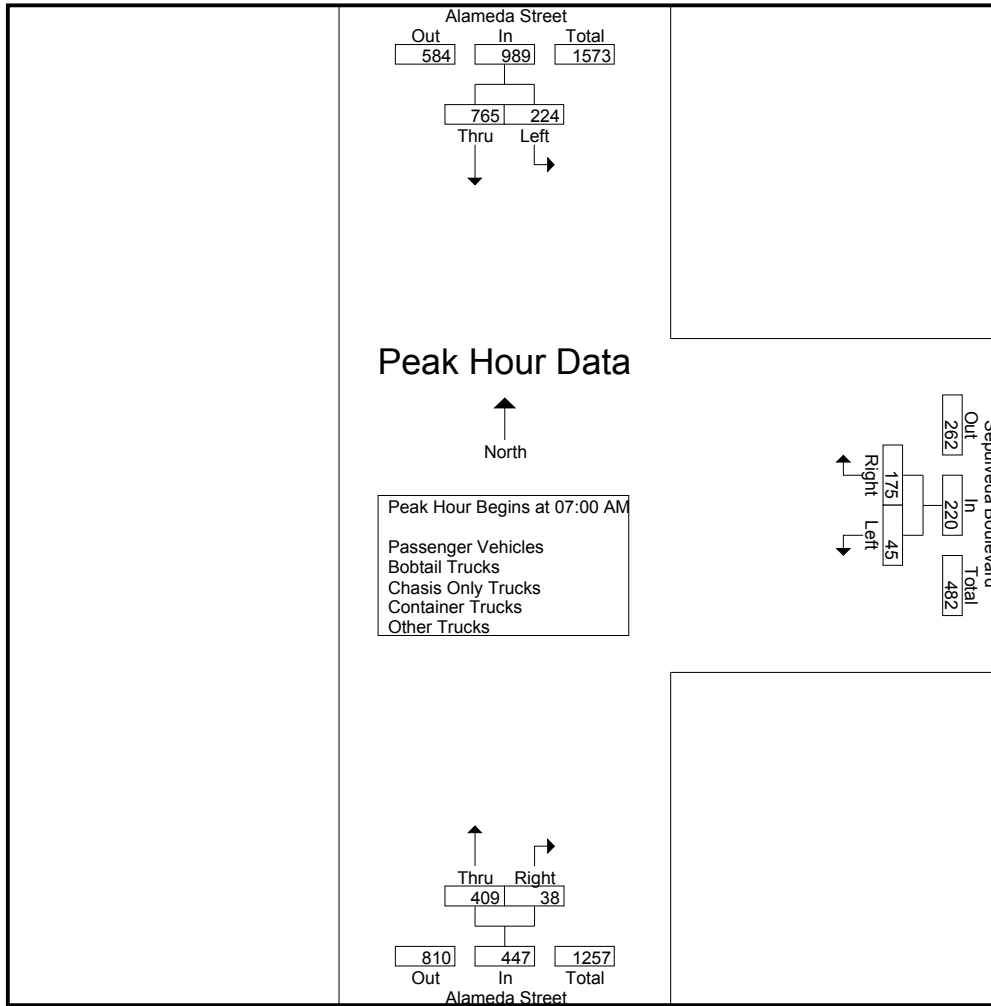
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	57	160	217	4	34	38	88	13	101	356
07:15 AM	67	161	228	10	37	47	90	10	100	375
07:30 AM	59	247	306	14	49	63	127	13	140	509
07:45 AM	41	197	238	17	55	72	104	2	106	416
Total	224	765	989	45	175	220	409	38	447	1656
08:00 AM	36	162	198	14	38	52	95	7	102	352
08:15 AM	50	169	219	10	32	42	83	10	93	354
08:30 AM	41	124	165	9	38	47	90	16	106	318
08:45 AM	52	104	156	9	34	43	88	15	103	302
Total	179	559	738	42	142	184	356	48	404	1326
Grand Total	403	1324	1727	87	317	404	765	86	851	2982
Apprch %	23.3	76.7		21.5	78.5		89.9	10.1		
Total %	13.5	44.4	57.9	2.9	10.6	13.5	25.7	2.9	28.5	
Passenger Vehicles	215	950	1165	52	229	281	508	26	534	1980
% Passenger Vehicles	53.3	71.8	67.5	59.8	72.2	69.6	66.4	30.2	62.7	66.4
Bobtail Trucks	128	111	239	16	10	26	42	37	79	344
% Bobtail Trucks	31.8	8.4	13.8	18.4	3.2	6.4	5.5	43	9.3	11.5
Chasis Only Trucks	1	20	21	0	1	1	2	0	2	24
% Chasis Only Trucks	0.2	1.5	1.2	0	0.3	0.2	0.3	0	0.2	0.8
Container Trucks	13	85	98	12	36	48	69	6	75	221
% Container Trucks	3.2	6.4	5.7	13.8	11.4	11.9	9	7	8.8	7.4
Other Trucks	46	158	204	7	41	48	144	17	161	413
% Other Trucks	11.4	11.9	11.8	8	12.9	11.9	18.8	19.8	18.9	13.8

Start Time	Alameda Street Southbound			Sepulveda Boulevard Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	57	160	217	4	34	38	88	13	101	356
07:15 AM	67	161	228	10	37	47	90	10	100	375
07:30 AM	59	247	306	14	49	63	127	13	140	509
07:45 AM	41	197	238	17	55	72	104	2	106	416
Total Volume	224	765	989	45	175	220	409	38	447	1656
% App. Total	22.6	77.4		20.5	79.5		91.5	8.5		
PHF	.836	.774	.808	.662	.795	.764	.805	.731	.798	.813

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:45 AM		
+0 mins.	57	160	217	10	37	47	90	10	100
+15 mins.	67	161	228	14	49	63	127	13	140
+30 mins.	59	247	306	17	55	72	104	2	106
+45 mins.	41	197	238	14	38	52	95	7	102
Total Volume	224	765	989	55	179	234	416	32	448
% App. Total	22.6	77.4		23.5	76.5		92.9	7.1	
PHF	.836	.774	.808	.809	.814	.813	.819	.615	.800

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/29/2012
 Page No : 1

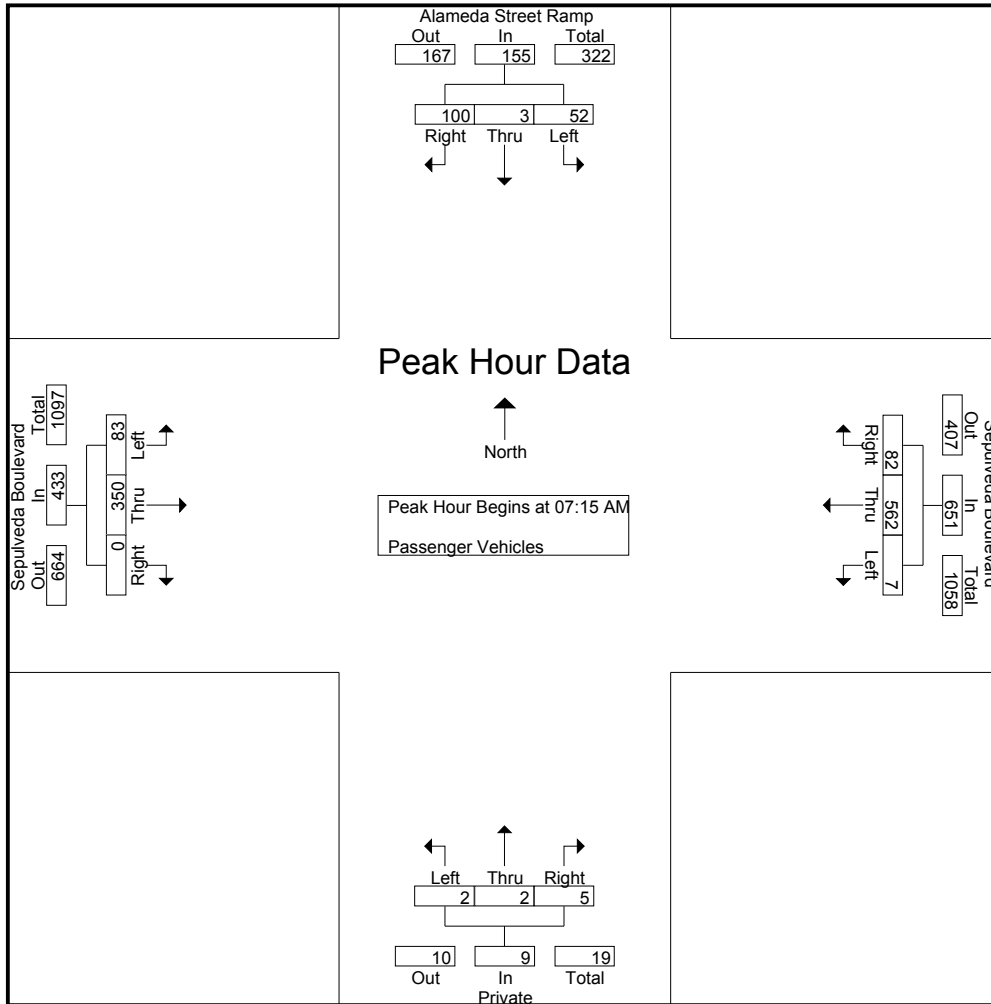
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	3	17	32	2	129	17	148	0	0	0	0	19	66	0	85	265
07:15 AM	13	1	25	39	1	144	10	155	0	0	1	1	14	82	0	96	291
07:30 AM	16	1	23	40	1	152	32	185	0	0	3	3	17	88	0	105	333
07:45 AM	11	0	21	32	3	141	20	164	1	1	0	2	32	92	0	124	322
Total	52	5	86	143	7	566	79	652	1	1	4	6	82	328	0	410	1211
08:00 AM	12	1	31	44	2	125	20	147	1	1	1	3	20	88	0	108	302
08:15 AM	8	0	10	18	2	100	12	114	1	1	1	3	16	76	0	92	227
08:30 AM	14	1	9	24	1	88	10	99	0	0	1	1	15	48	1	64	188
08:45 AM	8	0	13	21	0	66	8	74	0	1	0	1	16	59	2	77	173
Total	42	2	63	107	5	379	50	434	2	3	3	8	67	271	3	341	890
Grand Total	94	7	149	250	12	945	129	1086	3	4	7	14	149	599	3	751	2101
Apprch %	37.6	2.8	59.6		1.1	87	11.9		21.4	28.6	50		19.8	79.8	0.4		
Total %	4.5	0.3	7.1	11.9	0.6	45	6.1	51.7	0.1	0.2	0.3	0.7	7.1	28.5	0.1	35.7	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	1	25	39	1	144	10	155	0	0	1	1	14	82	0	96	291
07:30 AM	16	1	23	40	1	152	32	185	0	0	3	3	17	88	0	105	333
07:45 AM	11	0	21	32	3	141	20	164	1	1	0	2	32	92	0	124	322
08:00 AM	12	1	31	44	2	125	20	147	1	1	1	3	20	88	0	108	302
Total Volume	52	3	100	155	7	562	82	651	2	2	5	9	83	350	0	433	1248
% App. Total	33.5	1.9	64.5		1.1	86.3	12.6		22.2	22.2	55.6		19.2	80.8	0		
PHF	.813	.750	.806	.881	.583	.924	.641	.880	.500	.500	.417	.750	.648	.951	.000	.873	.937

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	13	1	25	39	1	144	10	155	0	0	1	1	14	82	0	96
+15 mins.	16	1	23	40	1	152	32	185	0	0	3	3	17	88	0	105
+30 mins.	11	0	21	32	3	141	20	164	1	1	0	2	32	92	0	124
+45 mins.	12	1	31	44	2	125	20	147	1	1	1	3	20	88	0	108
Total Volume	52	3	100	155	7	562	82	651	2	2	5	9	83	350	0	433
% App. Total	33.5	1.9	64.5		1.1	86.3	12.6		22.2	22.2	55.6		19.2	80.8	0	
PHF	.813	.750	.806	.881	.583	.924	.641	.880	.500	.500	.417	.750	.648	.951	.000	.873

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/29/2012
 Page No : 1

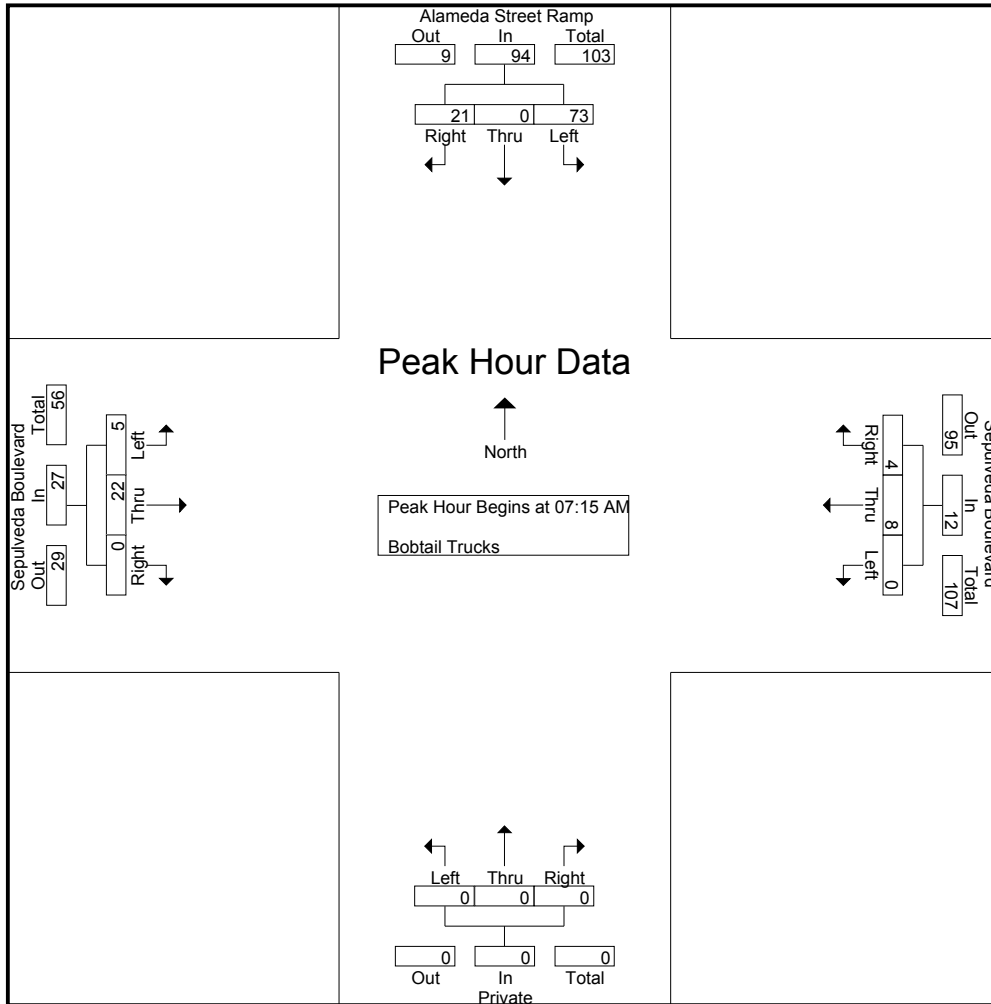
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	0	2	15	0	1	1	2	0	0	0	0	3	4	0	7	24
07:15 AM	25	0	2	27	0	1	0	1	0	0	0	0	1	5	0	6	34
07:30 AM	15	0	1	16	0	0	0	0	0	0	0	0	1	5	0	6	22
07:45 AM	14	0	5	19	0	5	2	7	0	0	0	0	0	4	0	4	30
Total	67	0	10	77	0	7	3	10	0	0	0	0	5	18	0	23	110
08:00 AM	19	0	13	32	0	2	2	4	0	0	0	0	3	8	0	11	47
08:15 AM	18	0	4	22	0	0	2	2	0	0	0	0	2	10	0	12	36
08:30 AM	10	0	3	13	0	1	0	1	0	0	0	0	1	7	0	8	22
08:45 AM	14	0	4	18	0	7	3	10	0	0	0	0	1	3	0	4	32
Total	61	0	24	85	0	10	7	17	0	0	0	0	7	28	0	35	137
Grand Total	128	0	34	162	0	17	10	27	0	0	0	0	12	46	0	58	247
Apprch %	79	0	21		0	63	37		0	0	0		20.7	79.3	0		
Total %	51.8	0	13.8	65.6	0	6.9	4	10.9	0	0	0	0	4.9	18.6	0	23.5	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	0	2	27	0	1	0	1	0	0	0	0	1	5	0	6	34
07:30 AM	15	0	1	16	0	0	0	0	0	0	0	0	1	5	0	6	22
07:45 AM	14	0	5	19	0	5	2	7	0	0	0	0	0	4	0	4	30
08:00 AM	19	0	13	32	0	2	2	4	0	0	0	0	3	8	0	11	47
Total Volume	73	0	21	94	0	8	4	12	0	0	0	0	5	22	0	27	133
% App. Total	77.7	0	22.3		0	66.7	33.3		0	0	0		18.5	81.5	0		
PHF	.730	.000	.404	.734	.000	.400	.500	.429	.000	.000	.000	.000	.417	.688	.000	.614	.707

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	25	0	2	27	0	1	0	1	0	0	0	0	1	5	0	6
+15 mins.	15	0	1	16	0	0	0	0	0	0	0	0	1	5	0	6
+30 mins.	14	0	5	19	0	5	2	7	0	0	0	0	0	4	0	4
+45 mins.	19	0	13	32	0	2	2	4	0	0	0	0	3	8	0	11
Total Volume	73	0	21	94	0	8	4	12	0	0	0	0	5	22	0	27
% App. Total	77.7	0	22.3		0	66.7	33.3		0	0	0		18.5	81.5	0	
PHF	.730	.000	.404	.734	.000	.400	.500	.429	.000	.000	.000	.000	.417	.688	.000	.614

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/29/2012
 Page No : 1

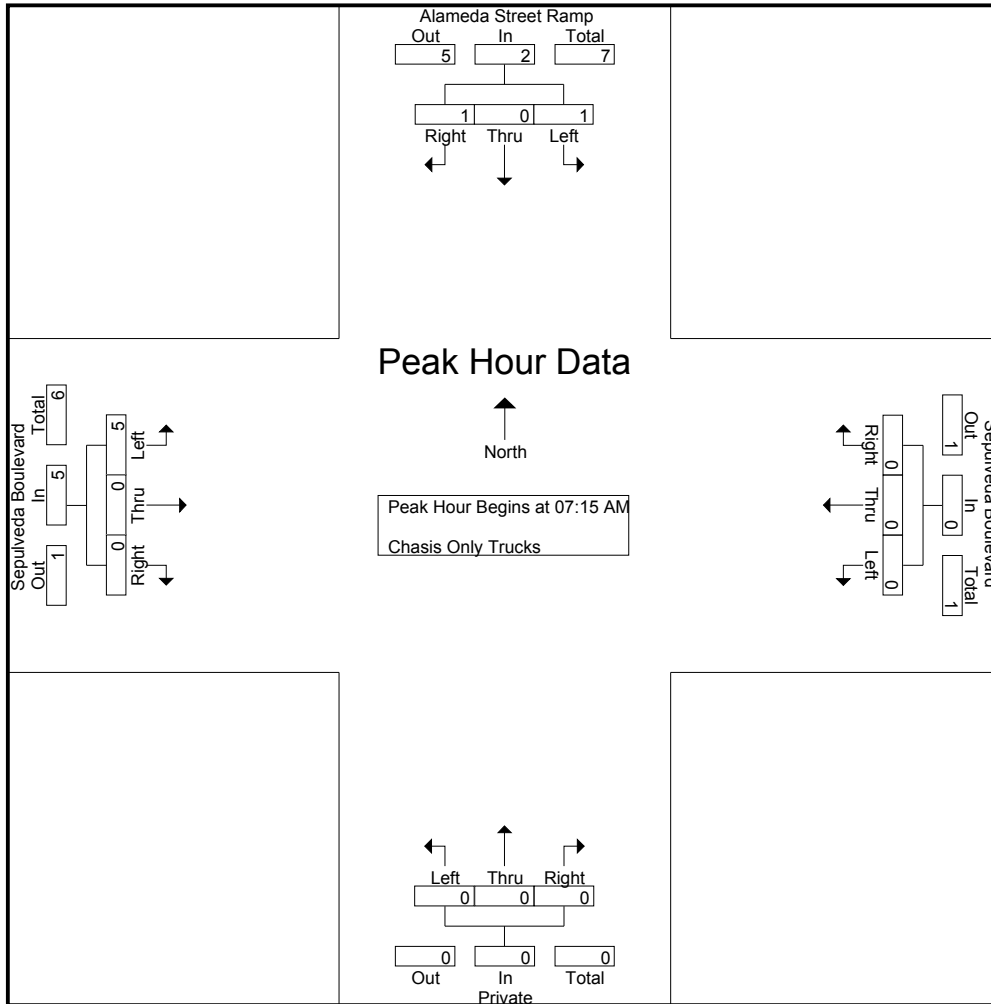
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	3	3	0	0	0	0	1	0	0	1	4
08:45 AM	1	0	0	1	0	0	3	3	0	0	0	0	0	1	0	1	5
Total	1	0	1	2	0	0	6	6	0	0	0	0	2	1	0	3	11
Grand Total	2	0	1	3	0	0	6	6	0	0	0	0	6	1	0	7	16
Apprch %	66.7	0	33.3		0	0	100		0	0	0		85.7	14.3	0		
Total %	12.5	0	6.2	18.8	0	0	37.5	37.5	0	0	0	0	37.5	6.2	0	43.8	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	5	0	0	5	7
% App. Total	50	0	50		0	0	0		0	0	0		100	0	0		
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.583

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	5	0	0	5
% App. Total	50	0	50		0	0	0		0	0	0		100	0	0	
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/29/2012
 Page No : 1

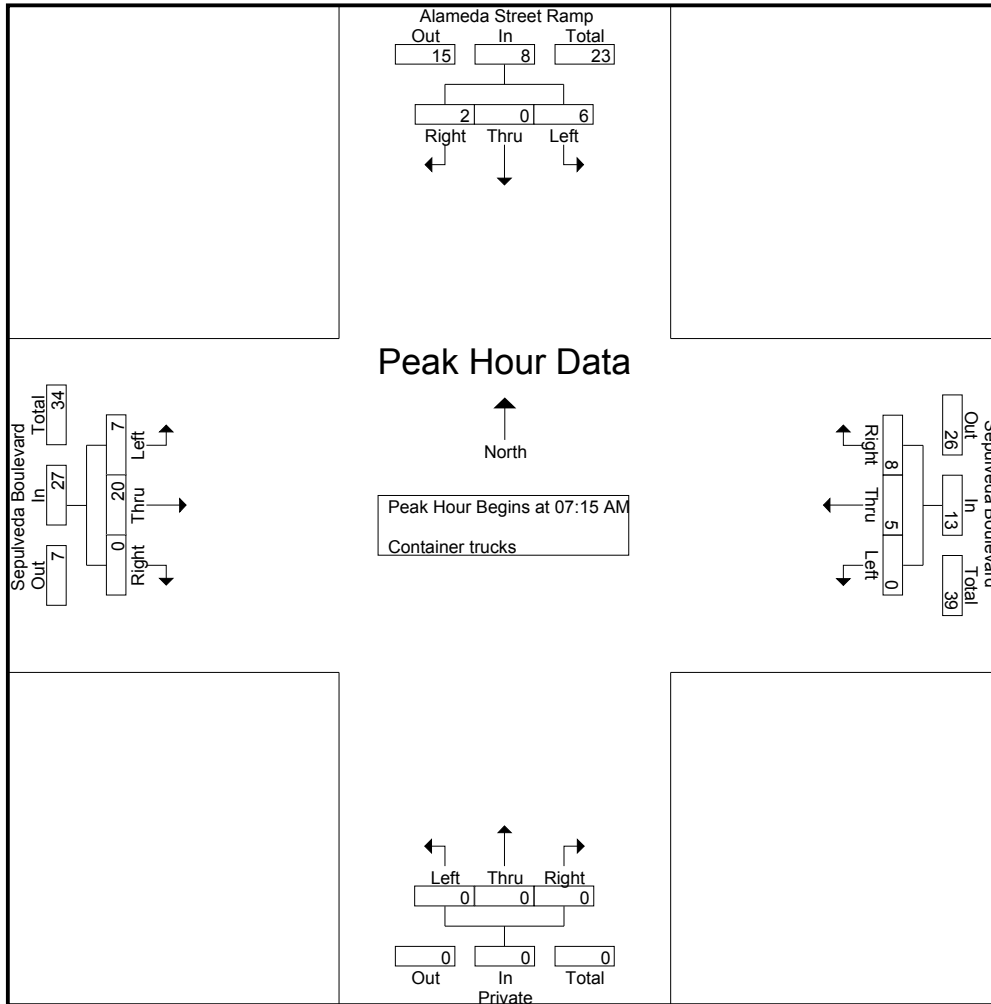
Groups Printed- Container trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	5	6	0	0	0	0	4	6	0	10	16
07:15 AM	1	0	0	1	0	1	3	4	0	0	0	0	1	5	0	6	11
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	3	6	0	9	11
07:45 AM	3	0	0	3	0	2	4	6	0	0	0	0	1	6	0	7	16
Total	5	0	1	6	0	4	12	16	0	0	0	0	9	23	0	32	54
08:00 AM	1	0	1	2	0	2	1	3	0	0	0	0	2	3	0	5	10
08:15 AM	0	0	0	0	0	2	3	5	0	0	0	0	2	4	0	6	11
08:30 AM	1	0	1	2	0	3	2	5	0	0	0	0	2	7	0	9	16
08:45 AM	1	0	1	2	0	2	3	5	0	0	0	0	3	8	0	11	18
Total	3	0	3	6	0	9	9	18	0	0	0	0	9	22	0	31	55
Grand Total	8	0	4	12	0	13	21	34	0	0	0	0	18	45	0	63	109
Apprch %	66.7	0	33.3		0	38.2	61.8		0	0	0		28.6	71.4	0		
Total %	7.3	0	3.7	11	0	11.9	19.3	31.2	0	0	0	0	16.5	41.3	0	57.8	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	1	3	4	0	0	0	0	1	5	0	6	11
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	3	6	0	9	11
07:45 AM	3	0	0	3	0	2	4	6	0	0	0	0	1	6	0	7	16
08:00 AM	1	0	1	2	0	2	1	3	0	0	0	0	2	3	0	5	10
Total Volume	6	0	2	8	0	5	8	13	0	0	0	0	7	20	0	27	48
% App. Total	75	0	25		0	38.5	61.5		0	0	0		25.9	74.1	0		
PHF	.500	.000	.500	.667	.000	.625	.500	.542	.000	.000	.000	.000	.583	.833	.000	.750	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	1	3	4	0	0	0	0	1	5	0	6
+15 mins.	1	0	1	2	0	0	0	0	0	0	0	0	3	6	0	9
+30 mins.	3	0	0	3	0	2	4	6	0	0	0	0	1	6	0	7
+45 mins.	1	0	1	2	0	2	1	3	0	0	0	0	2	3	0	5
Total Volume	6	0	2	8	0	5	8	13	0	0	0	0	7	20	0	27
% App. Total	75	0	25		0	38.5	61.5		0	0	0		25.9	74.1	0	
PHF	.500	.000	.500	.667	.000	.625	.500	.542	.000	.000	.000	.000	.583	.833	.000	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/29/2012
 Page No : 1

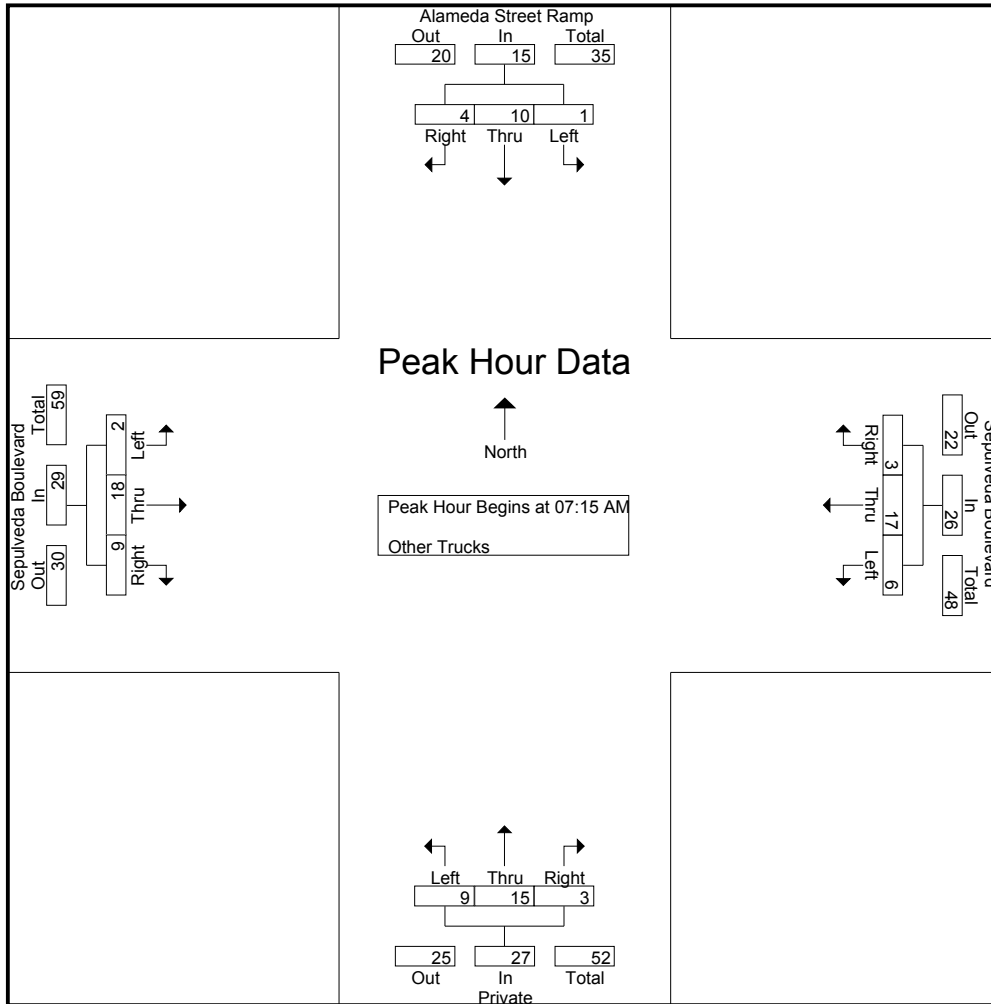
Groups Printed- Other Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	4	0	5	2	4	0	6	4	1	1	6	0	3	5	8	25
07:15 AM	0	1	0	1	4	4	0	8	4	7	2	13	0	4	3	7	29
07:30 AM	0	3	0	3	2	5	0	7	2	2	0	4	0	5	4	9	23
07:45 AM	0	4	2	6	0	4	1	5	3	4	1	8	0	5	2	7	26
Total	1	12	2	15	8	17	1	26	13	14	4	31	0	17	14	31	103
08:00 AM	1	2	2	5	0	4	2	6	0	2	0	2	2	4	0	6	19
08:15 AM	1	1	3	5	0	5	2	7	0	4	0	4	2	6	0	8	24
08:30 AM	2	2	6	10	0	5	3	8	0	0	0	0	2	5	0	7	25
08:45 AM	3	1	3	7	0	6	1	7	0	3	0	3	0	8	0	8	25
Total	7	6	14	27	0	20	8	28	0	9	0	9	6	23	0	29	93
Grand Total	8	18	16	42	8	37	9	54	13	23	4	40	6	40	14	60	196
Apprch %	19	42.9	38.1		14.8	68.5	16.7		32.5	57.5	10		10	66.7	23.3		
Total %	4.1	9.2	8.2	21.4	4.1	18.9	4.6	27.6	6.6	11.7	2	20.4	3.1	20.4	7.1	30.6	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	4	4	0	8	4	7	2	13	0	4	3	7	29
07:30 AM	0	3	0	3	2	5	0	7	2	2	0	4	0	5	4	9	23
07:45 AM	0	4	2	6	0	4	1	5	3	4	1	8	0	5	2	7	26
08:00 AM	1	2	2	5	0	4	2	6	0	2	0	2	2	4	0	6	19
Total Volume	1	10	4	15	6	17	3	26	9	15	3	27	2	18	9	29	97
% App. Total	6.7	66.7	26.7		23.1	65.4	11.5		33.3	55.6	11.1		6.9	62.1	31		
PHF	.250	.625	.500	.625	.375	.850	.375	.813	.563	.536	.375	.519	.250	.900	.563	.806	.836

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	4	4	0	8	4	7	2	13	0	4	3	7
+15 mins.	0	3	0	3	2	5	0	7	2	2	0	4	0	5	4	9
+30 mins.	0	4	2	6	0	4	1	5	3	4	1	8	0	5	2	7
+45 mins.	1	2	2	5	0	4	2	6	0	2	0	2	2	4	0	6
Total Volume	1	10	4	15	6	17	3	26	9	15	3	27	2	18	9	29
% App. Total	6.7	66.7	26.7		23.1	65.4	11.5		33.3	55.6	11.1		6.9	62.1	31	
PHF	.250	.625	.500	.625	.375	.850	.375	.813	.563	.536	.375	.519	.250	.900	.563	.806

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
 Start Date : 2/29/2012
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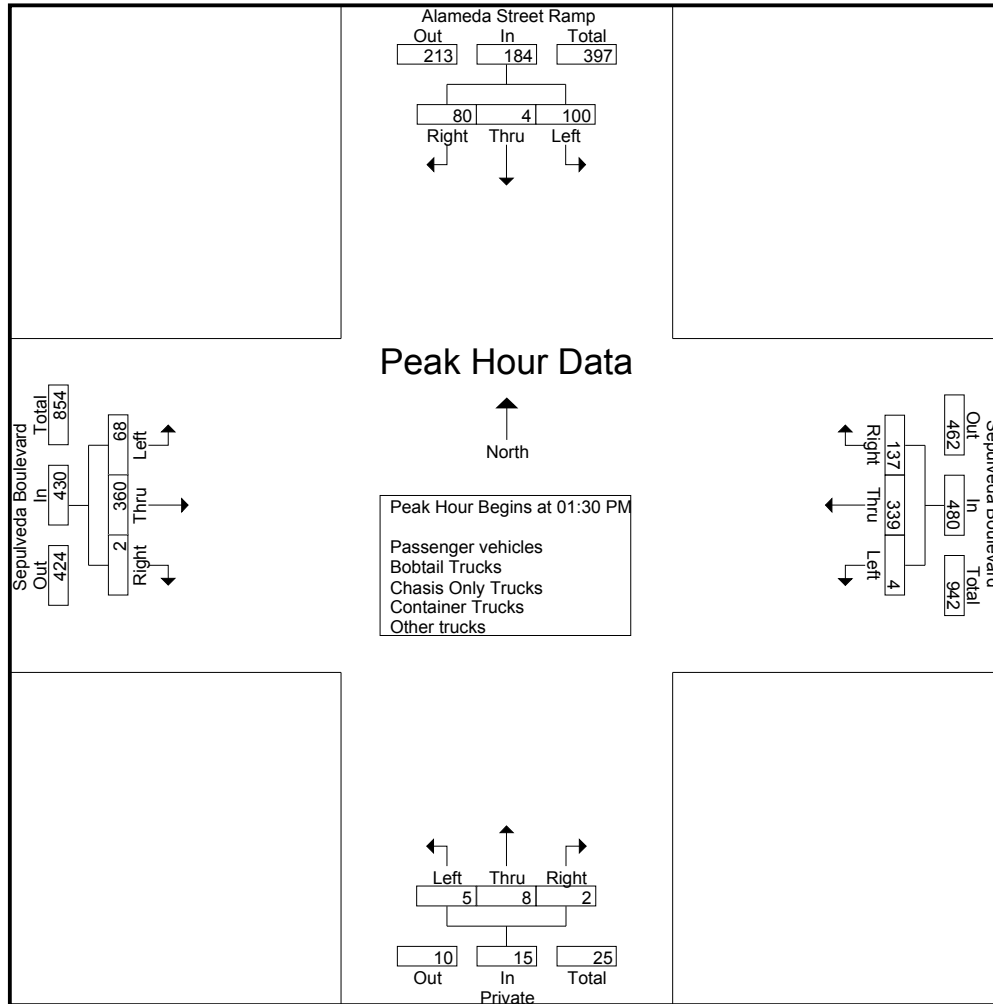
Groups Printed- Passenger vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	23	2	14	39	1	69	28	98	0	3	2	5	12	70	3	85	227
01:15 PM	27	3	15	45	1	65	27	93	1	2	1	4	21	63	0	84	226
01:30 PM	33	2	25	60	3	87	36	126	1	3	0	4	17	93	2	112	302
01:45 PM	32	2	25	59	1	91	42	134	3	3	1	7	20	90	0	110	310
Total	115	9	79	203	6	312	133	451	5	11	4	20	70	316	5	391	1065
02:00 PM	16	0	14	30	0	82	30	112	0	1	0	1	16	88	0	104	247
02:15 PM	19	0	16	35	0	79	29	108	1	1	1	3	15	89	0	104	250
02:30 PM	20	0	16	36	0	78	31	109	2	1	1	4	15	88	0	103	252
02:45 PM	26	0	10	36	0	79	33	112	2	0	0	2	16	103	0	119	269
Total	81	0	56	137	0	318	123	441	5	3	2	10	62	368	0	430	1018
Grand Total	196	9	135	340	6	630	256	892	10	14	6	30	132	684	5	821	2083
Apprch %	57.6	2.6	39.7		0.7	70.6	28.7		33.3	46.7	20		16.1	83.3	0.6		
Total %	9.4	0.4	6.5	16.3	0.3	30.2	12.3	42.8	0.5	0.7	0.3	1.4	6.3	32.8	0.2	39.4	
Passenger vehicles	125	1	96	222	4	533	115	652	8	3	6	17	115	617	4	736	1627
% Passenger vehicles	63.8	11.1	71.1	65.3	66.7	84.6	44.9	73.1	80	21.4	100	56.7	87.1	90.2	80	89.6	78.1
Bobtail Trucks	16	0	14	30	1	68	89	158	0	2	0	2	7	23	0	30	220
% Bobtail Trucks	8.2	0	10.4	8.8	16.7	10.8	34.8	17.7	0	14.3	0	6.7	5.3	3.4	0	3.7	10.6
Chasis Only Trucks	7	0	4	11	0	5	23	28	0	0	0	0	0	1	0	1	40
% Chasis Only Trucks	3.6	0	3	3.2	0	0.8	9	3.1	0	0	0	0	0	0.1	0	0.1	1.9
Container Trucks	34	0	11	45	0	11	15	26	0	0	0	0	8	28	0	36	107
% Container Trucks	17.3	0	8.1	13.2	0	1.7	5.9	2.9	0	0	0	0	6.1	4.1	0	4.4	5.1
Other trucks	14	8	10	32	1	13	14	28	2	9	0	11	2	15	1	18	89
% Other trucks	7.1	88.9	7.4	9.4	16.7	2.1	5.5	3.1	20	64.3	0	36.7	1.5	2.2	20	2.2	4.3

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	33	2	25	60	3	87	36	126	1	3	0	4	17	93	2	112	302
01:45 PM	32	2	25	59	1	91	42	134	3	3	1	7	20	90	0	110	310
02:00 PM	16	0	14	30	0	82	30	112	0	1	0	1	16	88	0	104	247
02:15 PM	19	0	16	35	0	79	29	108	1	1	1	3	15	89	0	104	250
Total Volume	100	4	80	184	4	339	137	480	5	8	2	15	68	360	2	430	1109
% App. Total	54.3	2.2	43.5		0.8	70.6	28.5		33.3	53.3	13.3		15.8	83.7	0.5		
PHF	.758	.500	.800	.767	.333	.931	.815	.896	.417	.667	.500	.536	.850	.968	.250	.960	.894

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	33	2	25	60	3	87	36	126	1	3	0	4	17	93	2	112
+15 mins.	32	2	25	59	1	91	42	134	3	3	1	7	20	90	0	110
+30 mins.	16	0	14	30	0	82	30	112	0	1	0	1	16	88	0	104
+45 mins.	19	0	16	35	0	79	29	108	1	1	1	3	15	89	0	104
Total Volume	100	4	80	184	4	339	137	480	5	8	2	15	68	360	2	430
% App. Total	54.3	2.2	43.5		0.8	70.6	28.5		33.3	53.3	13.3		15.8	83.7	0.5	
PHF	.758	.500	.800	.767	.333	.931	.815	.896	.417	.667	.500	.536	.850	.968	.250	.960

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

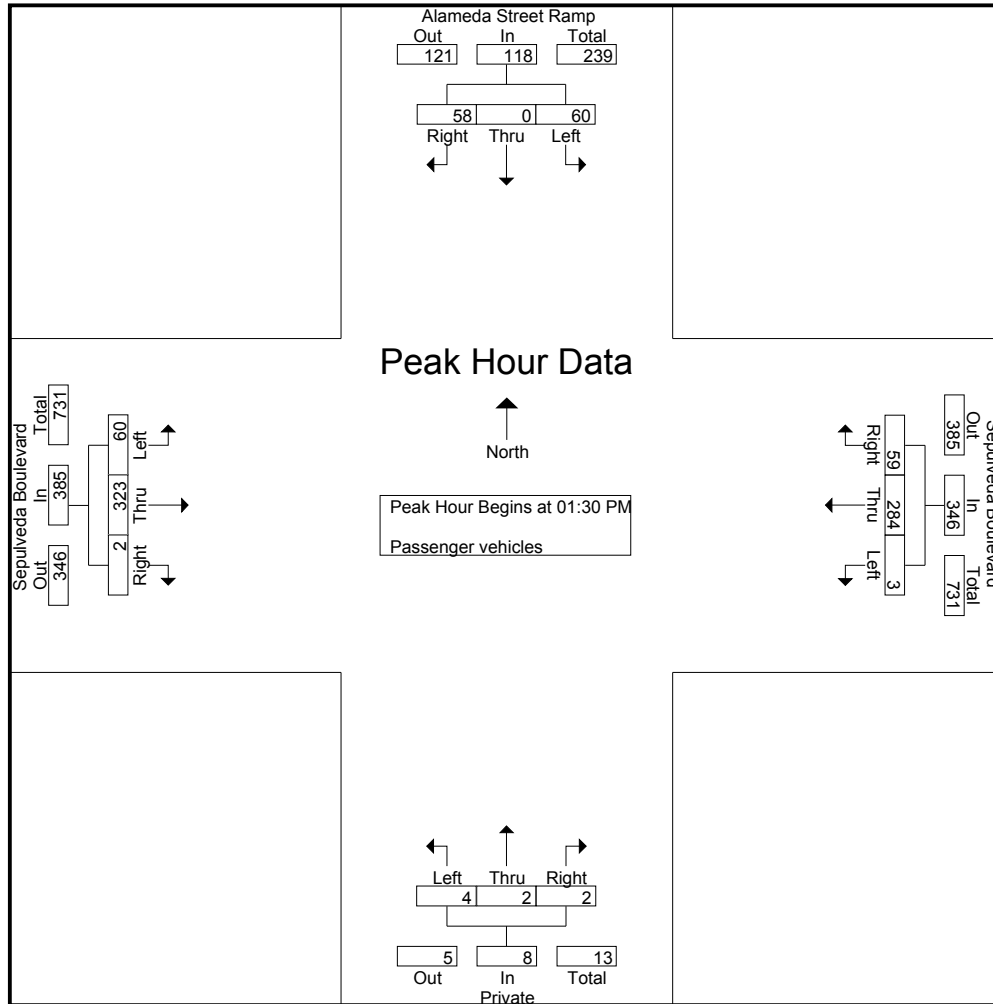
Groups Printed- Passenger vehicles

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	13	1	5	19	1	56	12	69	0	0	2	2	12	60	2	74	164
01:15 PM	7	0	8	15	0	53	13	66	0	0	1	1	13	49	0	62	144
01:30 PM	15	0	14	29	3	67	11	81	1	1	0	2	13	72	2	87	199
01:45 PM	13	0	15	28	0	74	18	92	2	0	1	3	17	81	0	98	221
Total	48	1	42	91	4	250	54	308	3	1	4	8	55	262	4	321	728
02:00 PM	15	0	14	29	0	72	16	88	0	1	0	1	16	84	0	100	218
02:15 PM	17	0	15	32	0	71	14	85	1	0	1	2	14	86	0	100	219
02:30 PM	19	0	16	35	0	69	16	85	2	1	1	4	15	84	0	99	223
02:45 PM	26	0	9	35	0	71	15	86	2	0	0	2	15	101	0	116	239
Total	77	0	54	131	0	283	61	344	5	2	2	9	60	355	0	415	899
Grand Total	125	1	96	222	4	533	115	652	8	3	6	17	115	617	4	736	1627
Apprch %	56.3	0.5	43.2		0.6	81.7	17.6		47.1	17.6	35.3		15.6	83.8	0.5		
Total %	7.7	0.1	5.9	13.6	0.2	32.8	7.1	40.1	0.5	0.2	0.4	1	7.1	37.9	0.2	45.2	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	15	0	14	29	3	67	11	81	1	1	0	2	13	72	2	87	199
01:45 PM	13	0	15	28	0	74	18	92	2	0	1	3	17	81	0	98	221
02:00 PM	15	0	14	29	0	72	16	88	0	1	0	1	16	84	0	100	218
02:15 PM	17	0	15	32	0	71	14	85	1	0	1	2	14	86	0	100	219
Total Volume	60	0	58	118	3	284	59	346	4	2	2	8	60	323	2	385	857
% App. Total	50.8	0	49.2		0.9	82.1	17.1		50	25	25		15.6	83.9	0.5		
PHF	.882	.000	.967	.922	.250	.959	.819	.940	.500	.500	.500	.667	.882	.939	.250	.963	.969

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

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 Site Code : 0000066
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	15	0	14	29	3	67	11	81	1	1	0	2	13	72	2	87
+15 mins.	13	0	15	28	0	74	18	92	2	0	1	3	17	81	0	98
+30 mins.	15	0	14	29	0	72	16	88	0	1	0	1	16	84	0	100
+45 mins.	17	0	15	32	0	71	14	85	1	0	1	2	14	86	0	100
Total Volume	60	0	58	118	3	284	59	346	4	2	2	8	60	323	2	385
% App. Total	50.8	0	49.2		0.9	82.1	17.1		50	25	25		15.6	83.9	0.5	
PHF	.882	.000	.967	.922	.250	.959	.819	.940	.500	.500	.500	.667	.882	.939	.250	.963

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
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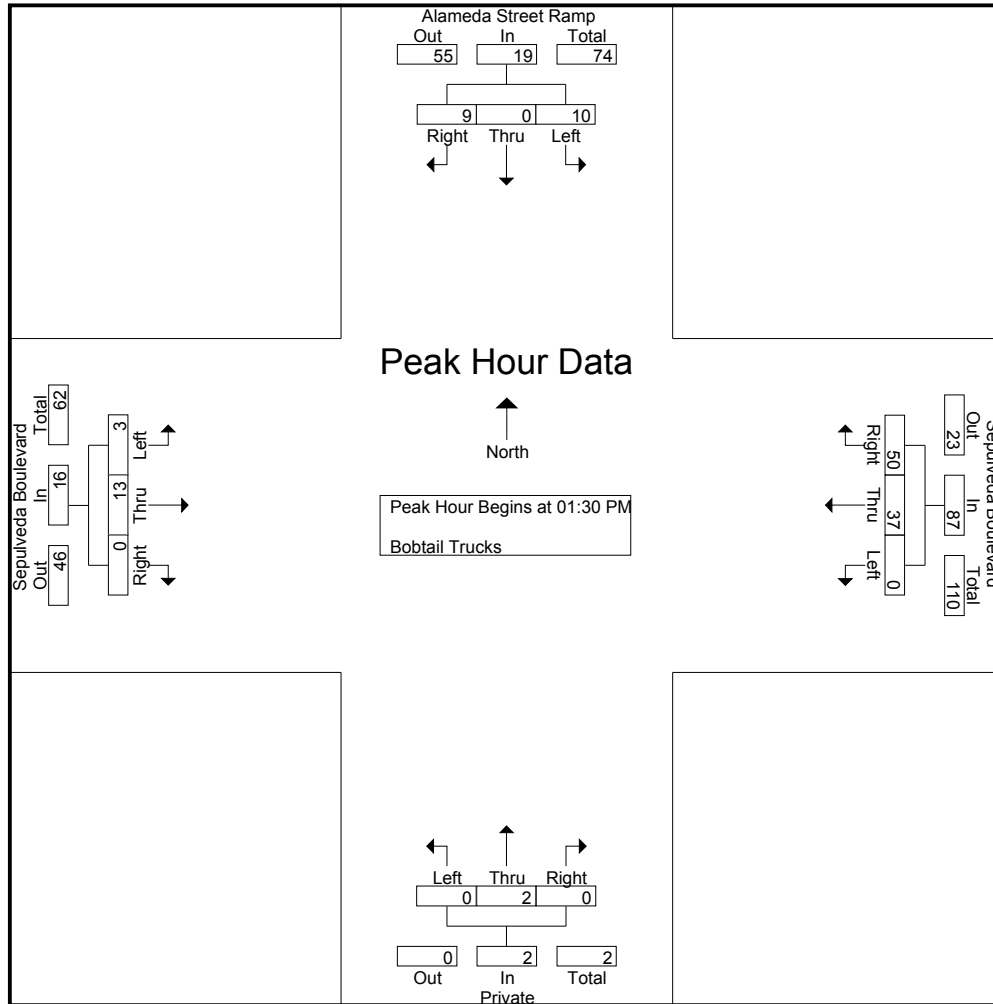
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	0	1	2	0	11	7	18	0	0	0	0	0	2	0	2	22
01:15 PM	5	0	4	9	1	5	4	10	0	0	0	0	3	2	0	5	24
01:30 PM	6	0	4	10	0	12	17	29	0	1	0	1	1	5	0	6	46
01:45 PM	4	0	5	9	0	8	10	18	0	0	0	0	1	1	0	2	29
Total	16	0	14	30	1	36	38	75	0	1	0	1	5	10	0	15	121
02:00 PM	0	0	0	0	0	9	11	20	0	0	0	0	0	4	0	4	24
02:15 PM	0	0	0	0	0	8	12	20	0	1	0	1	1	3	0	4	25
02:30 PM	0	0	0	0	0	8	13	21	0	0	0	0	0	4	0	4	25
02:45 PM	0	0	0	0	0	7	15	22	0	0	0	0	1	2	0	3	25
Total	0	0	0	0	0	32	51	83	0	1	0	1	2	13	0	15	99
Grand Total	16	0	14	30	1	68	89	158	0	2	0	2	7	23	0	30	220
Apprch %	53.3	0	46.7		0.6	43	56.3		0	100	0		23.3	76.7	0		
Total %	7.3	0	6.4	13.6	0.5	30.9	40.5	71.8	0	0.9	0	0.9	3.2	10.5	0	13.6	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	6	0	4	10	0	12	17	29	0	1	0	1	1	5	0	6	46
01:45 PM	4	0	5	9	0	8	10	18	0	0	0	0	1	1	0	2	29
02:00 PM	0	0	0	0	0	9	11	20	0	0	0	0	0	4	0	4	24
02:15 PM	0	0	0	0	0	8	12	20	0	1	0	1	1	3	0	4	25
Total Volume	10	0	9	19	0	37	50	87	0	2	0	2	3	13	0	16	124
% App. Total	52.6	0	47.4		0	42.5	57.5		0	100	0		18.8	81.2	0		
PHF	.417	.000	.450	.475	.000	.771	.735	.750	.000	.500	.000	.500	.750	.650	.000	.667	.674

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	6	0	4	10	0	12	17	29	0	1	0	1	1	5	0	6
+15 mins.	4	0	5	9	0	8	10	18	0	0	0	0	1	1	0	2
+30 mins.	0	0	0	0	0	9	11	20	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	8	12	20	0	1	0	1	1	3	0	4
Total Volume	10	0	9	19	0	37	50	87	0	2	0	2	3	13	0	16
% App. Total	52.6	0	47.4		0	42.5	57.5		0	100	0		18.8	81.2	0	
PHF	.417	.000	.450	.475	.000	.771	.735	.750	.000	.500	.000	.500	.750	.650	.000	.667

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
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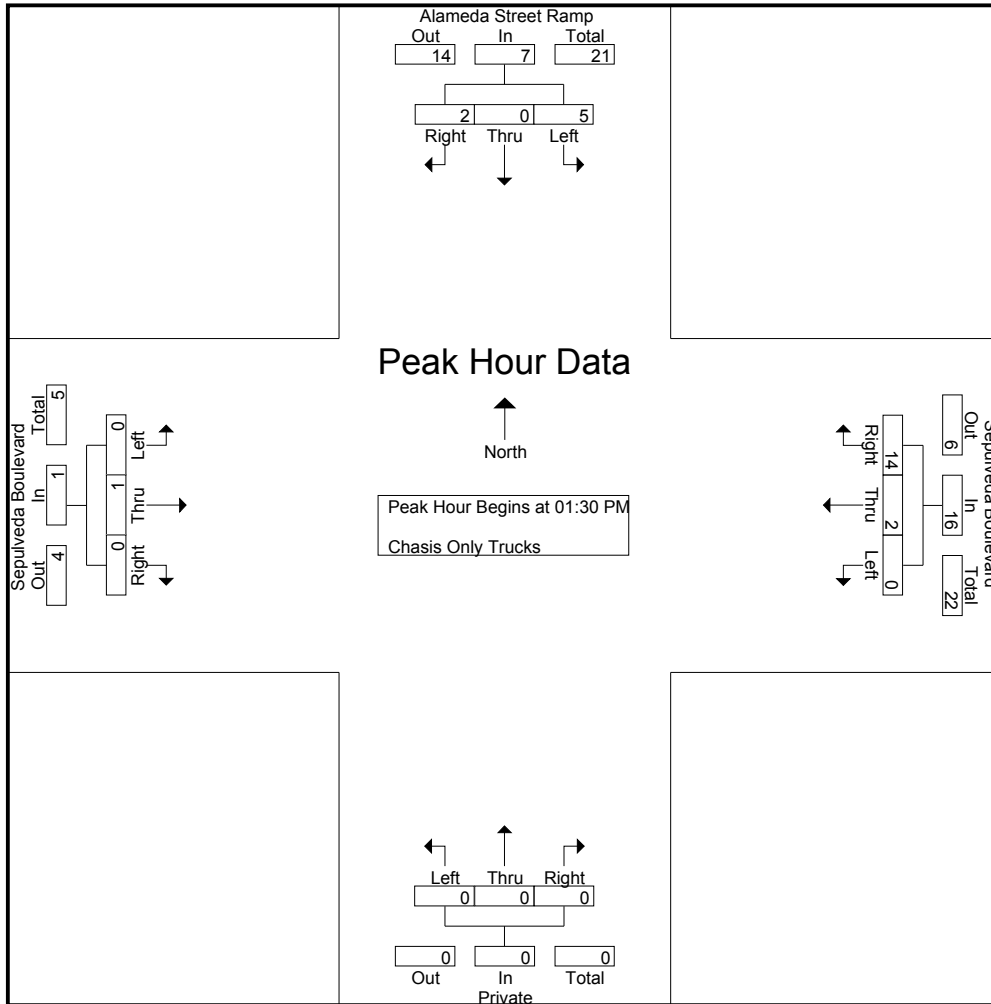
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	1	0	1	2	0	0	4	4	0	0	0	0	0	0	0	0	0	6
01:30 PM	1	0	0	1	0	1	3	4	0	0	0	0	0	1	0	0	1	6
01:45 PM	1	0	1	2	0	0	5	5	0	0	0	0	0	0	0	0	0	7
Total	3	0	2	5	0	2	12	14	0	0	0	0	0	1	0	0	1	20
02:00 PM	1	0	0	1	0	1	3	4	0	0	0	0	0	0	0	0	0	5
02:15 PM	2	0	1	3	0	0	3	3	0	0	0	0	0	0	0	0	0	6
02:30 PM	1	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	0	4
02:45 PM	0	0	1	1	0	1	3	4	0	0	0	0	0	0	0	0	0	5
Total	4	0	2	6	0	3	11	14	0	0	0	0	0	0	0	0	0	20
Grand Total	7	0	4	11	0	5	23	28	0	0	0	0	0	1	0	0	1	40
Apprch %	63.6	0	36.4		0	17.9	82.1		0	0	0		0	100	0			
Total %	17.5	0	10	27.5	0	12.5	57.5	70	0	0	0	0	0	2.5	0	2.5		

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 01:30 PM																		
01:30 PM	1	0	0	1	0	1	3	4	0	0	0	0	0	1	0	0	1	6
01:45 PM	1	0	1	2	0	0	5	5	0	0	0	0	0	0	0	0	0	7
02:00 PM	1	0	0	1	0	1	3	4	0	0	0	0	0	0	0	0	0	5
02:15 PM	2	0	1	3	0	0	3	3	0	0	0	0	0	0	0	0	0	6
Total Volume	5	0	2	7	0	2	14	16	0	0	0	0	0	1	0	0	1	24
% App. Total	71.4	0	28.6		0	12.5	87.5		0	0	0		0	100	0			
PHF	.625	.000	.500	.583	.000	.500	.700	.800	.000	.000	.000	.000	.000	.250	.000	.250		.857

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	1	0	0	1	0	1	3	4	0	0	0	0	0	1	0	1
+15 mins.	1	0	1	2	0	0	5	5	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	1	3	4	0	0	0	0	0	0	0	0
+45 mins.	2	0	1	3	0	0	3	3	0	0	0	0	0	0	0	0
Total Volume	5	0	2	7	0	2	14	16	0	0	0	0	0	1	0	1
% App. Total	71.4	0	28.6		0	12.5	87.5		0	0	0		0	100	0	
PHF	.625	.000	.500	.583	.000	.500	.700	.800	.000	.000	.000	.000	.000	.250	.000	.250

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

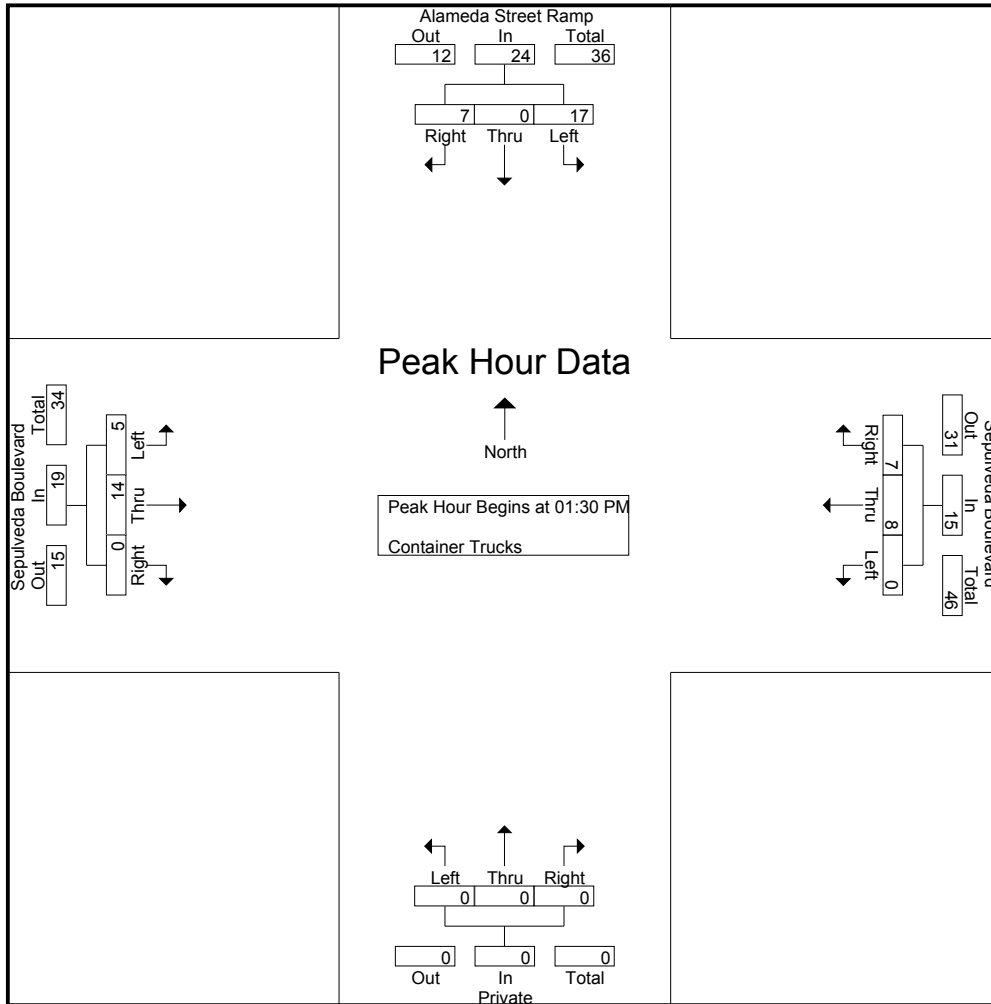
Groups Printed- Container Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	7	0	3	10	0	0	5	5	0	0	0	0	0	5	0	5	20
01:15 PM	10	0	1	11	0	3	3	6	0	0	0	0	3	9	0	12	29
01:30 PM	6	0	4	10	0	3	4	7	0	0	0	0	3	8	0	11	28
01:45 PM	11	0	3	14	0	5	3	8	0	0	0	0	2	6	0	8	30
Total	34	0	11	45	0	11	15	26	0	0	0	0	8	28	0	36	107
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	34	0	11	45	0	11	15	26	0	0	0	0	8	28	0	36	107
Apprch %	75.6	0	24.4		0	42.3	57.7		0	0	0		22.2	77.8	0		
Total %	31.8	0	10.3	42.1	0	10.3	14	24.3	0	0	0	0	7.5	26.2	0	33.6	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	6	0	4	10	0	3	4	7	0	0	0	0	3	8	0	11	28
01:45 PM	11	0	3	14	0	5	3	8	0	0	0	0	2	6	0	8	30
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	17	0	7	24	0	8	7	15	0	0	0	0	5	14	0	19	58
% App. Total	70.8	0	29.2		0	53.3	46.7		0	0	0		26.3	73.7	0		
PHF	.386	.000	.438	.429	.000	.400	.438	.469	.000	.000	.000	.000	.417	.438	.000	.432	.483

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	6	0	4	10	0	3	4	7	0	0	0	0	3	8	0	11
+15 mins.	11	0	3	14	0	5	3	8	0	0	0	0	2	6	0	8
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	17	0	7	24	0	8	7	15	0	0	0	0	5	14	0	19
% App. Total	70.8	0	29.2		0	53.3	46.7		0	0	0		26.3	73.7	0	
PHF	.386	.000	.438	.429	.000	.400	.438	.469	.000	.000	.000	.000	.417	.438	.000	.432

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

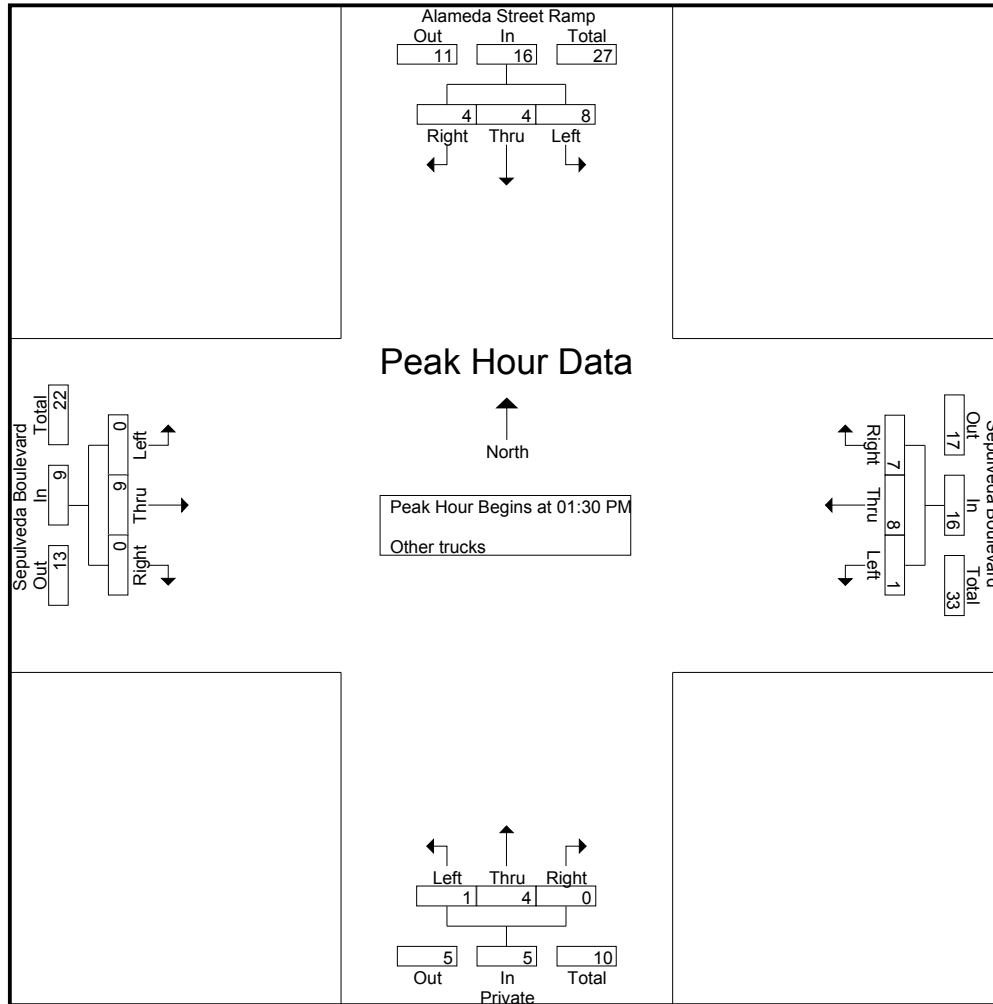
Groups Printed- Other trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	2	1	5	8	0	1	4	5	0	3	0	3	0	3	1	4	20
01:15 PM	4	3	1	8	0	4	3	7	1	2	0	3	2	3	0	5	23
01:30 PM	5	2	3	10	0	4	1	5	0	1	0	1	0	7	0	7	23
01:45 PM	3	2	1	6	1	4	6	11	1	3	0	4	0	2	0	2	23
Total	14	8	10	32	1	13	14	28	2	9	0	11	2	15	1	18	89
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	14	8	10	32	1	13	14	28	2	9	0	11	2	15	1	18	89
Apprch %	43.8	25	31.2		3.6	46.4	50		18.2	81.8	0		11.1	83.3	5.6		
Total %	15.7	9	11.2	36	1.1	14.6	15.7	31.5	2.2	10.1	0	12.4	2.2	16.9	1.1	20.2	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	5	2	3	10	0	4	1	5	0	1	0	1	0	7	0	7	23
01:45 PM	3	2	1	6	1	4	6	11	1	3	0	4	0	2	0	2	23
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	8	4	4	16	1	8	7	16	1	4	0	5	0	9	0	9	46
% App. Total	50	25	25		6.2	50	43.8		20	80	0		0	100	0		
PHF	.400	.500	.333	.400	.250	.500	.292	.364	.250	.333	.000	.313	.000	.321	.000	.321	.500

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	5	2	3	10	0	4	1	5	0	1	0	1	0	7	0	7
+15 mins.	3	2	1	6	1	4	6	11	1	3	0	4	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	8	4	4	16	1	8	7	16	1	4	0	5	0	9	0	9
% App. Total	50	25	25		6.2	50	43.8		20	80	0		0	100	0	
PHF	.400	.500	.333	.400	.250	.500	.292	.364	.250	.333	.000	.313	.000	.321	.000	.321

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

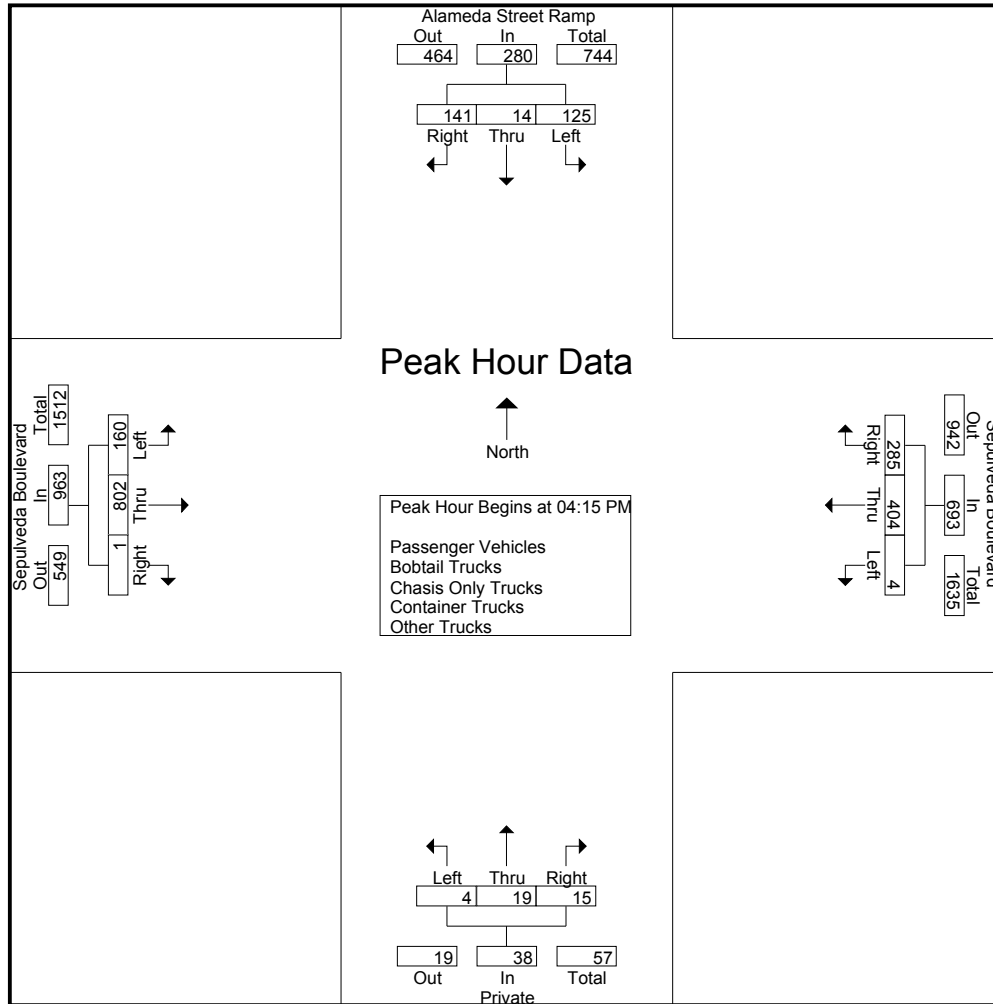
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	20	3	30	53	4	91	65	160	2	11	0	13	44	182	3	229	455
04:15 PM	25	2	30	57	2	103	78	183	1	6	8	15	35	176	0	211	466
04:30 PM	34	1	37	72	1	107	83	191	1	8	6	15	52	183	0	235	513
04:45 PM	38	6	36	80	0	87	59	146	1	5	1	7	43	195	1	239	472
Total	117	12	133	262	7	388	285	680	5	30	15	50	174	736	4	914	1906
05:00 PM	28	5	38	71	1	107	65	173	1	0	0	1	30	248	0	278	523
05:15 PM	34	2	33	69	0	99	30	129	1	4	0	5	39	206	1	246	449
05:30 PM	21	1	14	36	0	91	26	117	2	5	0	7	40	179	1	220	380
05:45 PM	25	2	20	47	1	100	30	131	0	5	1	6	24	172	0	196	380
Total	108	10	105	223	2	397	151	550	4	14	1	19	133	805	2	940	1732
Grand Total	225	22	238	485	9	785	436	1230	9	44	16	69	307	1541	6	1854	3638
Apprch %	46.4	4.5	49.1		0.7	63.8	35.4		13	63.8	23.2		16.6	83.1	0.3		
Total %	6.2	0.6	6.5	13.3	0.2	21.6	12	33.8	0.2	1.2	0.4	1.9	8.4	42.4	0.2	51	
Passenger Vehicles	150	2	184	336	6	710	228	944	9	19	16	44	248	1348	4	1600	2924
% Passenger Vehicles	66.7	9.1	77.3	69.3	66.7	90.4	52.3	76.7	100	43.2	100	63.8	80.8	87.5	66.7	86.3	80.4
Bobtail Trucks	38	0	35	73	0	42	135	177	0	0	0	0	12	110	0	122	372
% Bobtail Trucks	16.9	0	14.7	15.1	0	5.4	31	14.4	0	0	0	0	3.9	7.1	0	6.6	10.2
Chasis Only Trucks	3	0	2	5	0	0	4	4	0	0	0	0	1	7	0	8	17
% Chasis Only Trucks	1.3	0	0.8	1	0	0	0.9	0.3	0	0	0	0	0.3	0.5	0	0.4	0.5
Container Trucks	26	0	10	36	0	26	50	76	0	0	0	0	32	63	0	95	207
% Container Trucks	11.6	0	4.2	7.4	0	3.3	11.5	6.2	0	0	0	0	10.4	4.1	0	5.1	5.7
Other Trucks	8	20	7	35	3	7	19	29	0	25	0	25	14	13	2	29	118
% Other Trucks	3.6	90.9	2.9	7.2	33.3	0.9	4.4	2.4	0	56.8	0	36.2	4.6	0.8	33.3	1.6	3.2

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	25	2	30	57	2	103	78	183	1	6	8	15	35	176	0	211	466
04:30 PM	34	1	37	72	1	107	83	191	1	8	6	15	52	183	0	235	513
04:45 PM	38	6	36	80	0	87	59	146	1	5	1	7	43	195	1	239	472
05:00 PM	28	5	38	71	1	107	65	173	1	0	0	1	30	248	0	278	523
Total Volume	125	14	141	280	4	404	285	693	4	19	15	38	160	802	1	963	1974
% App. Total	44.6	5	50.4		0.6	58.3	41.1		10.5	50	39.5		16.6	83.3	0.1		
PHF	.822	.583	.928	.875	.500	.944	.858	.907	1.00	.594	.469	.633	.769	.808	.250	.866	.944

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	25	2	30	57	2	103	78	183	1	6	8	15	35	176	0	211
+15 mins.	34	1	37	72	1	107	83	191	1	8	6	15	52	183	0	235
+30 mins.	38	6	36	80	0	87	59	146	1	5	1	7	43	195	1	239
+45 mins.	28	5	38	71	1	107	65	173	1	0	0	1	30	248	0	278
Total Volume	125	14	141	280	4	404	285	693	4	19	15	38	160	802	1	963
% App. Total	44.6	5	50.4		0.6	58.3	41.1		10.5	50	39.5		16.6	83.3	0.1	
PHF	.822	.583	.928	.875	.500	.944	.858	.907	1.000	.594	.469	.633	.769	.808	.250	.866

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

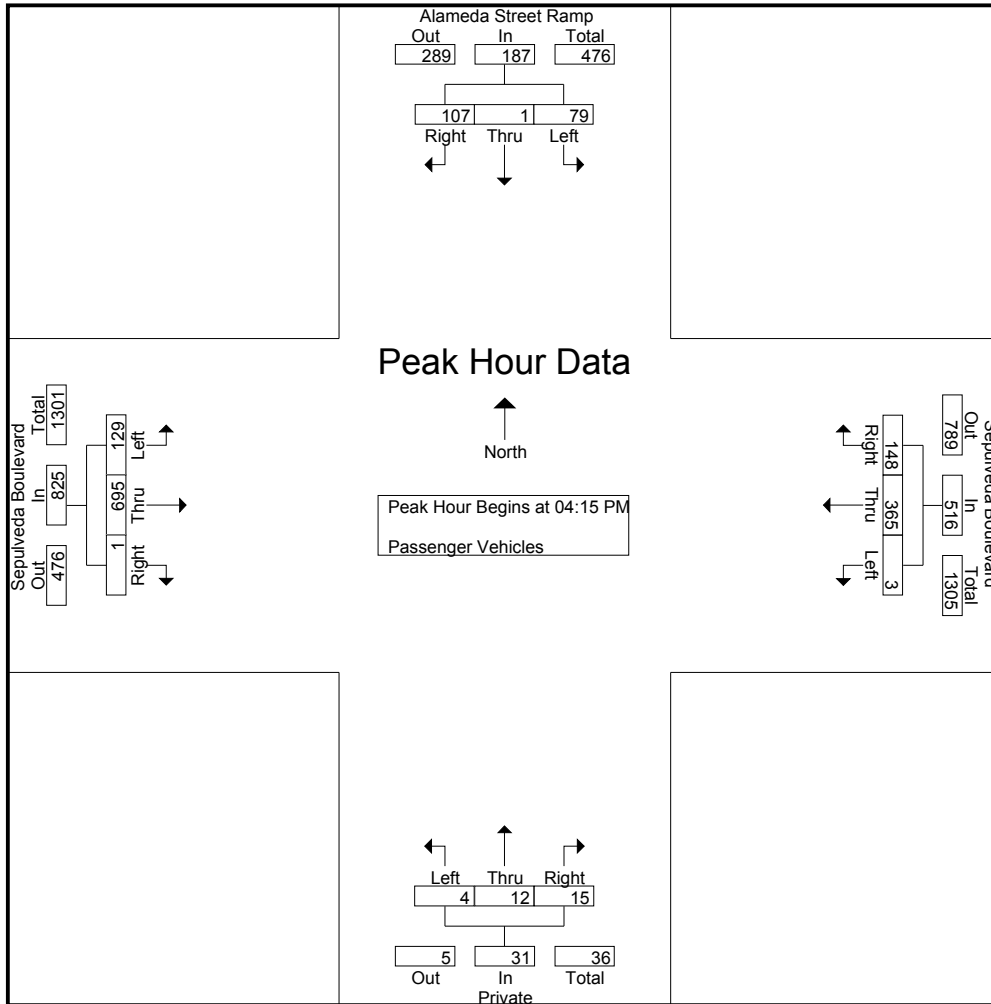
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	0	18	31	2	66	28	96	2	5	0	7	34	144	1	179	313
04:15 PM	13	0	20	33	1	88	34	123	1	5	8	14	31	154	0	185	355
04:30 PM	25	0	31	56	1	94	45	140	1	7	6	14	45	151	0	196	406
04:45 PM	24	0	25	49	0	77	24	101	1	0	1	2	31	176	1	208	360
Total	75	0	94	169	4	325	131	460	5	17	15	37	141	625	2	768	1434
05:00 PM	17	1	31	49	1	106	45	152	1	0	0	1	22	214	0	236	438
05:15 PM	22	1	28	51	0	96	19	115	1	0	0	1	31	186	1	218	385
05:30 PM	15	0	11	26	0	89	15	104	2	2	0	4	35	159	1	195	329
05:45 PM	21	0	20	41	1	94	18	113	0	0	1	1	19	164	0	183	338
Total	75	2	90	167	2	385	97	484	4	2	1	7	107	723	2	832	1490
Grand Total	150	2	184	336	6	710	228	944	9	19	16	44	248	1348	4	1600	2924
Apprch %	44.6	0.6	54.8		0.6	75.2	24.2		20.5	43.2	36.4		15.5	84.2	0.2		
Total %	5.1	0.1	6.3	11.5	0.2	24.3	7.8	32.3	0.3	0.6	0.5	1.5	8.5	46.1	0.1	54.7	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	13	0	20	33	1	88	34	123	1	5	8	14	31	154	0	185	355
04:30 PM	25	0	31	56	1	94	45	140	1	7	6	14	45	151	0	196	406
04:45 PM	24	0	25	49	0	77	24	101	1	0	1	2	31	176	1	208	360
05:00 PM	17	1	31	49	1	106	45	152	1	0	0	1	22	214	0	236	438
Total Volume	79	1	107	187	3	365	148	516	4	12	15	31	129	695	1	825	1559
% App. Total	42.2	0.5	57.2		0.6	70.7	28.7		12.9	38.7	48.4		15.6	84.2	0.1		
PHF	.790	.250	.863	.835	.750	.861	.822	.849	1.00	.429	.469	.554	.717	.812	.250	.874	.890

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	13	0	20	33	1	88	34	123	1	5	8	14	31	154	0	185
+15 mins.	25	0	31	56	1	94	45	140	1	7	6	14	45	151	0	196
+30 mins.	24	0	25	49	0	77	24	101	1	0	1	2	31	176	1	208
+45 mins.	17	1	31	49	1	106	45	152	1	0	0	1	22	214	0	236
Total Volume	79	1	107	187	3	365	148	516	4	12	15	31	129	695	1	825
% App. Total	42.2	0.5	57.2		0.6	70.7	28.7		12.9	38.7	48.4		15.6	84.2	0.1	
PHF	.790	.250	.863	.835	.750	.861	.822	.849	1.000	.429	.469	.554	.717	.812	.250	.874

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

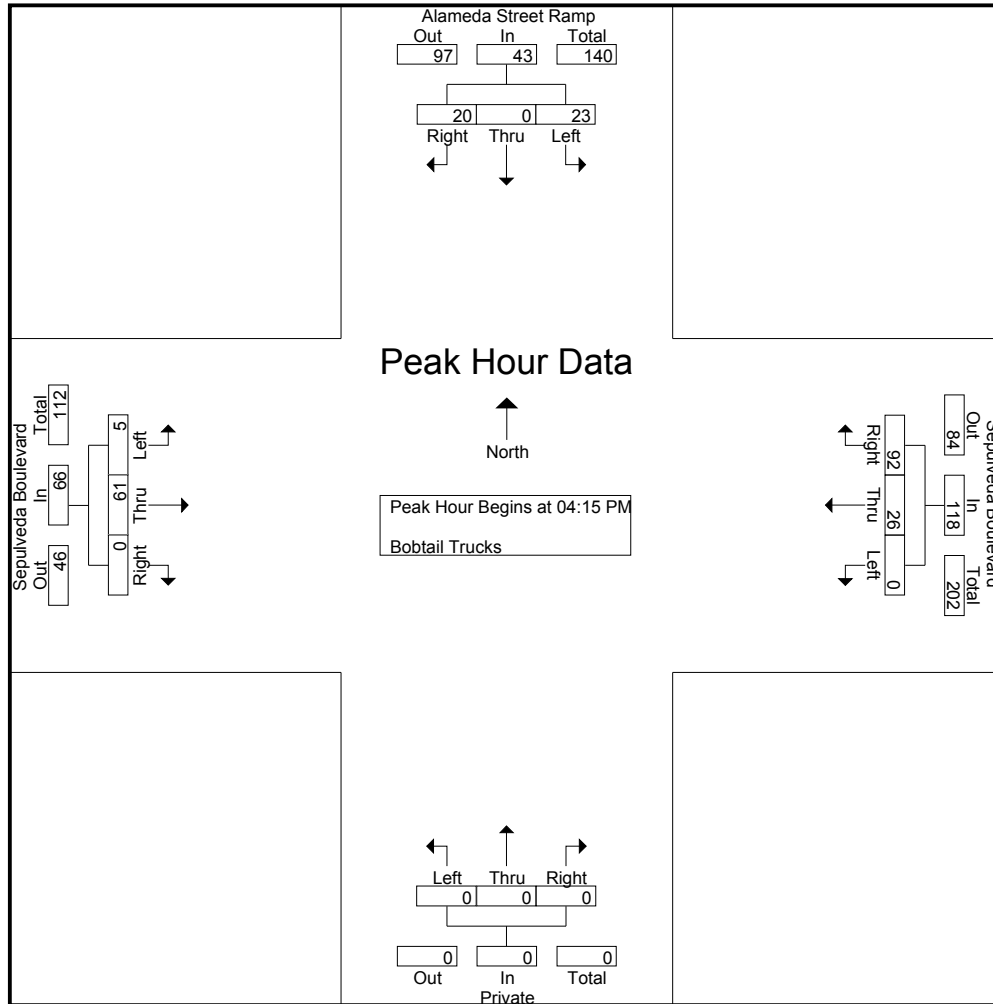
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	0	9	13	0	12	25	37	0	0	0	0	4	20	0	24	74
04:15 PM	4	0	5	9	0	13	32	45	0	0	0	0	1	13	0	14	68
04:30 PM	5	0	4	9	0	4	27	31	0	0	0	0	1	16	0	17	57
04:45 PM	8	0	6	14	0	8	21	29	0	0	0	0	1	10	0	11	54
Total	21	0	24	45	0	37	105	142	0	0	0	0	7	59	0	66	253
05:00 PM	6	0	5	11	0	1	12	13	0	0	0	0	2	22	0	24	48
05:15 PM	4	0	5	9	0	2	5	7	0	0	0	0	1	10	0	11	27
05:30 PM	3	0	1	4	0	1	9	10	0	0	0	0	2	13	0	15	29
05:45 PM	4	0	0	4	0	1	4	5	0	0	0	0	0	6	0	6	15
Total	17	0	11	28	0	5	30	35	0	0	0	0	5	51	0	56	119
Grand Total	38	0	35	73	0	42	135	177	0	0	0	0	12	110	0	122	372
Apprch %	52.1	0	47.9		0	23.7	76.3		0	0	0		9.8	90.2	0		
Total %	10.2	0	9.4	19.6	0	11.3	36.3	47.6	0	0	0	0	3.2	29.6	0	32.8	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	4	0	5	9	0	13	32	45	0	0	0	0	1	13	0	14	68
04:30 PM	5	0	4	9	0	4	27	31	0	0	0	0	1	16	0	17	57
04:45 PM	8	0	6	14	0	8	21	29	0	0	0	0	1	10	0	11	54
05:00 PM	6	0	5	11	0	1	12	13	0	0	0	0	2	22	0	24	48
Total Volume	23	0	20	43	0	26	92	118	0	0	0	0	5	61	0	66	227
% App. Total	53.5	0	46.5		0	22	78		0	0	0		7.6	92.4	0		
PHF	.719	.000	.833	.768	.000	.500	.719	.656	.000	.000	.000	.000	.625	.693	.000	.688	.835

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	4	0	5	9	0	13	32	45	0	0	0	0	1	13	0	14
+15 mins.	5	0	4	9	0	4	27	31	0	0	0	0	1	16	0	17
+30 mins.	8	0	6	14	0	8	21	29	0	0	0	0	1	10	0	11
+45 mins.	6	0	5	11	0	1	12	13	0	0	0	0	2	22	0	24
Total Volume	23	0	20	43	0	26	92	118	0	0	0	0	5	61	0	66
% App. Total	53.5	0	46.5		0	22	78		0	0	0		7.6	92.4	0	
PHF	.719	.000	.833	.768	.000	.500	.719	.656	.000	.000	.000	.000	.625	.693	.000	.688

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

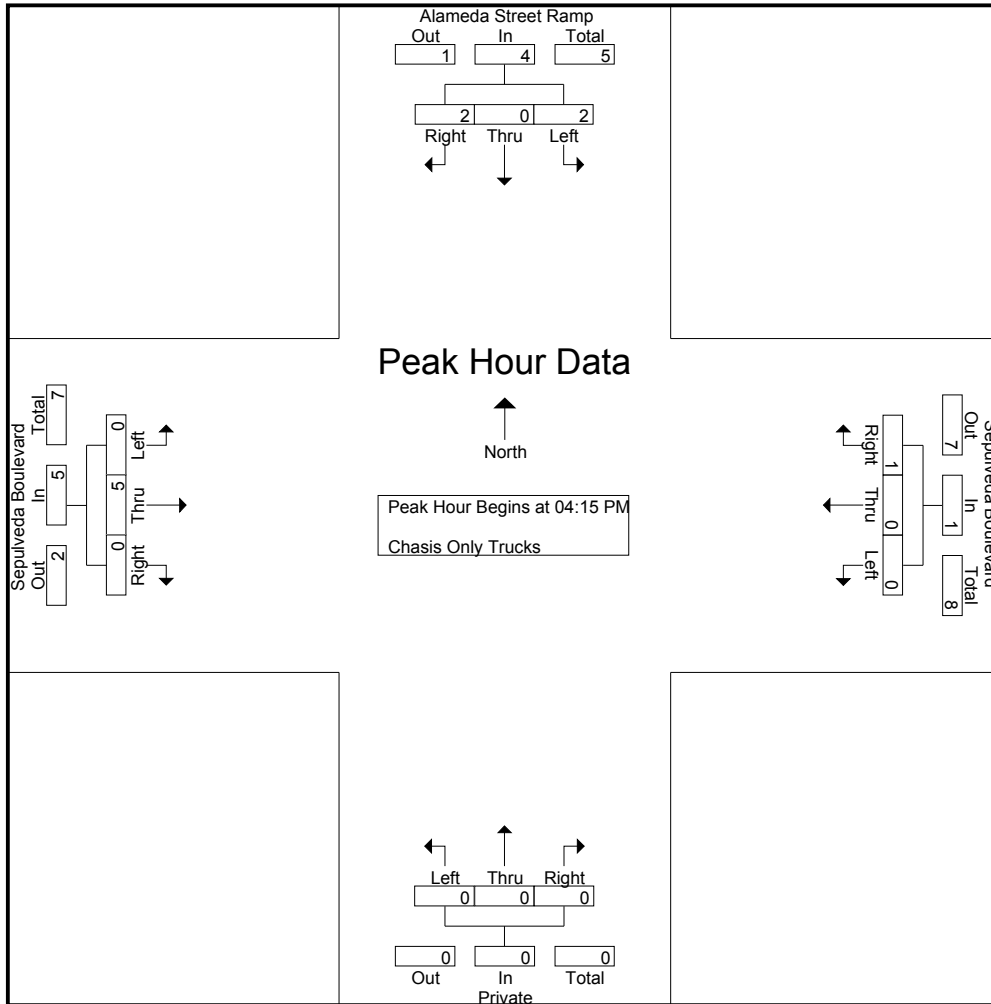
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	2	0	2	4	0	0	1	1	0	0	0	0	1	4	0	5	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	0	0	3	3	0	0	0	0	0	3	0	3	7
Grand Total	3	0	2	5	0	0	4	4	0	0	0	0	1	7	0	8	17
Apprch %	60	0	40		0	0	100		0	0	0		12.5	87.5	0		
Total %	17.6	0	11.8	29.4	0	0	23.5	23.5	0	0	0	0	5.9	41.2	0	47.1	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	2	0	2	4	0	0	1	1	0	0	0	0	0	5	0	5	10
% App. Total	50	0	50		0	0	100		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.417	.000	.417	.500

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	2	0	2	4	0	0	1	1	0	0	0	0	0	5	0	5
% App. Total	50	0	50		0	0	100		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.417	.000	.417

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

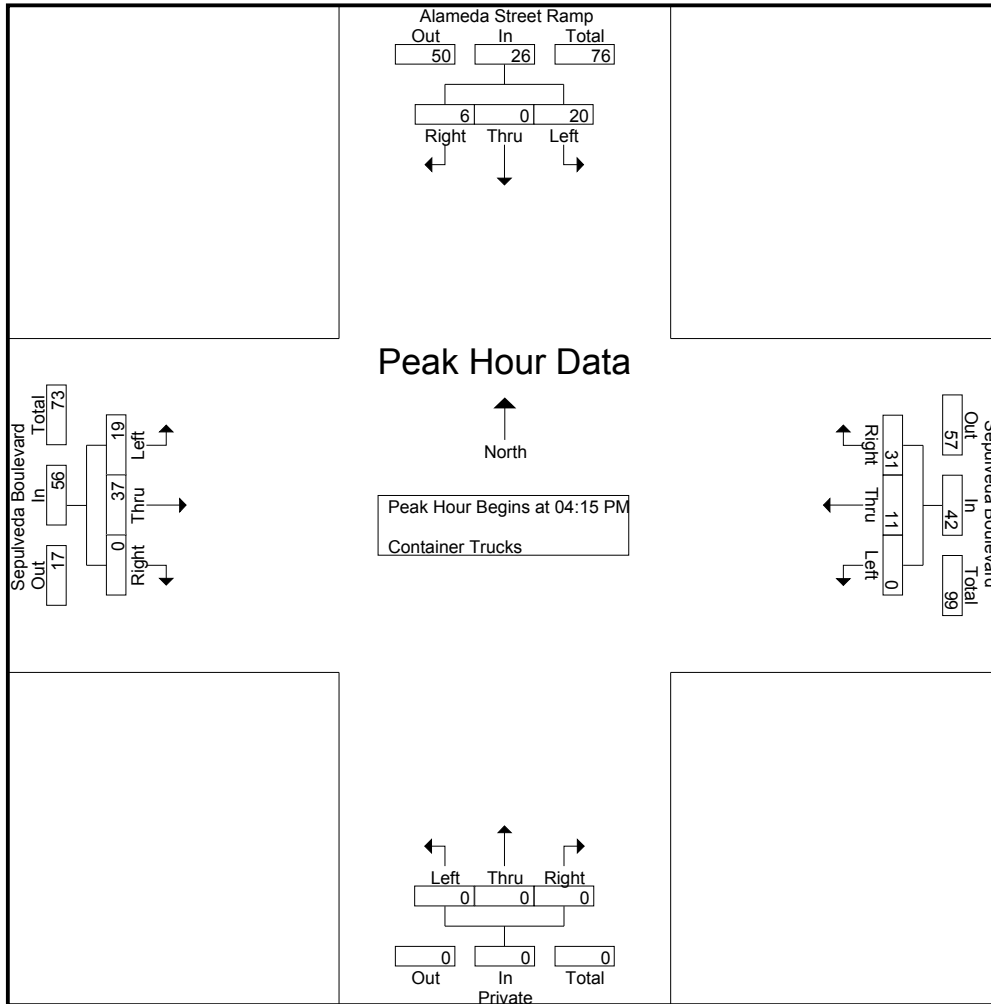
Groups Printed- Container Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	3	4	0	9	11	20	0	0	0	0	2	13	0	15	39
04:15 PM	8	0	2	10	0	1	10	11	0	0	0	0	2	6	0	8	29
04:30 PM	2	0	1	3	0	9	5	14	0	0	0	0	5	14	0	19	36
04:45 PM	6	0	2	8	0	1	12	13	0	0	0	0	8	9	0	17	38
Total	17	0	8	25	0	20	38	58	0	0	0	0	17	42	0	59	142
05:00 PM	4	0	1	5	0	0	4	4	0	0	0	0	4	8	0	12	21
05:15 PM	4	0	0	4	0	1	3	4	0	0	0	0	5	7	0	12	20
05:30 PM	1	0	1	2	0	1	2	3	0	0	0	0	2	4	0	6	11
05:45 PM	0	0	0	0	0	4	3	7	0	0	0	0	4	2	0	6	13
Total	9	0	2	11	0	6	12	18	0	0	0	0	15	21	0	36	65
Grand Total	26	0	10	36	0	26	50	76	0	0	0	0	32	63	0	95	207
Apprch %	72.2	0	27.8		0	34.2	65.8		0	0	0		33.7	66.3	0		
Total %	12.6	0	4.8	17.4	0	12.6	24.2	36.7	0	0	0	0	15.5	30.4	0	45.9	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	8	0	2	10	0	1	10	11	0	0	0	0	2	6	0	8	29
04:30 PM	2	0	1	3	0	9	5	14	0	0	0	0	5	14	0	19	36
04:45 PM	6	0	2	8	0	1	12	13	0	0	0	0	8	9	0	17	38
05:00 PM	4	0	1	5	0	0	4	4	0	0	0	0	4	8	0	12	21
Total Volume	20	0	6	26	0	11	31	42	0	0	0	0	19	37	0	56	124
% App. Total	76.9	0	23.1		0	26.2	73.8		0	0	0		33.9	66.1	0		
PHF	.625	.000	.750	.650	.000	.306	.646	.750	.000	.000	.000	.000	.594	.661	.000	.737	.816

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	8	0	2	10	0	1	10	11	0	0	0	0	2	6	0	8
+15 mins.	2	0	1	3	0	9	5	14	0	0	0	0	5	14	0	19
+30 mins.	6	0	2	8	0	1	12	13	0	0	0	0	8	9	0	17
+45 mins.	4	0	1	5	0	0	4	4	0	0	0	0	4	8	0	12
Total Volume	20	0	6	26	0	11	31	42	0	0	0	0	19	37	0	56
% App. Total	76.9	0	23.1		0	26.2	73.8		0	0	0		33.9	66.1	0	
PHF	.625	.000	.750	.650	.000	.306	.646	.750	.000	.000	.000	.000	.594	.661	.000	.737

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

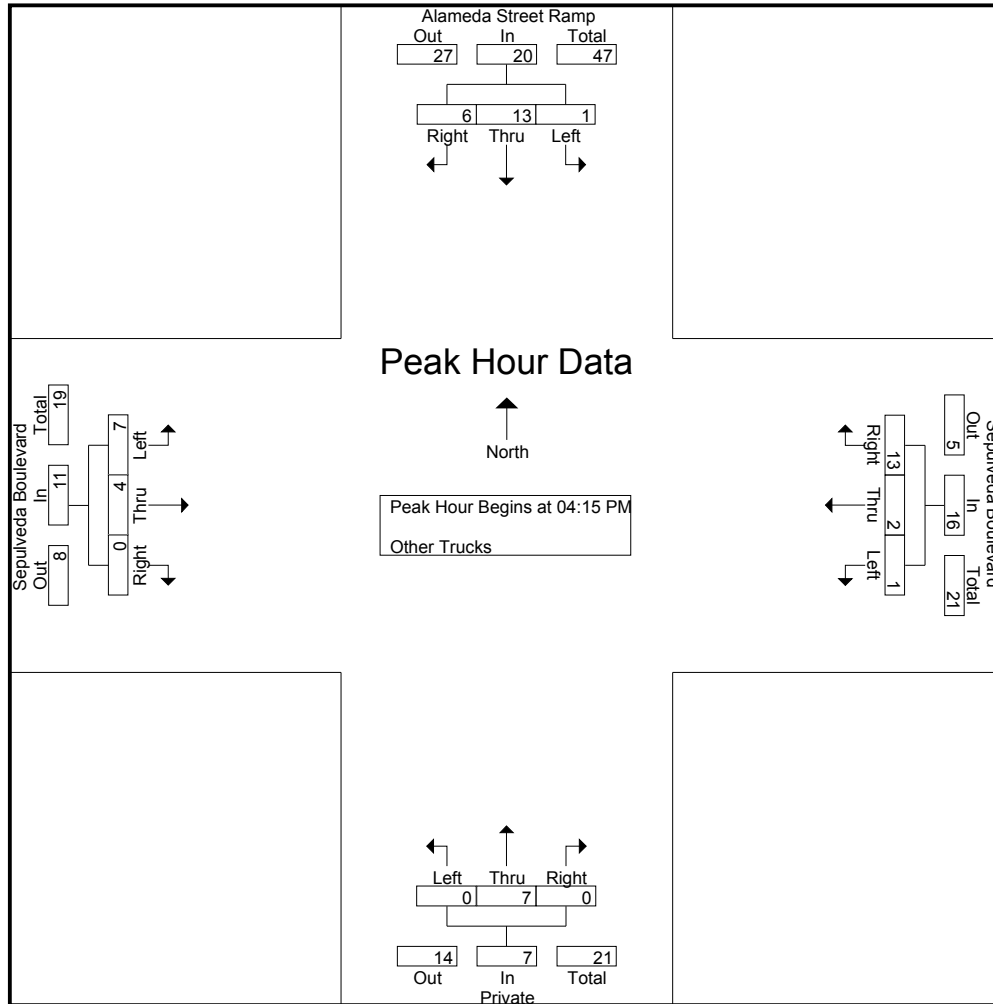
Groups Printed- Other Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	3	0	5	2	4	1	7	0	6	0	6	3	5	2	10	28
04:15 PM	0	2	1	3	1	1	2	4	0	1	0	1	1	0	0	1	9
04:30 PM	0	1	1	2	0	0	6	6	0	1	0	1	1	1	0	2	11
04:45 PM	0	6	3	9	0	1	1	2	0	5	0	5	3	0	0	3	19
Total	2	12	5	19	3	6	10	19	0	13	0	13	8	6	2	16	67
05:00 PM	1	4	1	6	0	0	4	4	0	0	0	0	2	3	0	5	15
05:15 PM	4	1	0	5	0	0	2	2	0	4	0	4	2	2	0	4	15
05:30 PM	1	1	1	3	0	0	0	0	0	3	0	3	1	2	0	3	9
05:45 PM	0	2	0	2	0	1	3	4	0	5	0	5	1	0	0	1	12
Total	6	8	2	16	0	1	9	10	0	12	0	12	6	7	0	13	51
Grand Total	8	20	7	35	3	7	19	29	0	25	0	25	14	13	2	29	118
Apprch %	22.9	57.1	20		10.3	24.1	65.5		0	100	0		48.3	44.8	6.9		
Total %	6.8	16.9	5.9	29.7	2.5	5.9	16.1	24.6	0	21.2	0	21.2	11.9	11	1.7	24.6	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	1	3	1	1	2	4	0	1	0	1	1	0	0	1	9
04:30 PM	0	1	1	2	0	0	6	6	0	1	0	1	1	1	0	2	11
04:45 PM	0	6	3	9	0	1	1	2	0	5	0	5	3	0	0	3	19
05:00 PM	1	4	1	6	0	0	4	4	0	0	0	0	2	3	0	5	15
Total Volume	1	13	6	20	1	2	13	16	0	7	0	7	7	4	0	11	54
% App. Total	5	65	30		6.2	12.5	81.2		0	100	0		63.6	36.4	0		
PHF	.250	.542	.500	.556	.250	.500	.542	.667	.000	.350	.000	.350	.583	.333	.000	.550	.711

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	1	3	1	1	2	4	0	1	0	1	1	0	0	1
+15 mins.	0	1	1	2	0	0	6	6	0	1	0	1	1	1	0	2
+30 mins.	0	6	3	9	0	1	1	2	0	5	0	5	3	0	0	3
+45 mins.	1	4	1	6	0	0	4	4	0	0	0	0	2	3	0	5
Total Volume	1	13	6	20	1	2	13	16	0	7	0	7	7	4	0	11
% App. Total	5	65	30		6.2	12.5	81.2		0	100	0		63.6	36.4	0	
PHF	.250	.542	.500	.556	.250	.500	.542	.667	.000	.350	.000	.350	.583	.333	.000	.550

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

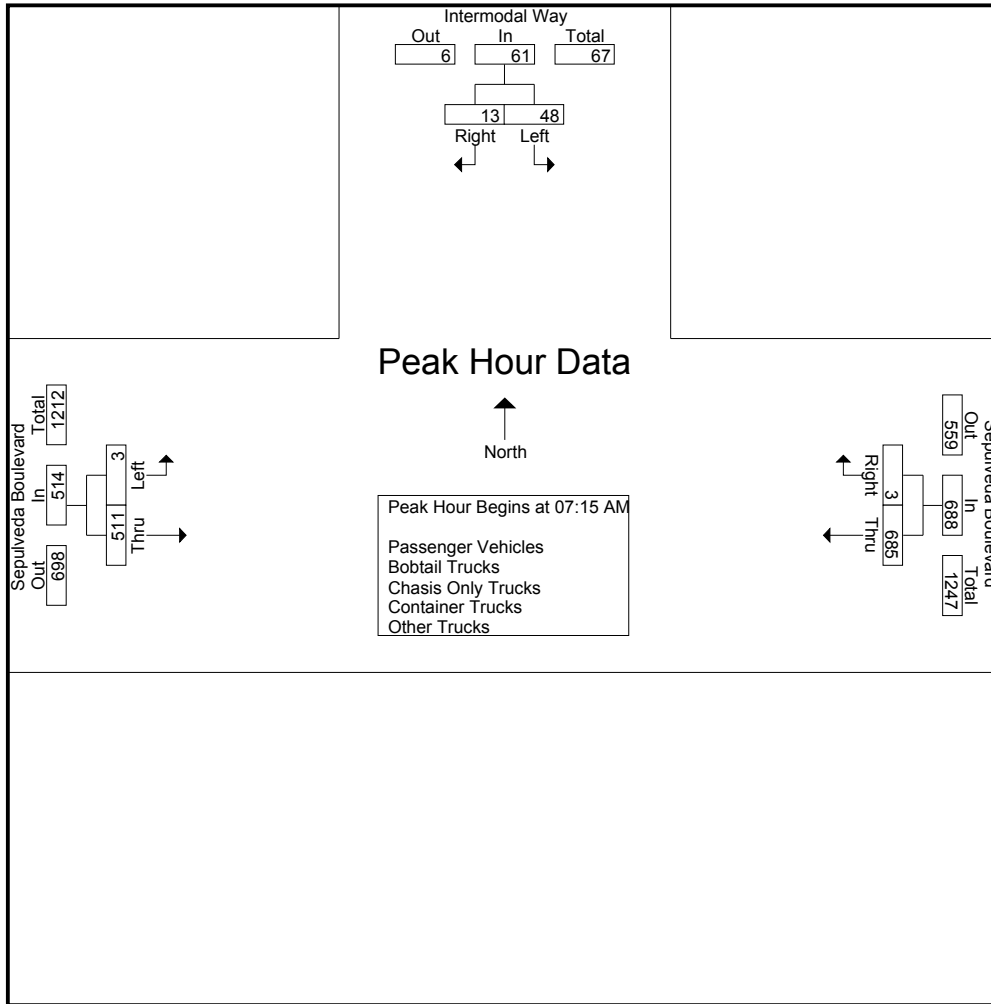
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	8	3	11	148	0	148	0	85	85	244
07:15 AM	10	4	14	155	0	155	0	106	106	275
07:30 AM	10	4	14	185	0	185	2	123	125	324
07:45 AM	17	2	19	189	2	191	0	147	147	357
Total	45	13	58	677	2	679	2	461	463	1200
08:00 AM	11	3	14	156	1	157	1	135	136	307
08:15 AM	16	0	16	136	0	136	1	116	117	269
08:30 AM	21	2	23	129	0	129	0	125	125	277
08:45 AM	20	3	23	112	0	112	0	104	104	239
Total	68	8	76	533	1	534	2	480	482	1092
Grand Total	113	21	134	1210	3	1213	4	941	945	2292
Apprch %	84.3	15.7		99.8	0.2		0.4	99.6		
Total %	4.9	0.9	5.8	52.8	0.1	52.9	0.2	41.1	41.2	
Passenger Vehicles	2	0	2	1069	1	1070	2	646	648	1720
% Passenger Vehicles	1.8	0	1.5	88.3	33.3	88.2	50	68.7	68.6	75
Bobtail Trucks	0	1	1	30	1	31	0	157	157	189
% Bobtail Trucks	0	4.8	0.7	2.5	33.3	2.6	0	16.7	16.6	8.2
Chasis Only Trucks	0	0	0	6	0	6	0	6	6	12
% Chasis Only Trucks	0	0	0	0.5	0	0.5	0	0.6	0.6	0.5
Container Trucks	110	20	130	37	1	38	0	50	50	218
% Container Trucks	97.3	95.2	97	3.1	33.3	3.1	0	5.3	5.3	9.5
Other Trucks	1	0	1	68	0	68	2	82	84	153
% Other Trucks	0.9	0	0.7	5.6	0	5.6	50	8.7	8.9	6.7

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	10	4	14	155	0	155	0	106	106	275
07:30 AM	10	4	14	185	0	185	2	123	125	324
07:45 AM	17	2	19	189	2	191	0	147	147	357
08:00 AM	11	3	14	156	1	157	1	135	136	307
Total Volume	48	13	61	685	3	688	3	511	514	1263
% App. Total	78.7	21.3		99.6	0.4		0.6	99.4		
PHF	.706	.813	.803	.906	.375	.901	.375	.869	.874	.884

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			07:15 AM			07:30 AM		
+0 mins.	11	3	14	155	0	155	2	123	125
+15 mins.	16	0	16	185	0	185	0	147	147
+30 mins.	21	2	23	189	2	191	1	135	136
+45 mins.	20	3	23	156	1	157	1	116	117
Total Volume	68	8	76	685	3	688	4	521	525
% App. Total	89.5	10.5		99.6	0.4		0.8	99.2	
PHF	.810	.667	.826	.906	.375	.901	.500	.886	.893

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

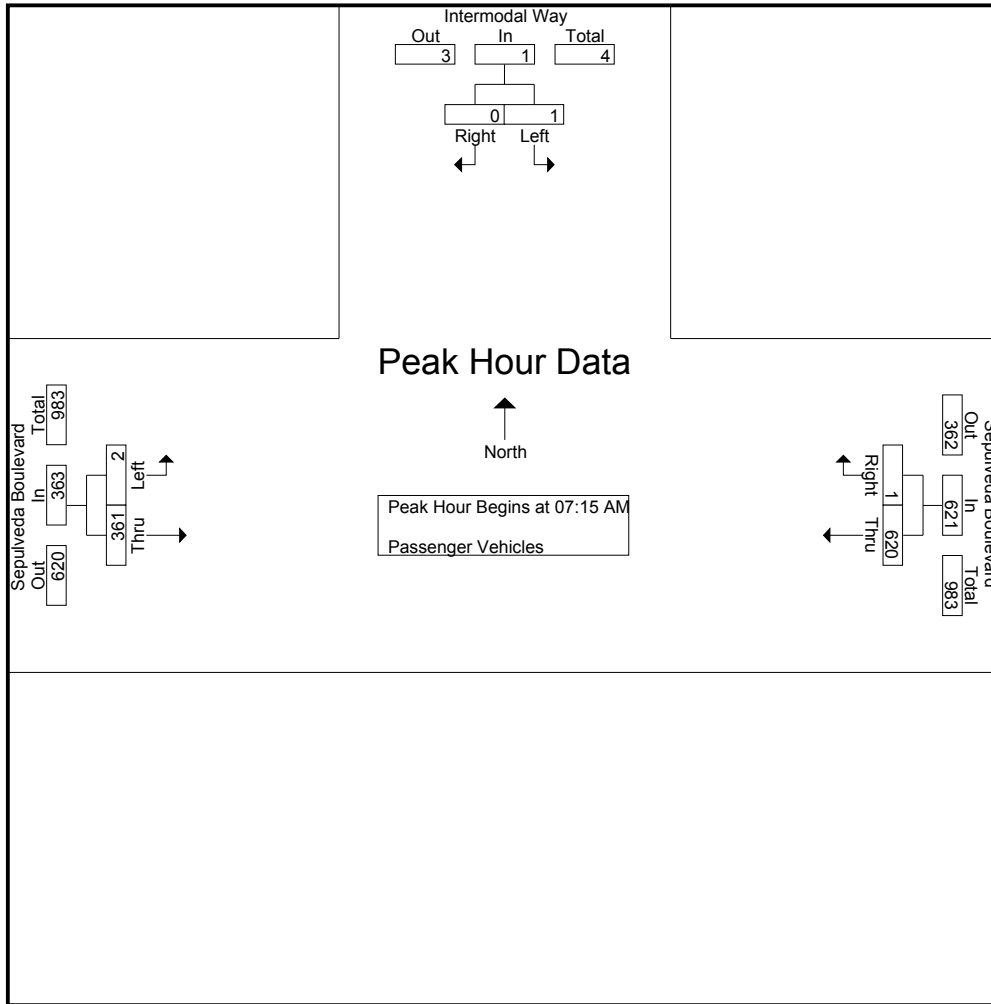
Groups Printed- Passenger Vehicles

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	138	0	138	0	63	63	201
07:15 AM	0	0	0	142	0	142	0	72	72	214
07:30 AM	1	0	1	168	0	168	1	95	96	265
07:45 AM	0	0	0	172	1	173	0	103	103	276
Total	1	0	1	620	1	621	1	333	334	956
08:00 AM	0	0	0	138	0	138	1	91	92	230
08:15 AM	0	0	0	114	0	114	0	81	81	195
08:30 AM	1	0	1	106	0	106	0	76	76	183
08:45 AM	0	0	0	91	0	91	0	65	65	156
Total	1	0	1	449	0	449	1	313	314	764
Grand Total	2	0	2	1069	1	1070	2	646	648	1720
Apprch %	100	0		99.9	0.1		0.3	99.7		
Total %	0.1	0	0.1	62.2	0.1	62.2	0.1	37.6	37.7	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	142	0	142	0	72	72	214
07:30 AM	1	0	1	168	0	168	1	95	96	265
07:45 AM	0	0	0	172	1	173	0	103	103	276
08:00 AM	0	0	0	138	0	138	1	91	92	230
Total Volume	1	0	1	620	1	621	2	361	363	985
% App. Total	100	0		99.8	0.2		0.6	99.4		
PHF	.250	.000	.250	.901	.250	.897	.500	.876	.881	.892

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	142	0	142	0	72	72
+15 mins.	1	0	1	168	0	168	1	95	96
+30 mins.	0	0	0	172	1	173	0	103	103
+45 mins.	0	0	0	138	0	138	1	91	92
Total Volume	1	0	1	620	1	621	2	361	363
% App. Total	100	0		99.8	0.2		0.6	99.4	
PHF	.250	.000	.250	.901	.250	.897	.500	.876	.881

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
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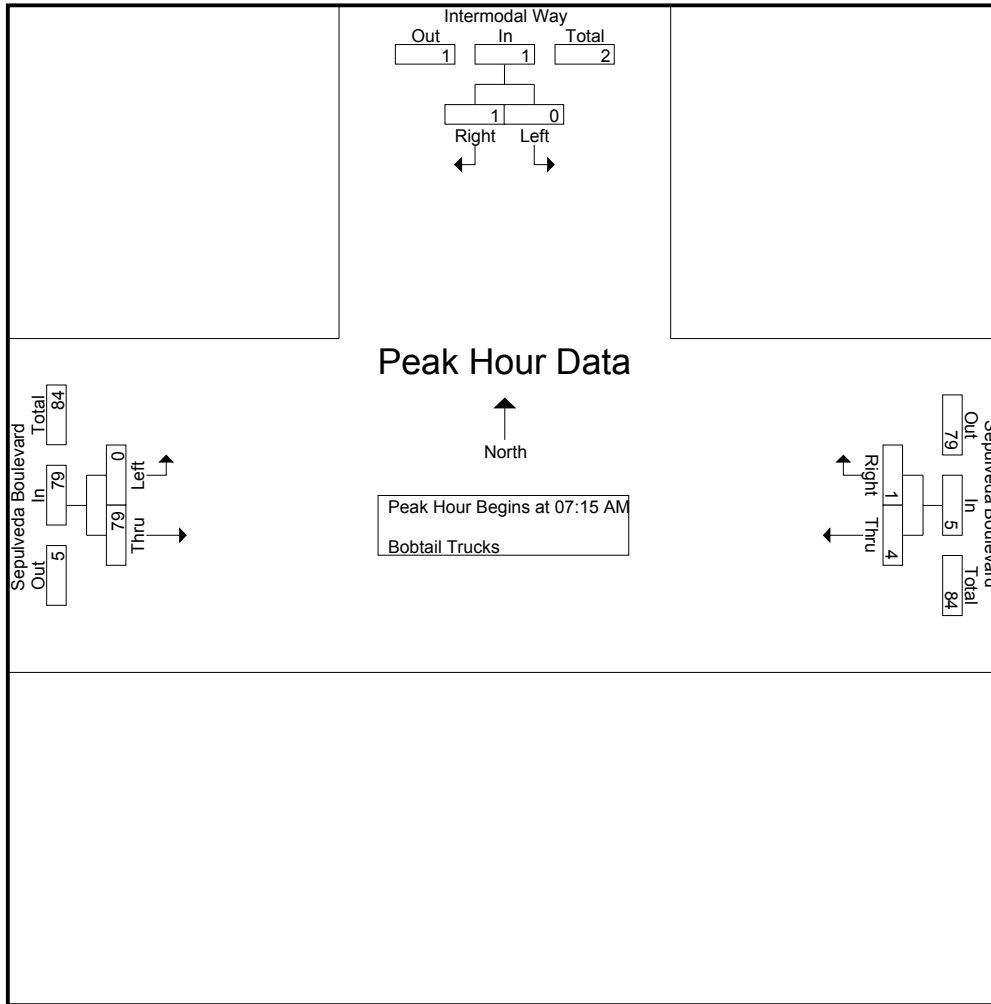
Groups Printed- Bobtail Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	18	18	18
07:15 AM	0	0	0	2	0	2	0	22	22	24
07:30 AM	0	1	1	2	0	2	0	15	15	18
07:45 AM	0	0	0	0	0	0	0	20	20	20
Total	0	1	1	4	0	4	0	75	75	80
08:00 AM	0	0	0	0	1	1	0	22	22	23
08:15 AM	0	0	0	13	0	13	0	20	20	33
08:30 AM	0	0	0	9	0	9	0	22	22	31
08:45 AM	0	0	0	4	0	4	0	18	18	22
Total	0	0	0	26	1	27	0	82	82	109
Grand Total	0	1	1	30	1	31	0	157	157	189
Apprch %	0	100		96.8	3.2		0	100		
Total %	0	0.5	0.5	15.9	0.5	16.4	0	83.1	83.1	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	2	0	2	0	22	22	24
07:30 AM	0	1	1	2	0	2	0	15	15	18
07:45 AM	0	0	0	0	0	0	0	20	20	20
08:00 AM	0	0	0	0	1	1	0	22	22	23
Total Volume	0	1	1	4	1	5	0	79	79	85
% App. Total	0	100		80	20		0	100		
PHF	.000	.250	.250	.500	.250	.625	.000	.898	.898	.885

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	2	0	2	0	22	22
+15 mins.	0	1	1	2	0	2	0	15	15
+30 mins.	0	0	0	0	0	0	0	20	20
+45 mins.	0	0	0	0	1	1	0	22	22
Total Volume	0	1	1	4	1	5	0	79	79
% App. Total	0	100		80	20		0	100	
PHF	.000	.250	.250	.500	.250	.625	.000	.898	.898

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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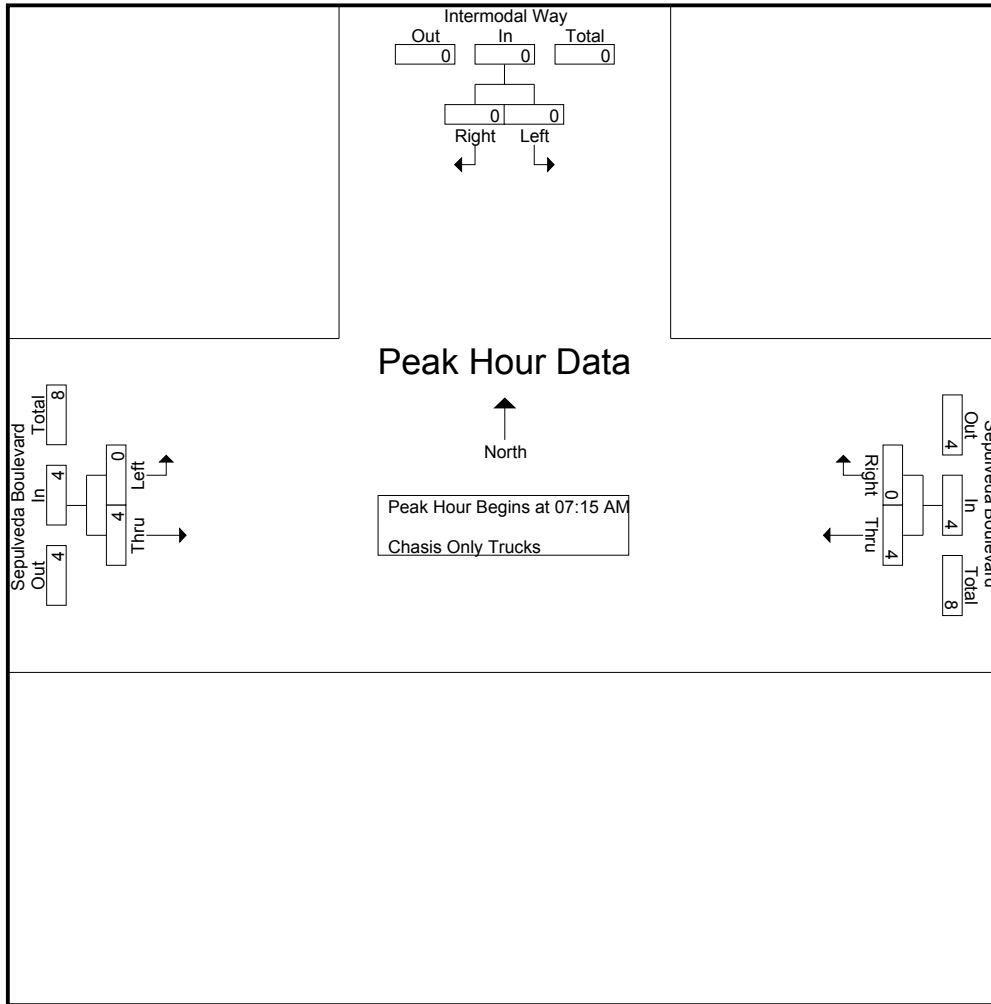
Groups Printed- Chasis Only Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	2	0	2	0	2	2	4
Total	0	0	0	3	0	3	0	3	3	6
08:00 AM	0	0	0	1	0	1	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	2	0	2	0	1	1	3
Total	0	0	0	3	0	3	0	3	3	6
Grand Total	0	0	0	6	0	6	0	6	6	12
Apprch %	0	0		100	0		0	100		
Total %	0	0		50	0	50	0	50	50	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	2	0	2	0	2	2	4
08:00 AM	0	0	0	1	0	1	0	1	1	2
Total Volume	0	0	0	4	0	4	0	4	4	8
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500	.500

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	2	0	2	0	2	2
+45 mins.	0	0	0	1	0	1	0	1	1
Total Volume	0	0	0	4	0	4	0	4	4
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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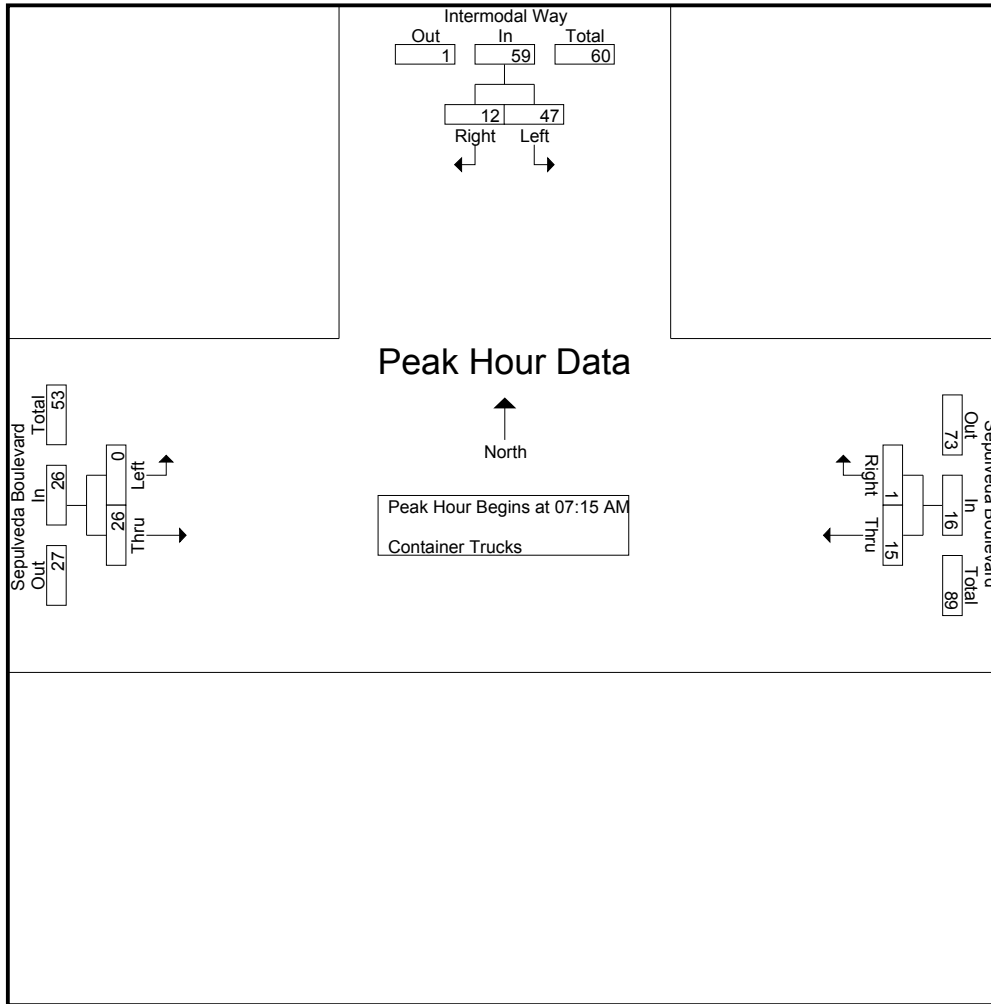
Groups Printed- Container Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	8	3	11	4	0	4	0	0	0	15
07:15 AM	10	4	14	4	0	4	0	2	2	20
07:30 AM	9	3	12	4	0	4	0	2	2	18
07:45 AM	17	2	19	4	1	5	0	12	12	36
Total	44	12	56	16	1	17	0	16	16	89
08:00 AM	11	3	14	3	0	3	0	10	10	27
08:15 AM	15	0	15	1	0	1	0	8	8	24
08:30 AM	20	2	22	8	0	8	0	10	10	40
08:45 AM	20	3	23	9	0	9	0	6	6	38
Total	66	8	74	21	0	21	0	34	34	129
Grand Total	110	20	130	37	1	38	0	50	50	218
Apprch %	84.6	15.4		97.4	2.6		0	100		
Total %	50.5	9.2	59.6	17	0.5	17.4	0	22.9	22.9	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	10	4	14	4	0	4	0	2	2	20
07:30 AM	9	3	12	4	0	4	0	2	2	18
07:45 AM	17	2	19	4	1	5	0	12	12	36
08:00 AM	11	3	14	3	0	3	0	10	10	27
Total Volume	47	12	59	15	1	16	0	26	26	101
% App. Total	79.7	20.3		93.8	6.2		0	100		
PHF	.691	.750	.776	.938	.250	.800	.000	.542	.542	.701

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	10	4	14	4	0	4	0	2	2
+15 mins.	9	3	12	4	0	4	0	2	2
+30 mins.	17	2	19	4	1	5	0	12	12
+45 mins.	11	3	14	3	0	3	0	10	10
Total Volume	47	12	59	15	1	16	0	26	26
% App. Total	79.7	20.3		93.8	6.2		0	100	
PHF	.691	.750	.776	.938	.250	.800	.000	.542	.542

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

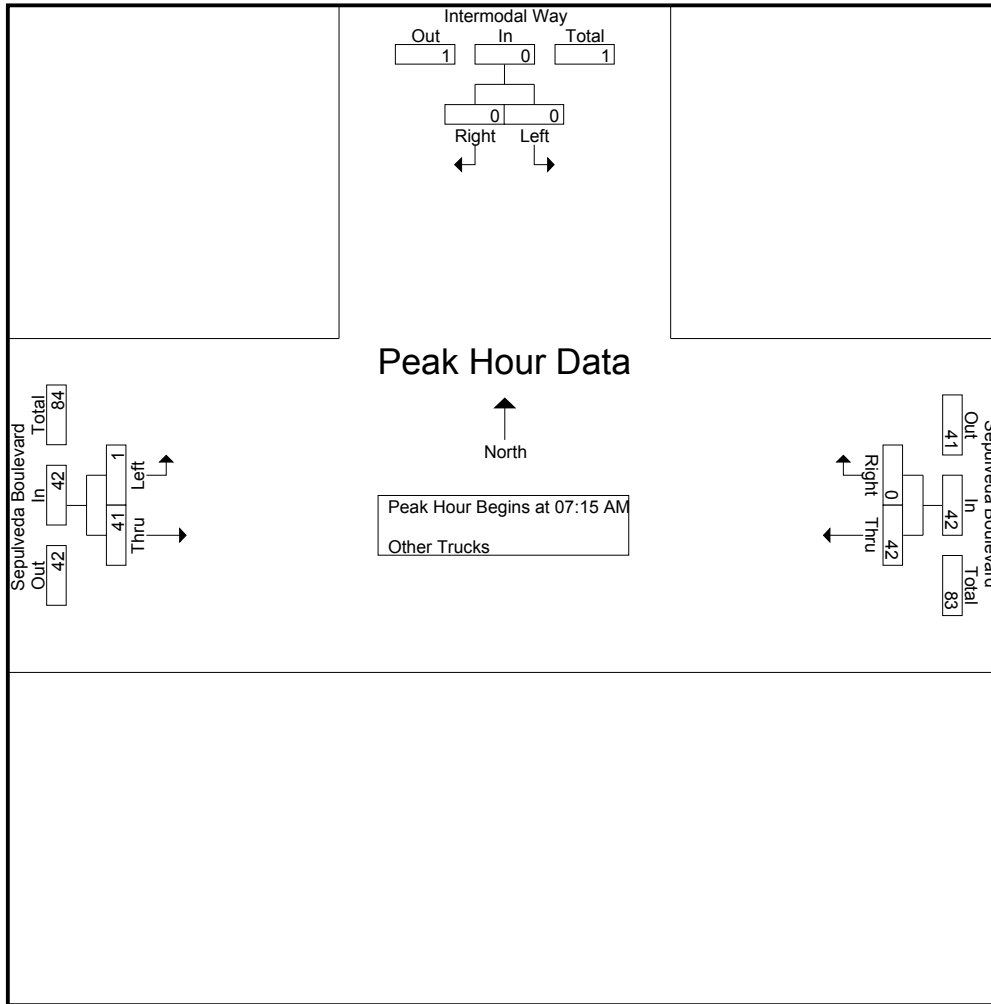
Groups Printed- Other Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	6	0	6	0	4	4	10
07:15 AM	0	0	0	7	0	7	0	9	9	16
07:30 AM	0	0	0	10	0	10	1	11	12	22
07:45 AM	0	0	0	11	0	11	0	10	10	21
Total	0	0	0	34	0	34	1	34	35	69
08:00 AM	0	0	0	14	0	14	0	11	11	25
08:15 AM	1	0	1	8	0	8	1	7	8	17
08:30 AM	0	0	0	6	0	6	0	16	16	22
08:45 AM	0	0	0	6	0	6	0	14	14	20
Total	1	0	1	34	0	34	1	48	49	84
Grand Total	1	0	1	68	0	68	2	82	84	153
Apprch %	100	0		100	0		2.4	97.6		
Total %	0.7	0	0.7	44.4	0	44.4	1.3	53.6	54.9	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	7	0	7	0	9	9	16
07:30 AM	0	0	0	10	0	10	1	11	12	22
07:45 AM	0	0	0	11	0	11	0	10	10	21
08:00 AM	0	0	0	14	0	14	0	11	11	25
Total Volume	0	0	0	42	0	42	1	41	42	84
% App. Total	0	0		100	0		2.4	97.6		
PHF	.000	.000	.000	.750	.000	.750	.250	.932	.875	.840

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	7	0	7	0	9	9
+15 mins.	0	0	0	10	0	10	1	11	12
+30 mins.	0	0	0	11	0	11	0	10	10
+45 mins.	0	0	0	14	0	14	0	11	11
Total Volume	0	0	0	42	0	42	1	41	42
% App. Total	0	0	0	100	0		2.4	97.6	
PHF	.000	.000	.000	.750	.000	.750	.250	.932	.875

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

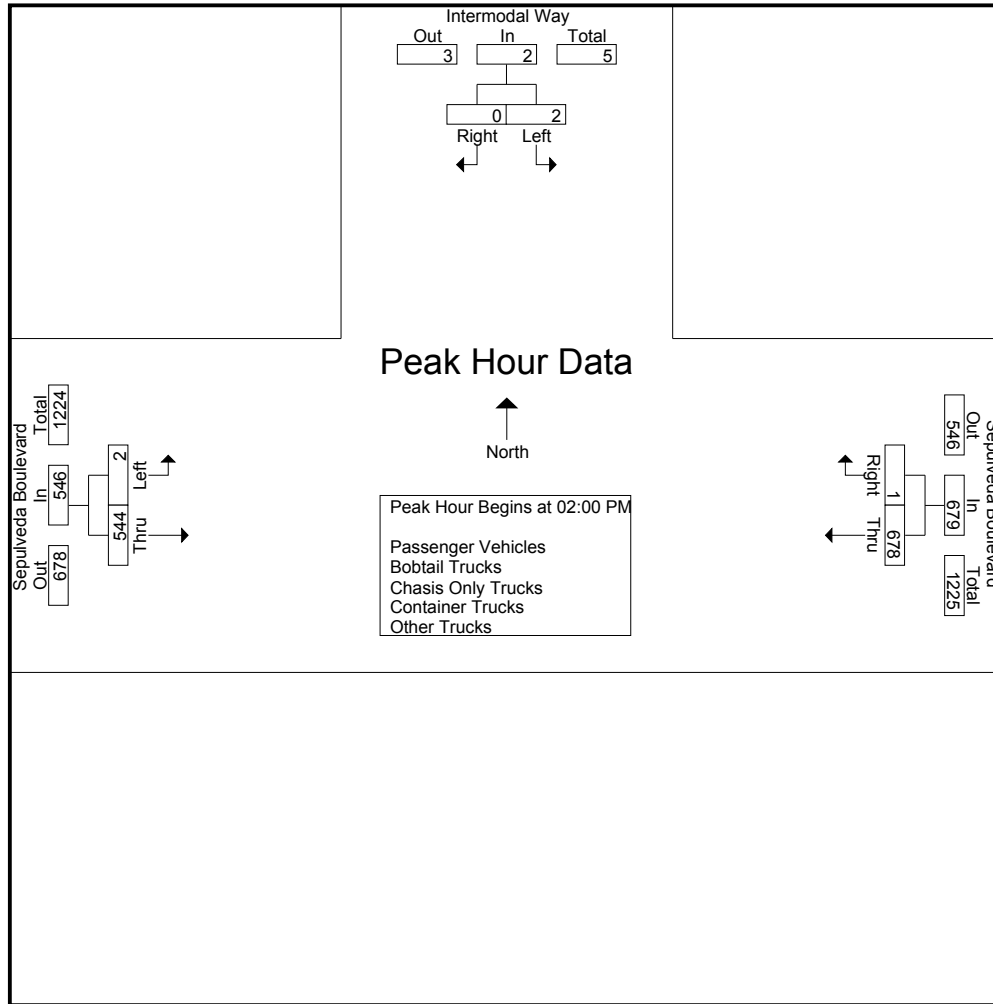
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	97	0	97	0	104	104	201
01:15 PM	0	1	1	100	1	101	0	100	100	202
01:30 PM	2	0	2	142	0	142	2	94	96	240
01:45 PM	0	0	0	140	1	141	0	103	103	244
Total	2	1	3	479	2	481	2	401	403	887
02:00 PM	0	0	0	189	1	190	1	114	115	305
02:15 PM	1	0	1	163	0	163	1	119	120	284
02:30 PM	1	0	1	165	0	165	0	164	164	330
02:45 PM	0	0	0	161	0	161	0	147	147	308
Total	2	0	2	678	1	679	2	544	546	1227
Grand Total	4	1	5	1157	3	1160	4	945	949	2114
Apprch %	80	20		99.7	0.3		0.4	99.6		
Total %	0.2	0	0.2	54.7	0.1	54.9	0.2	44.7	44.9	
Passenger Vehicles	2	0	2	607	1	608	2	680	682	1292
% Passenger Vehicles	50	0	40	52.5	33.3	52.4	50	72	71.9	61.1
Bobtail Trucks	0	0	0	233	1	234	0	53	53	287
% Bobtail Trucks	0	0	0	20.1	33.3	20.2	0	5.6	5.6	13.6
Chasis Only Trucks	0	0	0	6	0	6	0	13	13	19
% Chasis Only Trucks	0	0	0	0.5	0	0.5	0	1.4	1.4	0.9
Container Trucks	0	0	0	243	0	243	0	117	117	360
% Container Trucks	0	0	0	21	0	20.9	0	12.4	12.3	17
Other Trucks	2	1	3	68	1	69	2	82	84	156
% Other Trucks	50	100	60	5.9	33.3	5.9	50	8.7	8.9	7.4

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	189	1	190	1	114	115	305
02:15 PM	1	0	1	163	0	163	1	119	120	284
02:30 PM	1	0	1	165	0	165	0	164	164	330
02:45 PM	0	0	0	161	0	161	0	147	147	308
Total Volume	2	0	2	678	1	679	2	544	546	1227
% App. Total	100	0		99.9	0.1		0.4	99.6		
PHF	.500	.000	.500	.897	.250	.893	.500	.829	.832	.930

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	189	1	190	1	114	115
+15 mins.	1	0	1	163	0	163	1	119	120
+30 mins.	1	0	1	165	0	165	0	164	164
+45 mins.	0	0	0	161	0	161	0	147	147
Total Volume	2	0	2	678	1	679	2	544	546
% App. Total	100	0		99.9	0.1		0.4	99.6	
PHF	.500	.000	.500	.897	.250	.893	.500	.829	.832

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
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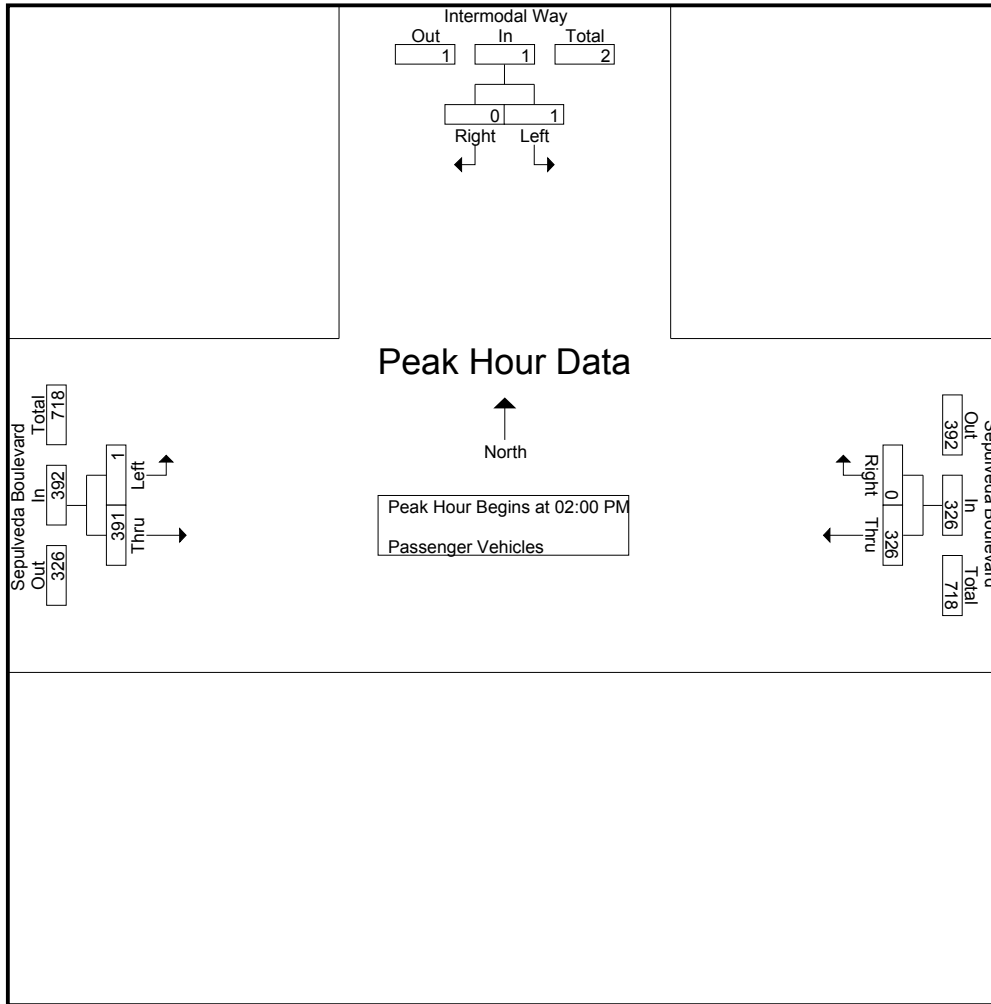
Groups Printed- Passenger Vehicles

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	68	0	68	0	81	81	149
01:15 PM	0	0	0	69	0	69	0	69	69	138
01:30 PM	1	0	1	68	0	68	1	65	66	135
01:45 PM	0	0	0	76	1	77	0	74	74	151
Total	1	0	1	281	1	282	1	289	290	573
02:00 PM	0	0	0	94	0	94	1	78	79	173
02:15 PM	0	0	0	74	0	74	0	81	81	155
02:30 PM	1	0	1	86	0	86	0	124	124	211
02:45 PM	0	0	0	72	0	72	0	108	108	180
Total	1	0	1	326	0	326	1	391	392	719
Grand Total	2	0	2	607	1	608	2	680	682	1292
Apprch %	100	0		99.8	0.2		0.3	99.7		
Total %	0.2	0	0.2	47	0.1	47.1	0.2	52.6	52.8	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	94	0	94	1	78	79	173
02:15 PM	0	0	0	74	0	74	0	81	81	155
02:30 PM	1	0	1	86	0	86	0	124	124	211
02:45 PM	0	0	0	72	0	72	0	108	108	180
Total Volume	1	0	1	326	0	326	1	391	392	719
% App. Total	100	0		100	0		0.3	99.7		
PHF	.250	.000	.250	.867	.000	.867	.250	.788	.790	.852

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	94	0	94	1	78	79
+15 mins.	0	0	0	74	0	74	0	81	81
+30 mins.	1	0	1	86	0	86	0	124	124
+45 mins.	0	0	0	72	0	72	0	108	108
Total Volume	1	0	1	326	0	326	1	391	392
% App. Total	100	0		100	0		0.3	99.7	
PHF	.250	.000	.250	.867	.000	.867	.250	.788	.790

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

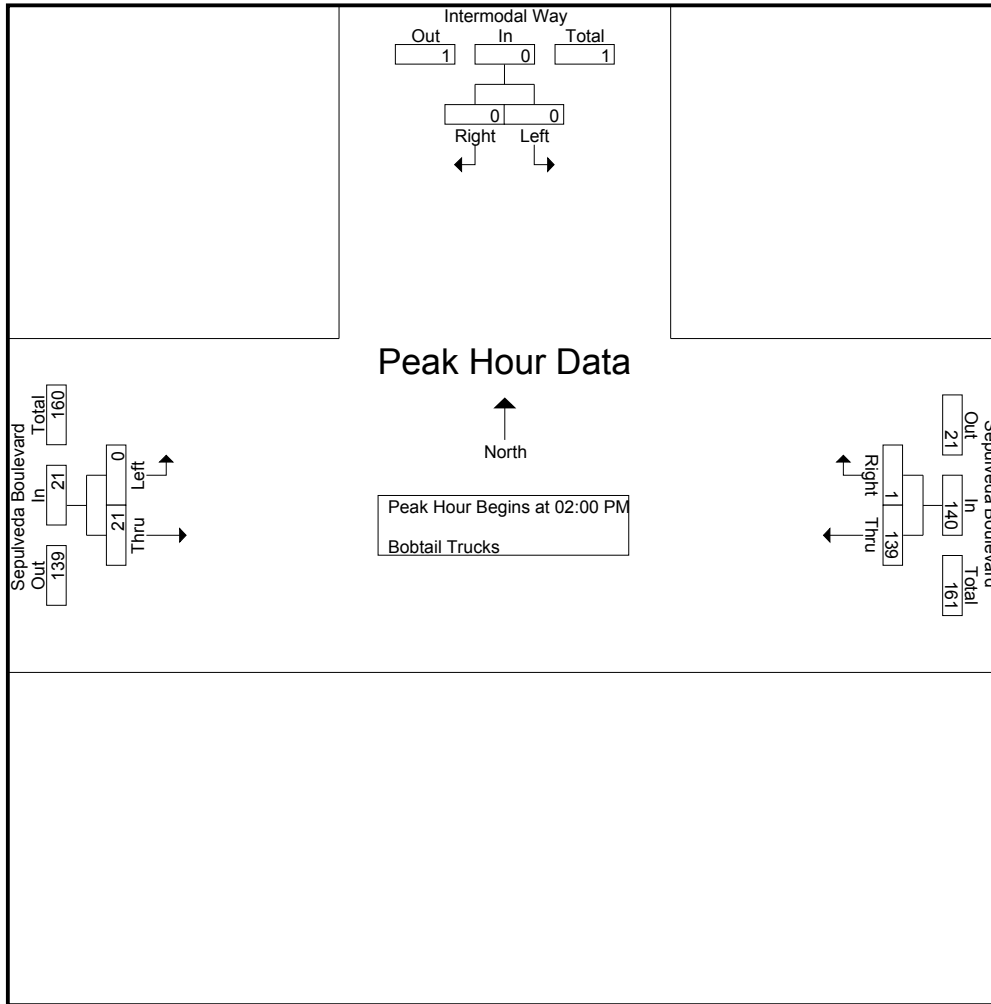
Groups Printed- Bobtail Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	17	0	17	0	7	7	24
01:15 PM	0	0	0	14	0	14	0	11	11	25
01:30 PM	0	0	0	38	0	38	0	8	8	46
01:45 PM	0	0	0	25	0	25	0	6	6	31
Total	0	0	0	94	0	94	0	32	32	126
02:00 PM	0	0	0	34	1	35	0	4	4	39
02:15 PM	0	0	0	35	0	35	0	4	4	39
02:30 PM	0	0	0	32	0	32	0	5	5	37
02:45 PM	0	0	0	38	0	38	0	8	8	46
Total	0	0	0	139	1	140	0	21	21	161
Grand Total	0	0	0	233	1	234	0	53	53	287
Apprch %	0	0		99.6	0.4		0	100		
Total %	0	0		81.2	0.3	81.5	0	18.5	18.5	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	34	1	35	0	4	4	39
02:15 PM	0	0	0	35	0	35	0	4	4	39
02:30 PM	0	0	0	32	0	32	0	5	5	37
02:45 PM	0	0	0	38	0	38	0	8	8	46
Total Volume	0	0	0	139	1	140	0	21	21	161
% App. Total	0	0		99.3	0.7		0	100		
PHF	.000	.000	.000	.914	.250	.921	.000	.656	.656	.875

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	34	1	35	0	4	4
+15 mins.	0	0	0	35	0	35	0	4	4
+30 mins.	0	0	0	32	0	32	0	5	5
+45 mins.	0	0	0	38	0	38	0	8	8
Total Volume	0	0	0	139	1	140	0	21	21
% App. Total	0	0	0	99.3	0.7		0	100	
PHF	.000	.000	.000	.914	.250	.921	.000	.656	.656

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

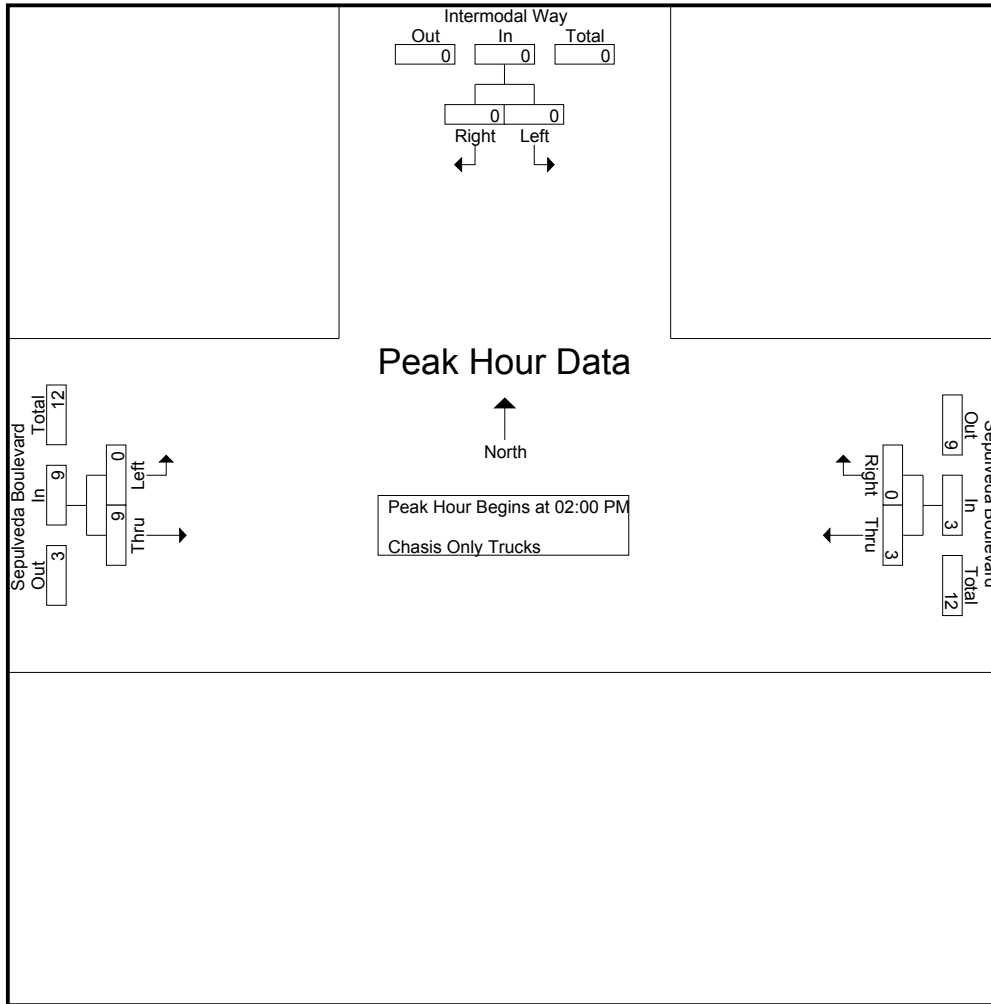
Groups Printed- Chasis Only Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	0	0	0	0	1	1	1
01:15 PM	0	0	0	0	0	0	0	1	1	1
01:30 PM	0	0	0	1	0	1	0	0	0	1
01:45 PM	0	0	0	2	0	2	0	2	2	4
Total	0	0	0	3	0	3	0	4	4	7
02:00 PM	0	0	0	1	0	1	0	3	3	4
02:15 PM	0	0	0	0	0	0	0	4	4	4
02:30 PM	0	0	0	0	0	0	0	1	1	1
02:45 PM	0	0	0	2	0	2	0	1	1	3
Total	0	0	0	3	0	3	0	9	9	12
Grand Total	0	0	0	6	0	6	0	13	13	19
Apprch %	0	0		100	0		0	100		
Total %	0	0		31.6	0	31.6	0	68.4	68.4	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	1	0	1	0	3	3	4
02:15 PM	0	0	0	0	0	0	0	4	4	4
02:30 PM	0	0	0	0	0	0	0	1	1	1
02:45 PM	0	0	0	2	0	2	0	1	1	3
Total Volume	0	0	0	3	0	3	0	9	9	12
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.375	.000	.375	.000	.563	.563	.750

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	1	0	1	0	3	3
+15 mins.	0	0	0	0	0	0	0	4	4
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	2	0	2	0	1	1
Total Volume	0	0	0	3	0	3	0	9	9
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.375	.000	.375	.000	.563	.563

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
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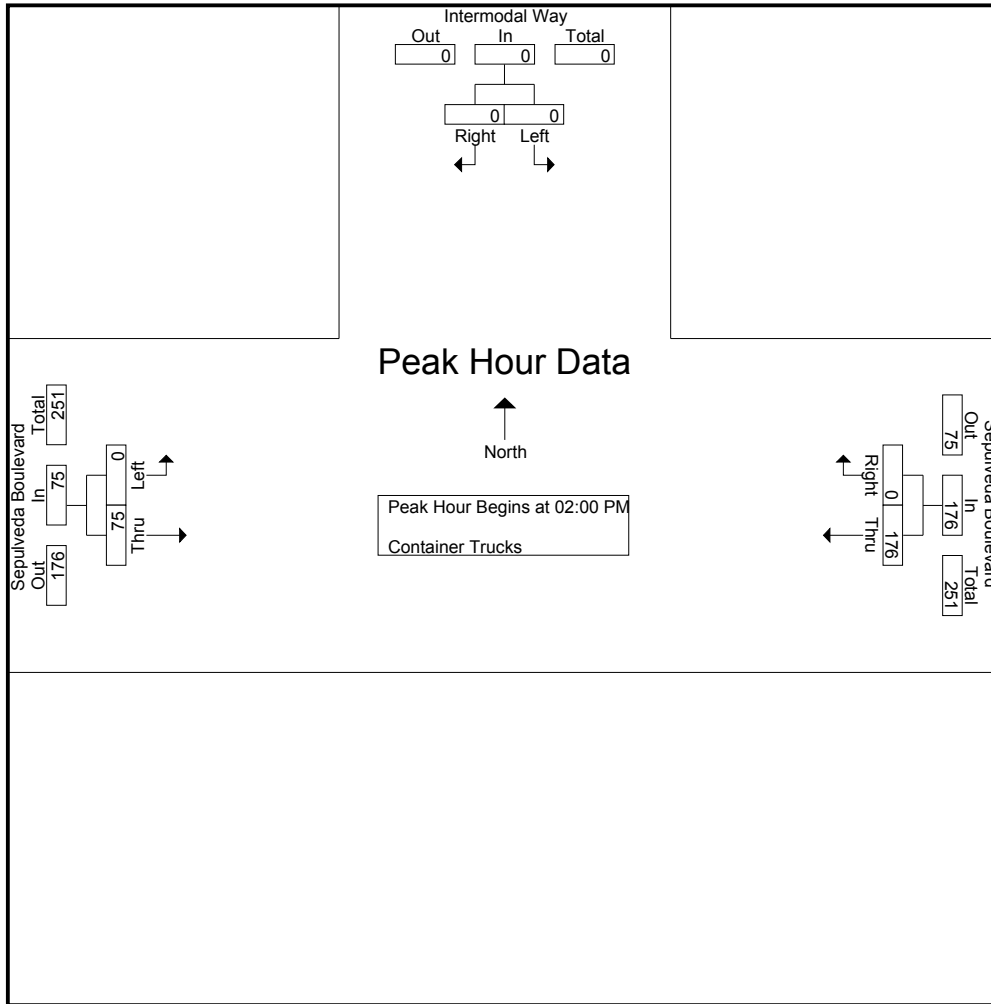
Groups Printed- Container Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	6	0	6	0	11	11	17
01:15 PM	0	0	0	10	0	10	0	10	10	20
01:30 PM	0	0	0	25	0	25	0	10	10	35
01:45 PM	0	0	0	26	0	26	0	11	11	37
Total	0	0	0	67	0	67	0	42	42	109
02:00 PM	0	0	0	46	0	46	0	18	18	64
02:15 PM	0	0	0	46	0	46	0	23	23	69
02:30 PM	0	0	0	41	0	41	0	18	18	59
02:45 PM	0	0	0	43	0	43	0	16	16	59
Total	0	0	0	176	0	176	0	75	75	251
Grand Total	0	0	0	243	0	243	0	117	117	360
Apprch %	0	0		100	0		0	100		
Total %	0	0		67.5	0	67.5	0	32.5	32.5	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	46	0	46	0	18	18	64
02:15 PM	0	0	0	46	0	46	0	23	23	69
02:30 PM	0	0	0	41	0	41	0	18	18	59
02:45 PM	0	0	0	43	0	43	0	16	16	59
Total Volume	0	0	0	176	0	176	0	75	75	251
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.957	.000	.957	.000	.815	.815	.909

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	46	0	46	0	18	18
+15 mins.	0	0	0	46	0	46	0	23	23
+30 mins.	0	0	0	41	0	41	0	18	18
+45 mins.	0	0	0	43	0	43	0	16	16
Total Volume	0	0	0	176	0	176	0	75	75
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.957	.000	.957	.000	.815	.815

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEMD
 Site Code : 00000001
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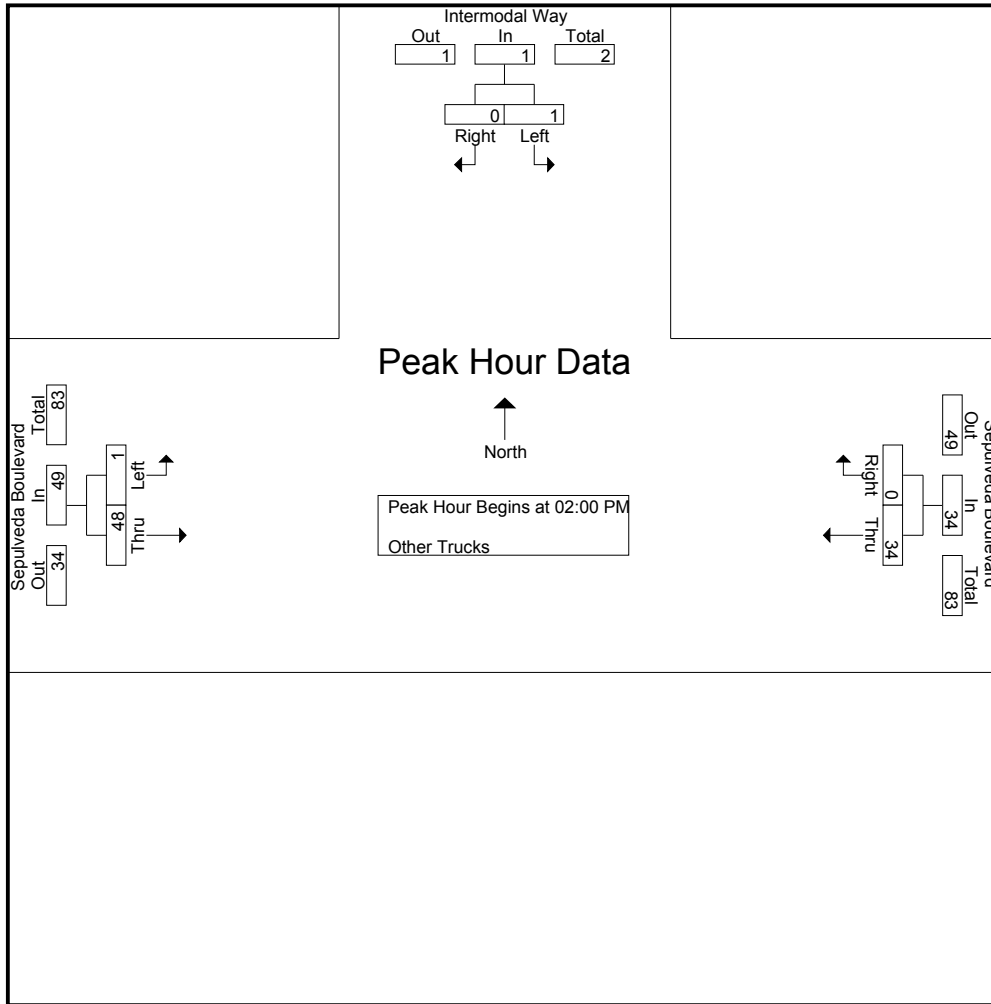
Groups Printed- Other Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	6	0	6	0	4	4	10
01:15 PM	0	1	1	7	1	8	0	9	9	18
01:30 PM	1	0	1	10	0	10	1	11	12	23
01:45 PM	0	0	0	11	0	11	0	10	10	21
Total	1	1	2	34	1	35	1	34	35	72
02:00 PM	0	0	0	14	0	14	0	11	11	25
02:15 PM	1	0	1	8	0	8	1	7	8	17
02:30 PM	0	0	0	6	0	6	0	16	16	22
02:45 PM	0	0	0	6	0	6	0	14	14	20
Total	1	0	1	34	0	34	1	48	49	84
Grand Total	2	1	3	68	1	69	2	82	84	156
Apprch %	66.7	33.3		98.6	1.4		2.4	97.6		
Total %	1.3	0.6	1.9	43.6	0.6	44.2	1.3	52.6	53.8	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	14	0	14	0	11	11	25
02:15 PM	1	0	1	8	0	8	1	7	8	17
02:30 PM	0	0	0	6	0	6	0	16	16	22
02:45 PM	0	0	0	6	0	6	0	14	14	20
Total Volume	1	0	1	34	0	34	1	48	49	84
% App. Total	100	0		100	0		2	98		
PHF	.250	.000	.250	.607	.000	.607	.250	.750	.766	.840

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

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 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	14	0	14	0	11	11
+15 mins.	1	0	1	8	0	8	1	7	8
+30 mins.	0	0	0	6	0	6	0	16	16
+45 mins.	0	0	0	6	0	6	0	14	14
Total Volume	1	0	1	34	0	34	1	48	49
% App. Total	100	0	100	100	0	100	2	98	99
PHF	.250	.000	.250	.607	.000	.607	.250	.750	.766

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

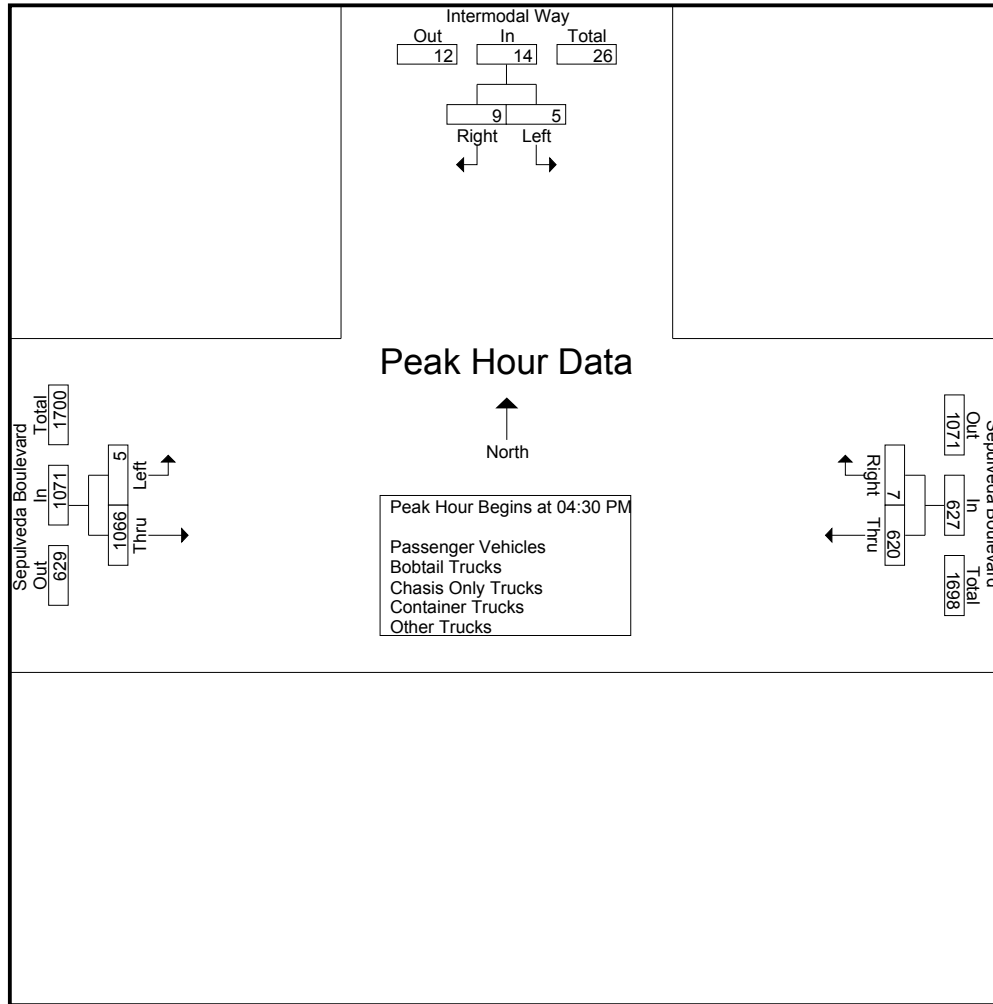
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	0	3	157	1	158	2	197	199	360
04:15 PM	2	3	5	146	1	147	1	248	249	401
04:30 PM	2	1	3	154	5	159	2	264	266	428
04:45 PM	1	3	4	156	2	158	1	242	243	405
Total	8	7	15	613	9	622	6	951	957	1594
05:00 PM	2	1	3	174	0	174	2	265	267	444
05:15 PM	0	4	4	136	0	136	0	295	295	435
05:30 PM	2	0	2	137	0	137	1	258	259	398
05:45 PM	2	1	3	102	0	102	1	202	203	308
Total	6	6	12	549	0	549	4	1020	1024	1585
Grand Total	14	13	27	1162	9	1171	10	1971	1981	3179
Apprch %	51.9	48.1		99.2	0.8		0.5	99.5		
Total %	0.4	0.4	0.8	36.6	0.3	36.8	0.3	62	62.3	
Passenger Vehicles	3	2	5	841	0	841	0	1694	1694	2540
% Passenger Vehicles	21.4	15.4	18.5	72.4	0	71.8	0	85.9	85.5	79.9
Bobtail Trucks	0	0	0	211	0	211	0	158	158	369
% Bobtail Trucks	0	0	0	18.2	0	18	0	8	8	11.6
Chasis Only Trucks	0	0	0	10	0	10	0	9	9	19
% Chasis Only Trucks	0	0	0	0.9	0	0.9	0	0.5	0.5	0.6
Container Trucks	10	10	20	74	9	83	9	82	91	194
% Container Trucks	71.4	76.9	74.1	6.4	100	7.1	90	4.2	4.6	6.1
Other Trucks	1	1	2	26	0	26	1	28	29	57
% Other Trucks	7.1	7.7	7.4	2.2	0	2.2	10	1.4	1.5	1.8

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	2	1	3	154	5	159	2	264	266	428
04:45 PM	1	3	4	156	2	158	1	242	243	405
05:00 PM	2	1	3	174	0	174	2	265	267	444
05:15 PM	0	4	4	136	0	136	0	295	295	435
Total Volume	5	9	14	620	7	627	5	1066	1071	1712
% App. Total	35.7	64.3		98.9	1.1		0.5	99.5		
PHF	.625	.563	.875	.891	.350	.901	.625	.903	.908	.964

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:30 PM		
+0 mins.	3	0	3	146	1	147	2	264	266
+15 mins.	2	3	5	154	5	159	1	242	243
+30 mins.	2	1	3	156	2	158	2	265	267
+45 mins.	1	3	4	174	0	174	0	295	295
Total Volume	8	7	15	630	8	638	5	1066	1071
% App. Total	53.3	46.7		98.7	1.3		0.5	99.5	
PHF	.667	.583	.750	.905	.400	.917	.625	.903	.908

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
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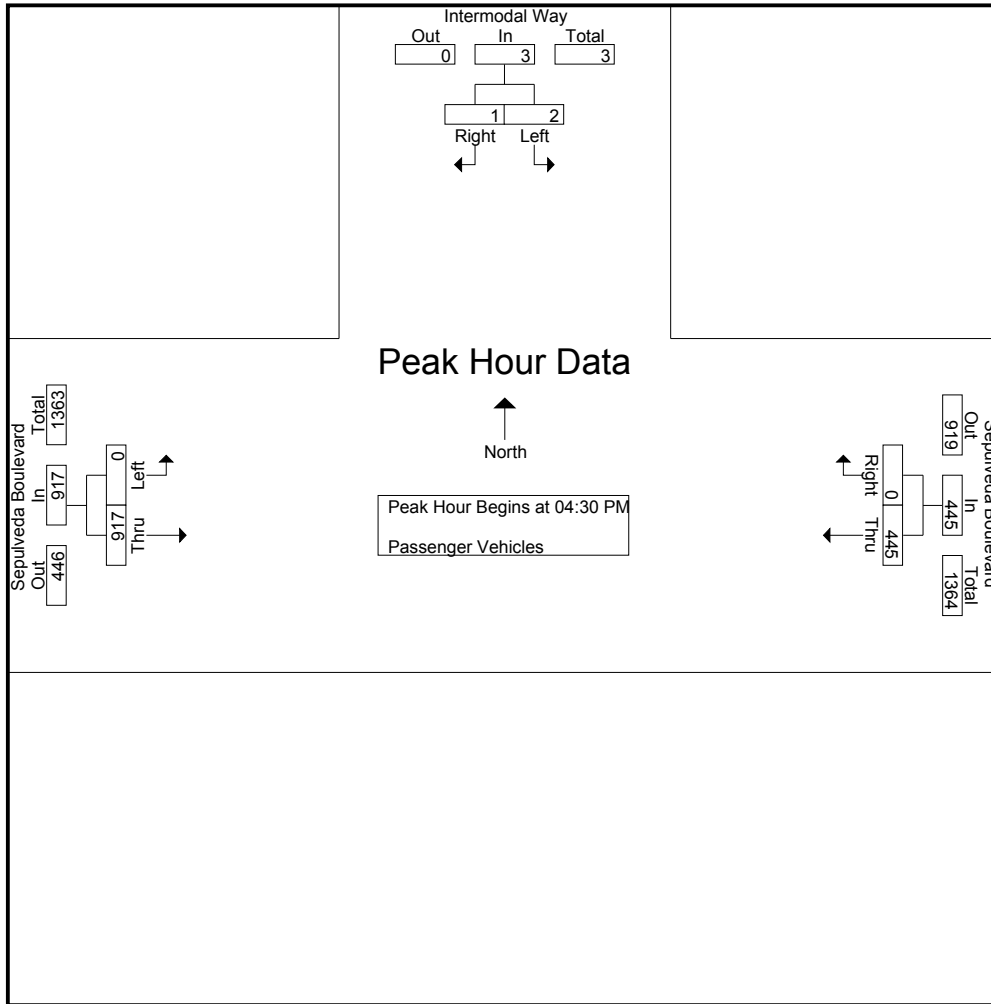
Groups Printed- Passenger Vehicles

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	102	0	102	0	169	169	271
04:15 PM	1	1	2	92	0	92	0	208	208	302
04:30 PM	0	1	1	103	0	103	0	223	223	327
04:45 PM	1	0	1	98	0	98	0	211	211	310
Total	2	2	4	395	0	395	0	811	811	1210
05:00 PM	1	0	1	139	0	139	0	231	231	371
05:15 PM	0	0	0	105	0	105	0	252	252	357
05:30 PM	0	0	0	111	0	111	0	226	226	337
05:45 PM	0	0	0	91	0	91	0	174	174	265
Total	1	0	1	446	0	446	0	883	883	1330
Grand Total	3	2	5	841	0	841	0	1694	1694	2540
Apprch %	60	40		100	0		0	100		
Total %	0.1	0.1	0.2	33.1	0	33.1	0	66.7	66.7	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	1	1	103	0	103	0	223	223	327
04:45 PM	1	0	1	98	0	98	0	211	211	310
05:00 PM	1	0	1	139	0	139	0	231	231	371
05:15 PM	0	0	0	105	0	105	0	252	252	357
Total Volume	2	1	3	445	0	445	0	917	917	1365
% App. Total	66.7	33.3		100	0		0	100		
PHF	.500	.250	.750	.800	.000	.800	.000	.910	.910	.920

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	1	1	103	0	103	0	223	223
+15 mins.	1	0	1	98	0	98	0	211	211
+30 mins.	1	0	1	139	0	139	0	231	231
+45 mins.	0	0	0	105	0	105	0	252	252
Total Volume	2	1	3	445	0	445	0	917	917
% App. Total	66.7	33.3		100	0		0	100	
PHF	.500	.250	.750	.800	.000	.800	.000	.910	.910

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
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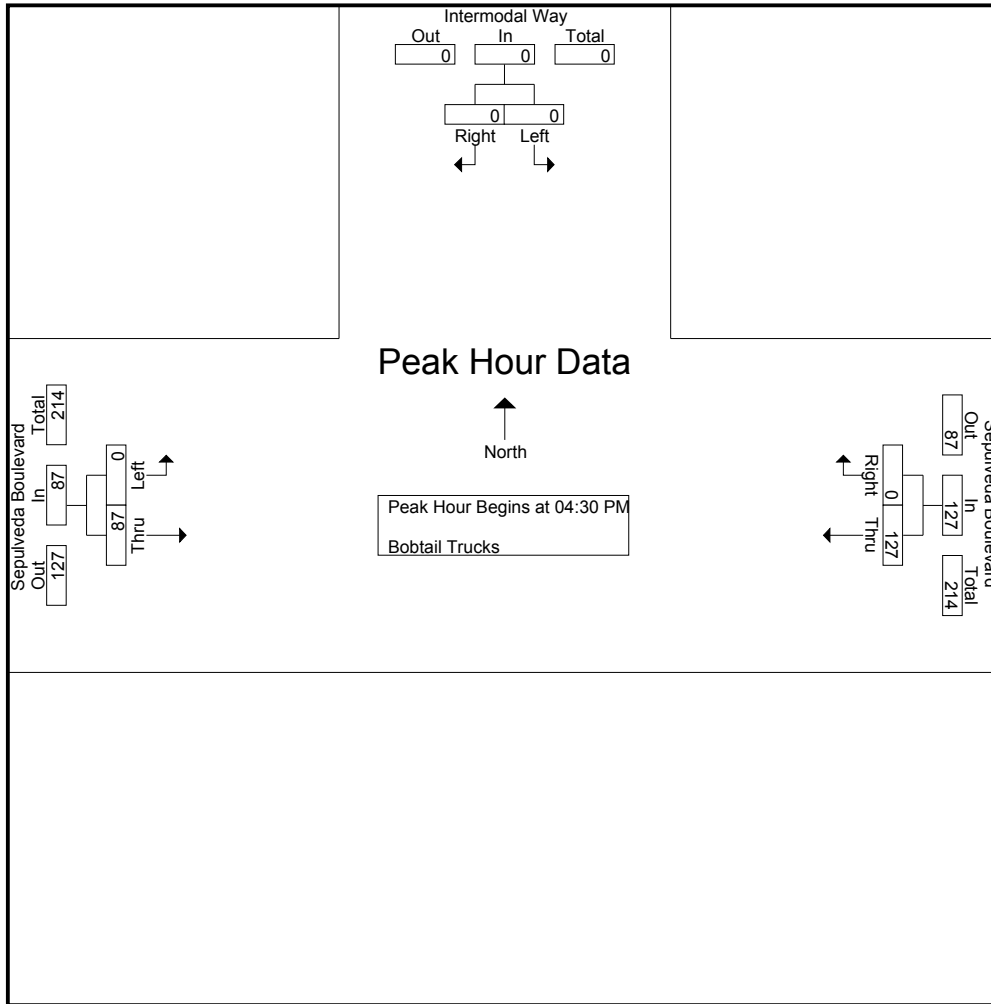
Groups Printed- Bobtail Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	30	0	30	0	16	16	46
04:15 PM	0	0	0	32	0	32	0	25	25	57
04:30 PM	0	0	0	36	0	36	0	24	24	60
04:45 PM	0	0	0	41	0	41	0	22	22	63
Total	0	0	0	139	0	139	0	87	87	226
05:00 PM	0	0	0	26	0	26	0	18	18	44
05:15 PM	0	0	0	24	0	24	0	23	23	47
05:30 PM	0	0	0	18	0	18	0	16	16	34
05:45 PM	0	0	0	4	0	4	0	14	14	18
Total	0	0	0	72	0	72	0	71	71	143
Grand Total	0	0	0	211	0	211	0	158	158	369
Apprch %	0	0		100	0		0	100		
Total %	0	0		57.2	0	57.2	0	42.8	42.8	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	36	0	36	0	24	24	60
04:45 PM	0	0	0	41	0	41	0	22	22	63
05:00 PM	0	0	0	26	0	26	0	18	18	44
05:15 PM	0	0	0	24	0	24	0	23	23	47
Total Volume	0	0	0	127	0	127	0	87	87	214
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.774	.000	.774	.000	.906	.906	.849

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	36	0	36	0	24	24
+15 mins.	0	0	0	41	0	41	0	22	22
+30 mins.	0	0	0	26	0	26	0	18	18
+45 mins.	0	0	0	24	0	24	0	23	23
Total Volume	0	0	0	127	0	127	0	87	87
% App. Total	0	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.774	.000	.774	.000	.906	.906

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

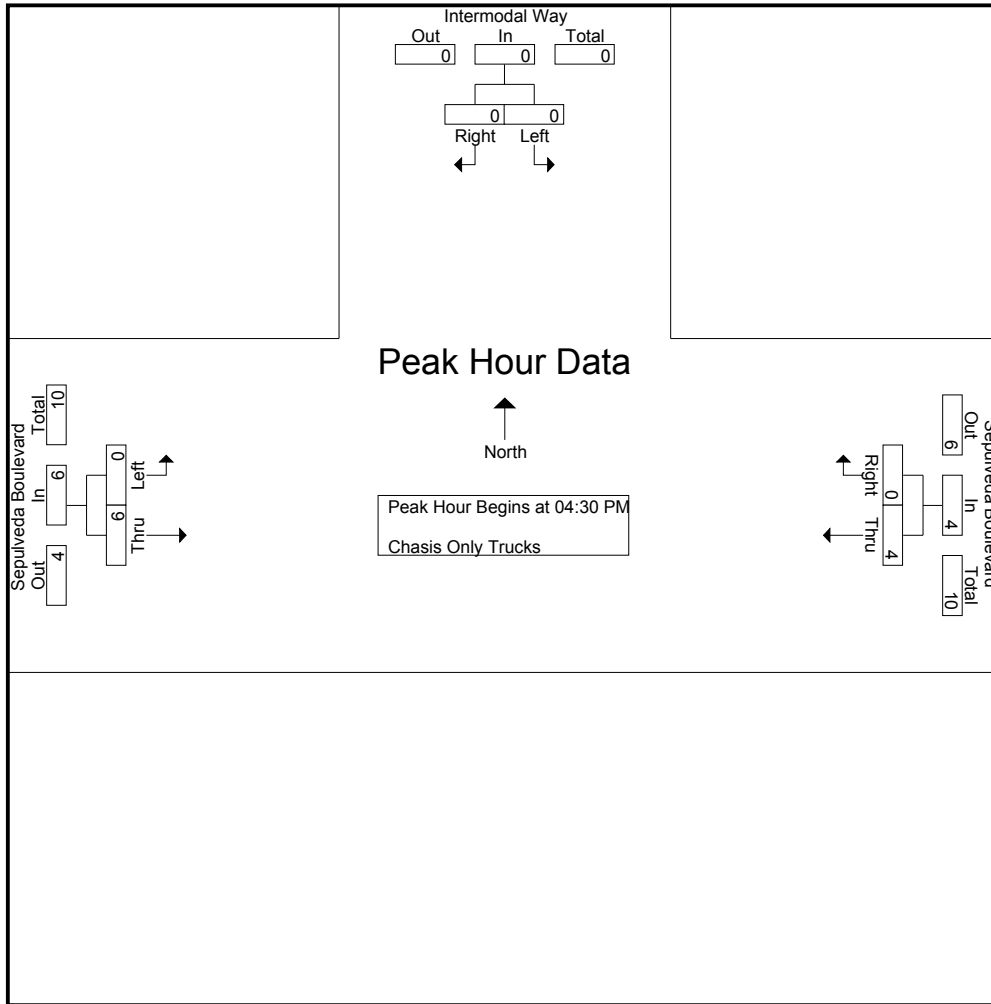
Groups Printed- Chasis Only Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	0	2	0	0	0	2
04:15 PM	0	0	0	2	0	2	0	3	3	5
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	7	0	7	0	4	4	11
05:00 PM	0	0	0	1	0	1	0	3	3	4
05:15 PM	0	0	0	0	0	0	0	2	2	2
05:30 PM	0	0	0	2	0	2	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	3	0	5	5	8
Grand Total	0	0	0	10	0	10	0	9	9	19
Apprch %	0	0		100	0		0	100		
Total %	0	0		52.6	0	52.6	0	47.4	47.4	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	0	0	0	1	0	1	0	1	1	2
05:00 PM	0	0	0	1	0	1	0	3	3	4
05:15 PM	0	0	0	0	0	0	0	2	2	2
Total Volume	0	0	0	4	0	4	0	6	6	10
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500	.625

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	2	0	2	0	0	0
+15 mins.	0	0	0	1	0	1	0	1	1
+30 mins.	0	0	0	1	0	1	0	3	3
+45 mins.	0	0	0	0	0	0	0	2	2
Total Volume	0	0	0	4	0	4	0	6	6
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Container Trucks

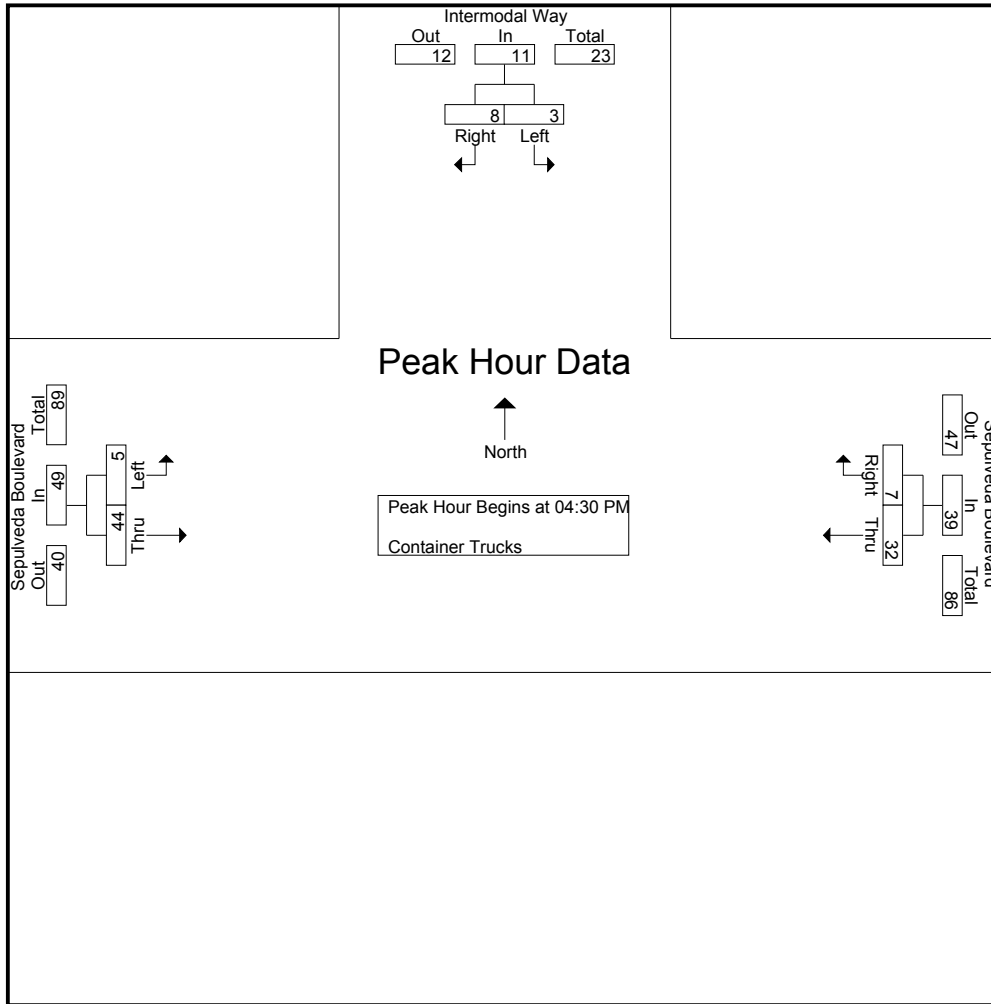
Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	2	0	2	16	1	17	2	10	12	31
04:15 PM	1	1	2	16	1	17	0	9	9	28
04:30 PM	2	0	2	10	5	15	2	15	17	34
04:45 PM	0	3	3	14	2	16	1	6	7	26
Total	5	4	9	56	9	65	5	40	45	119
05:00 PM	1	1	2	3	0	3	2	9	11	16
05:15 PM	0	4	4	5	0	5	0	14	14	23
05:30 PM	2	0	2	4	0	4	1	11	12	18
05:45 PM	2	1	3	6	0	6	1	8	9	18
Total	5	6	11	18	0	18	4	42	46	75
Grand Total	10	10	20	74	9	83	9	82	91	194
Apprch %	50	50		89.2	10.8		9.9	90.1		
Total %	5.2	5.2	10.3	38.1	4.6	42.8	4.6	42.3	46.9	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	2	0	2	10	5	15	2	15	17	34
04:45 PM	0	3	3	14	2	16	1	6	7	26
05:00 PM	1	1	2	3	0	3	2	9	11	16
05:15 PM	0	4	4	5	0	5	0	14	14	23
Total Volume	3	8	11	32	7	39	5	44	49	99
% App. Total	27.3	72.7		82.1	17.9		10.2	89.8		
PHF	.375	.500	.688	.571	.350	.609	.625	.733	.721	.728

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	2	0	2	10	5	15	2	15	17
+15 mins.	0	3	3	14	2	16	1	6	7
+30 mins.	1	1	2	3	0	3	2	9	11
+45 mins.	0	4	4	5	0	5	0	14	14
Total Volume	3	8	11	32	7	39	5	44	49
% App. Total	27.3	72.7		82.1	17.9		10.2	89.8	
PHF	.375	.500	.688	.571	.350	.609	.625	.733	.721

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

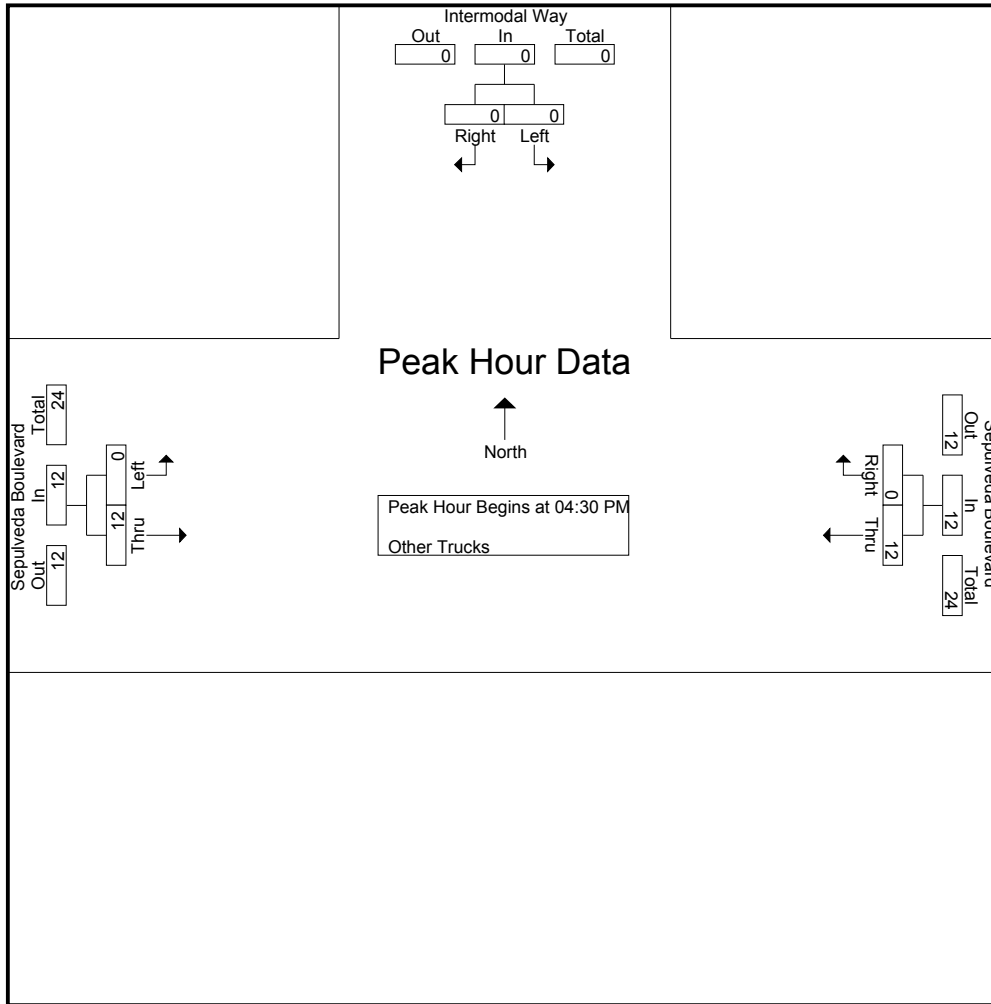
Groups Printed- Other Trucks

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	0	1	7	0	7	0	2	2	10
04:15 PM	0	1	1	4	0	4	1	3	4	9
04:30 PM	0	0	0	3	0	3	0	2	2	5
04:45 PM	0	0	0	2	0	2	0	2	2	4
Total	1	1	2	16	0	16	1	9	10	28
05:00 PM	0	0	0	5	0	5	0	4	4	9
05:15 PM	0	0	0	2	0	2	0	4	4	6
05:30 PM	0	0	0	2	0	2	0	5	5	7
05:45 PM	0	0	0	1	0	1	0	6	6	7
Total	0	0	0	10	0	10	0	19	19	29
Grand Total	1	1	2	26	0	26	1	28	29	57
Apprch %	50	50		100	0		3.4	96.6		
Total %	1.8	1.8	3.5	45.6	0	45.6	1.8	49.1	50.9	

Start Time	Intermodal Way Southbound			Sepulveda Boulevard Westbound			Sepulveda Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	3	0	3	0	2	2	5
04:45 PM	0	0	0	2	0	2	0	2	2	4
05:00 PM	0	0	0	5	0	5	0	4	4	9
05:15 PM	0	0	0	2	0	2	0	4	4	6
Total Volume	0	0	0	12	0	12	0	12	12	24
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.600	.000	.600	.000	.750	.750	.667

City of Long Beach
 N/S: Intermodal Way
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCINSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	3	0	3	0	2	2
+15 mins.	0	0	0	2	0	2	0	2	2
+30 mins.	0	0	0	5	0	5	0	4	4
+45 mins.	0	0	0	2	0	2	0	4	4
Total Volume	0	0	0	12	0	12	0	12	12
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.600	.000	.600	.000	.750	.750

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

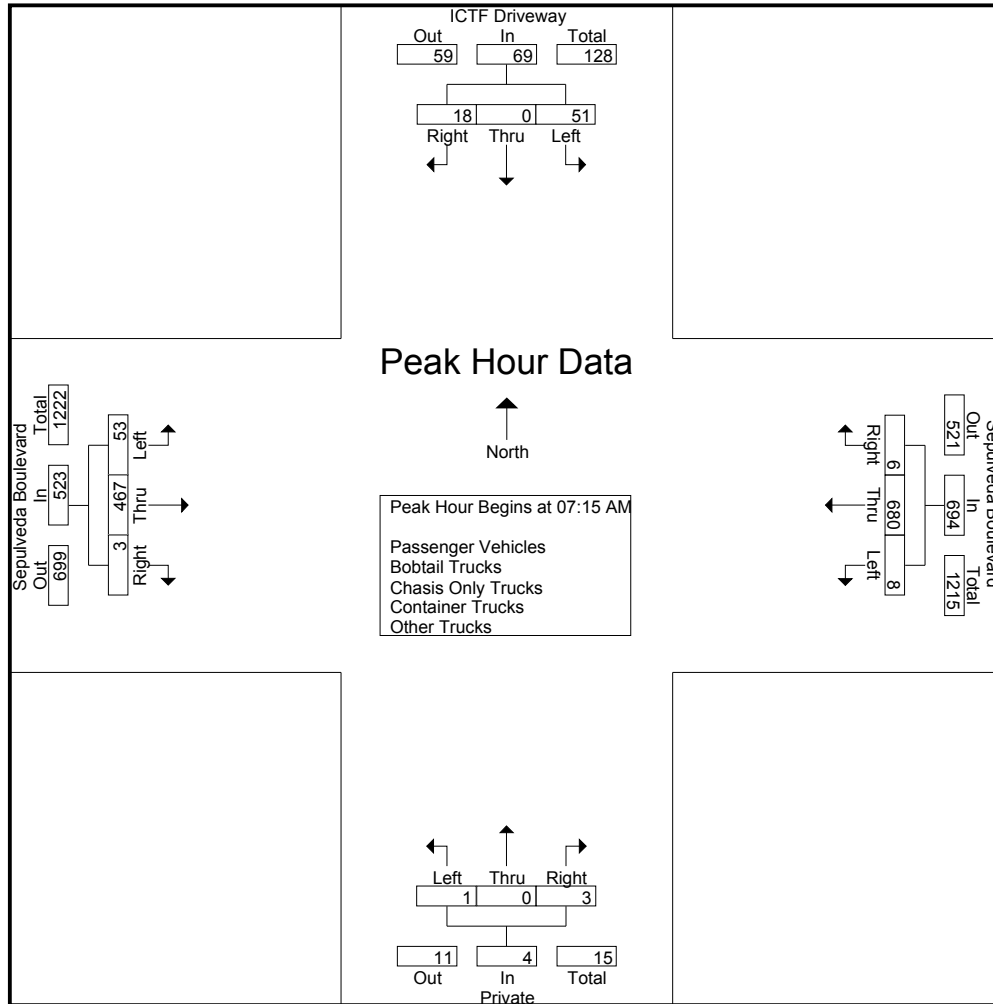
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	0	3	11	3	142	1	146	1	0	0	1	16	68	1	85	243
07:15 AM	11	0	4	15	1	149	1	151	1	0	1	2	16	94	0	110	278
07:30 AM	9	0	5	14	3	193	2	198	0	0	0	0	12	110	0	122	334
07:45 AM	17	0	4	21	3	190	2	195	0	0	2	2	14	138	1	153	371
Total	45	0	16	61	10	674	6	690	2	0	3	5	58	410	2	470	1226
08:00 AM	14	0	5	19	1	148	1	150	0	0	0	0	11	125	2	138	307
08:15 AM	17	0	1	18	1	131	0	132	4	0	0	4	7	106	1	114	268
08:30 AM	28	0	3	31	4	124	1	129	3	0	4	7	7	113	2	122	289
08:45 AM	31	0	6	37	3	112	2	117	0	0	1	1	6	97	2	105	260
Total	90	0	15	105	9	515	4	528	7	0	5	12	31	441	7	479	1124
Grand Total	135	0	31	166	19	1189	10	1218	9	0	8	17	89	851	9	949	2350
Apprch %	81.3	0	18.7		1.6	97.6	0.8		52.9	0	47.1		9.4	89.7	0.9		
Total %	5.7	0	1.3	7.1	0.8	50.6	0.4	51.8	0.4	0	0.3	0.7	3.8	36.2	0.4	40.4	
Passenger Vehicles	1	0	0	1	0	1083	8	1091	0	0	5	5	8	643	0	651	1748
% Passenger Vehicles	0.7	0	0	0.6	0	91.1	80	89.6	0	0	62.5	29.4	9	75.6	0	68.6	74.4
Bobtail Trucks	14	0	5	19	0	19	1	20	6	0	1	7	81	80	0	161	207
% Bobtail Trucks	10.4	0	16.1	11.4	0	1.6	10	1.6	66.7	0	12.5	41.2	91	9.4	0	17	8.8
Chasis Only Trucks	8	0	4	12	0	2	0	2	0	0	0	0	0	6	0	6	20
% Chasis Only Trucks	5.9	0	12.9	7.2	0	0.2	0	0.2	0	0	0	0	0	0.7	0	0.6	0.9
Container Trucks	110	0	20	130	4	20	1	25	3	0	2	5	0	43	7	50	210
% Container Trucks	81.5	0	64.5	78.3	21.1	1.7	10	2.1	33.3	0	25	29.4	0	5.1	77.8	5.3	8.9
Other Trucks	2	0	2	4	15	65	0	80	0	0	0	0	0	79	2	81	165
% Other Trucks	1.5	0	6.5	2.4	78.9	5.5	0	6.6	0	0	0	0	0	9.3	22.2	8.5	7

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	0	4	15	1	149	1	151	1	0	1	2	16	94	0	110	278
07:30 AM	9	0	5	14	3	193	2	198	0	0	0	0	12	110	0	122	334
07:45 AM	17	0	4	21	3	190	2	195	0	0	2	2	14	138	1	153	371
08:00 AM	14	0	5	19	1	148	1	150	0	0	0	0	11	125	2	138	307
Total Volume	51	0	18	69	8	680	6	694	1	0	3	4	53	467	3	523	1290
% App. Total	73.9	0	26.1		1.2	98	0.9		25	0	75		10.1	89.3	0.6		
PHF	.750	.000	.900	.821	.667	.881	.750	.876	.250	.000	.375	.500	.828	.846	.375	.855	.869

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:45 AM				07:30 AM			
+0 mins.	14	0	5	19	1	149	1	151	0	0	2	2	12	110	0	122
+15 mins.	17	0	1	18	3	193	2	198	0	0	0	0	14	138	1	153
+30 mins.	28	0	3	31	3	190	2	195	4	0	0	4	11	125	2	138
+45 mins.	31	0	6	37	1	148	1	150	3	0	4	7	7	106	1	114
Total Volume	90	0	15	105	8	680	6	694	7	0	6	13	44	479	4	527
% App. Total	85.7	0	14.3		1.2	98	0.9		53.8	0	46.2		8.3	90.9	0.8	
PHF	.726	.000	.625	.709	.667	.881	.750	.876	.438	.000	.375	.464	.786	.868	.500	.861

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

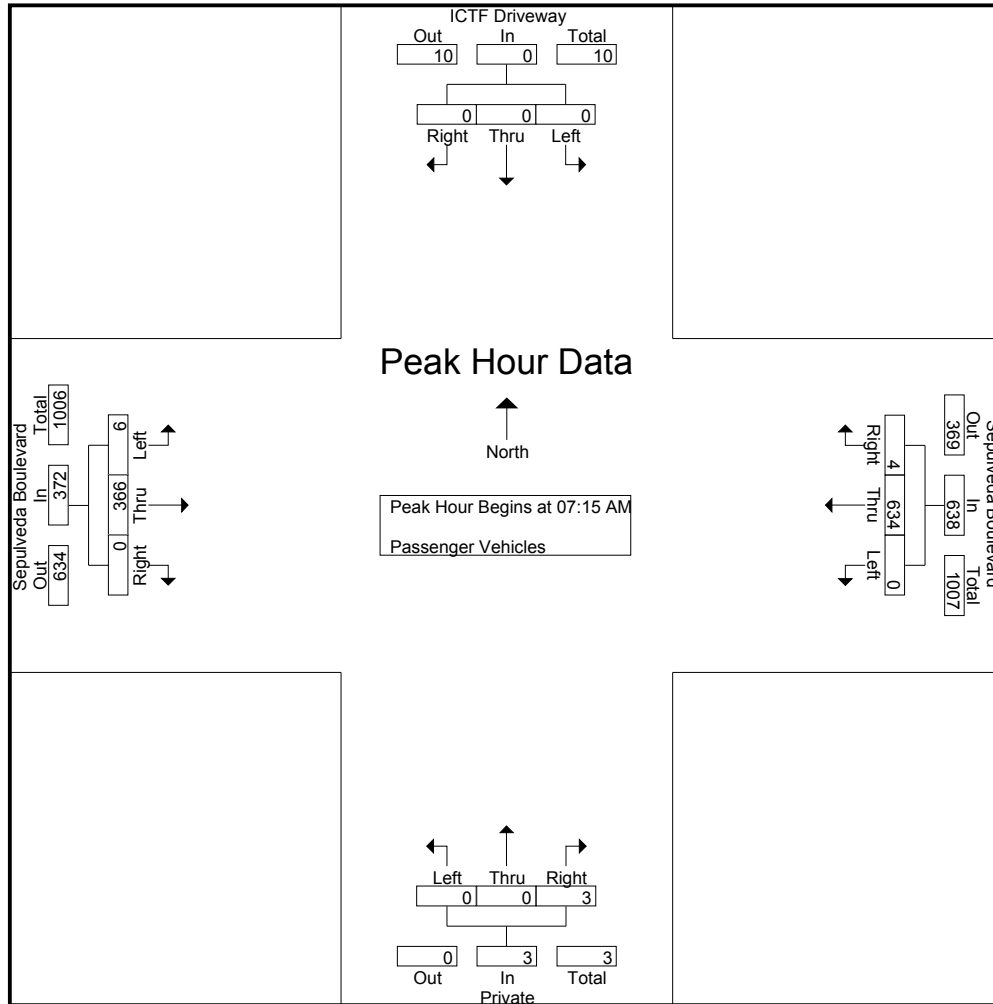
Groups Printed- Passenger Vehicles

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	136	1	137	0	0	0	0	1	60	0	61	198
07:15 AM	0	0	0	0	0	141	1	142	0	0	1	1	1	74	0	75	218
07:30 AM	0	0	0	0	0	181	2	183	0	0	0	0	2	93	0	95	278
07:45 AM	0	0	0	0	0	176	1	177	0	0	2	2	2	105	0	107	286
Total	0	0	0	0	0	634	5	639	0	0	3	3	6	332	0	338	980
08:00 AM	0	0	0	0	0	136	0	136	0	0	0	0	1	94	0	95	231
08:15 AM	0	0	0	0	0	112	0	112	0	0	0	0	1	79	0	80	192
08:30 AM	1	0	0	1	0	108	1	109	0	0	2	2	0	74	0	74	186
08:45 AM	0	0	0	0	0	93	2	95	0	0	0	0	0	64	0	64	159
Total	1	0	0	1	0	449	3	452	0	0	2	2	2	311	0	313	768
Grand Total	1	0	0	1	0	1083	8	1091	0	0	5	5	8	643	0	651	1748
Apprch %	100	0	0		0	99.3	0.7		0	0	100		1.2	98.8	0		
Total %	0.1	0	0	0.1	0	62	0.5	62.4	0	0	0.3	0.3	0.5	36.8	0	37.2	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	141	1	142	0	0	1	1	1	74	0	75	218
07:30 AM	0	0	0	0	0	181	2	183	0	0	0	0	2	93	0	95	278
07:45 AM	0	0	0	0	0	176	1	177	0	0	2	2	2	105	0	107	286
08:00 AM	0	0	0	0	0	136	0	136	0	0	0	0	1	94	0	95	231
Total Volume	0	0	0	0	0	634	4	638	0	0	3	3	6	366	0	372	1013
% App. Total	0	0	0		0	99.4	0.6		0	0	100		1.6	98.4	0		
PHF	.000	.000	.000	.000	.000	.876	.500	.872	.000	.000	.375	.375	.750	.871	.000	.869	.885

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	141	1	142	0	0	1	1	1	74	0	75
+15 mins.	0	0	0	0	0	181	2	183	0	0	0	0	2	93	0	95
+30 mins.	0	0	0	0	0	176	1	177	0	0	2	2	2	105	0	107
+45 mins.	0	0	0	0	0	136	0	136	0	0	0	0	1	94	0	95
Total Volume	0	0	0	0	0	634	4	638	0	0	3	3	6	366	0	372
% App. Total	0	0	0	0	0	99.4	0.6		0	0	100		1.6	98.4	0	
PHF	.000	.000	.000	.000	.000	.876	.500	.872	.000	.000	.375	.375	.750	.871	.000	.869

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

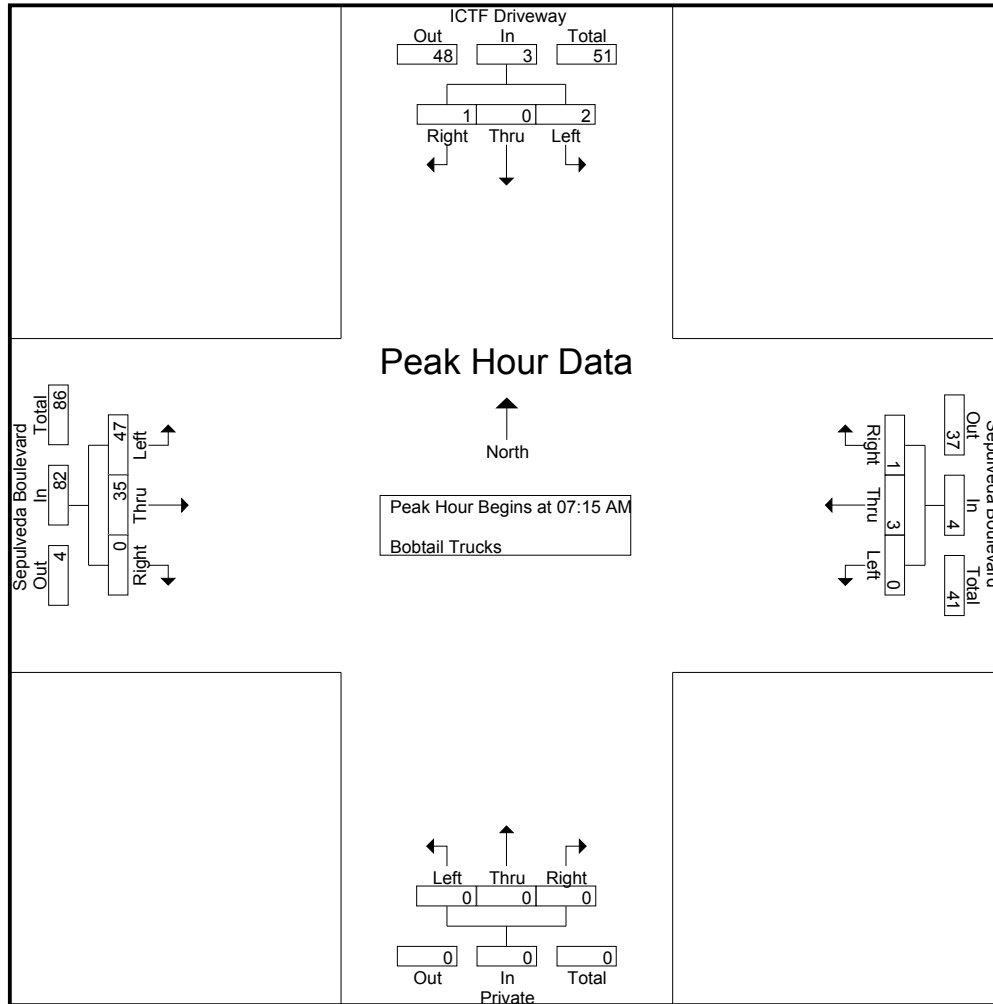
Groups Printed- Bobtail Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	15	4	0	19	19
07:15 AM	1	0	0	1	0	2	0	2	0	0	0	0	15	8	0	23	26
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	10	5	0	15	17
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	9	0	21	21
Total	1	0	1	2	0	3	0	3	0	0	0	0	52	26	0	78	83
08:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	10	13	0	23	25
08:15 AM	1	0	1	2	0	10	0	10	3	0	0	3	6	14	0	20	35
08:30 AM	3	0	0	3	0	6	0	6	3	0	1	4	7	14	0	21	34
08:45 AM	8	0	3	11	0	0	0	0	0	0	0	0	6	13	0	19	30
Total	13	0	4	17	0	16	1	17	6	0	1	7	29	54	0	83	124
Grand Total	14	0	5	19	0	19	1	20	6	0	1	7	81	80	0	161	207
Apprch %	73.7	0	26.3		0	95	5		85.7	0	14.3		50.3	49.7	0		
Total %	6.8	0	2.4	9.2	0	9.2	0.5	9.7	2.9	0	0.5	3.4	39.1	38.6	0	77.8	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	2	0	2	0	0	0	0	15	8	0	23	26
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	10	5	0	15	17
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	9	0	21	21
08:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	10	13	0	23	25
Total Volume	2	0	1	3	0	3	1	4	0	0	0	0	47	35	0	82	89
% App. Total	66.7	0	33.3		0	75	25		0	0	0		57.3	42.7	0		
PHF	.500	.000	.250	.750	.000	.375	.250	.500	.000	.000	.000	.000	.783	.673	.000	.891	.856

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	2	0	2	0	0	0	0	15	8	0	23
+15 mins.	0	0	1	1	0	1	0	1	0	0	0	0	10	5	0	15
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	12	9	0	21
+45 mins.	1	0	0	1	0	0	1	1	0	0	0	0	10	13	0	23
Total Volume	2	0	1	3	0	3	1	4	0	0	0	0	47	35	0	82
% App. Total	66.7	0	33.3		0	75	25		0	0	0		57.3	42.7	0	
PHF	.500	.000	.250	.750	.000	.375	.250	.500	.000	.000	.000	.000	.783	.673	.000	.891

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

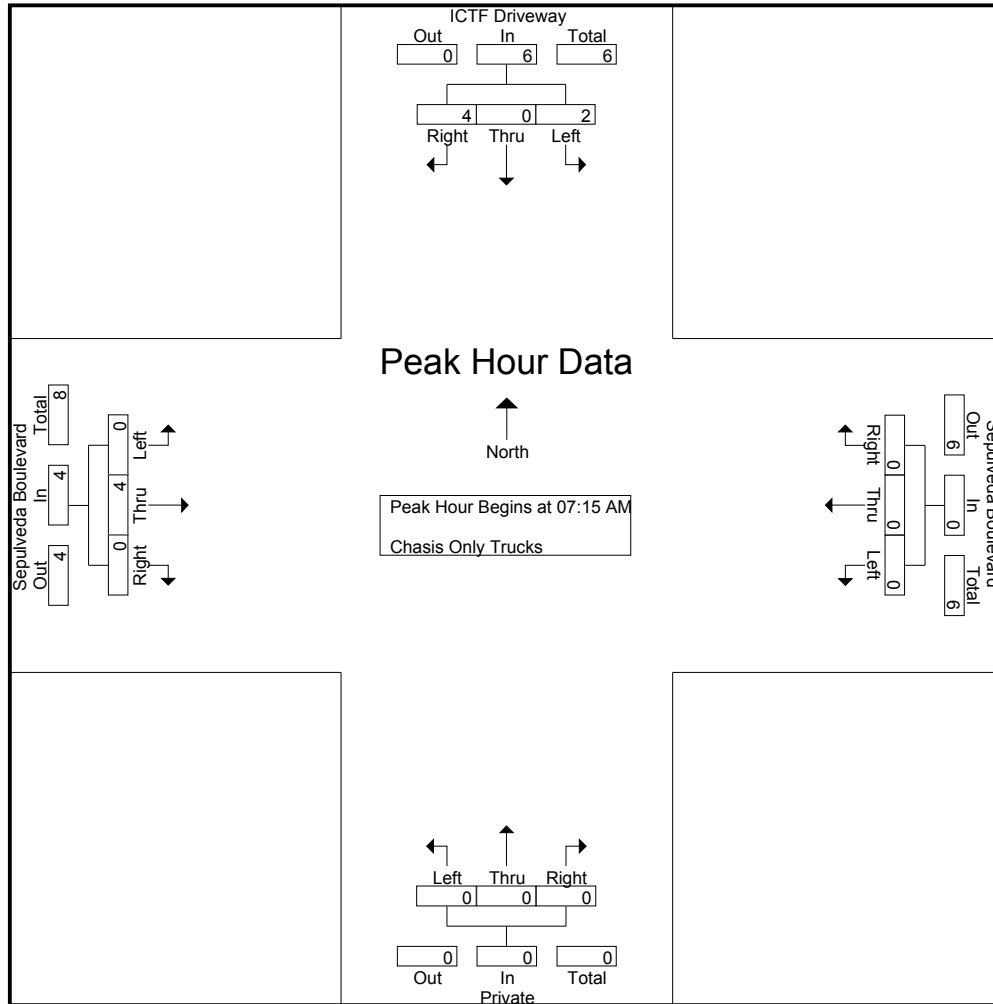
Groups Printed- Chasis Only Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Total	0	0	3	3	0	0	0	0	0	0	0	0	0	3	0	3	6
08:00 AM	2	0	1	3	0	0	0	0	0	0	0	0	0	1	0	1	4
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
08:45 AM	3	0	0	3	0	2	0	2	0	0	0	0	0	1	0	1	6
Total	8	0	1	9	0	2	0	2	0	0	0	0	0	3	0	3	14
Grand Total	8	0	4	12	0	2	0	2	0	0	0	0	0	6	0	6	20
Apprch %	66.7	0	33.3		0	100	0		0	0	0		0	100	0		
Total %	40	0	20	60	0	10	0	10	0	0	0	0	0	30	0	30	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
08:00 AM	2	0	1	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total Volume	2	0	4	6	0	0	0	0	0	0	0	0	0	4	0	4	10
% App. Total	33.3	0	66.7		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.625

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	2	0	1	3	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	2	0	4	6	0	0	0	0	0	0	0	0	0	4	0	4
% App. Total	33.3	0	66.7		0	0	0		0	0	0		0	100	0	
PHF	.250	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

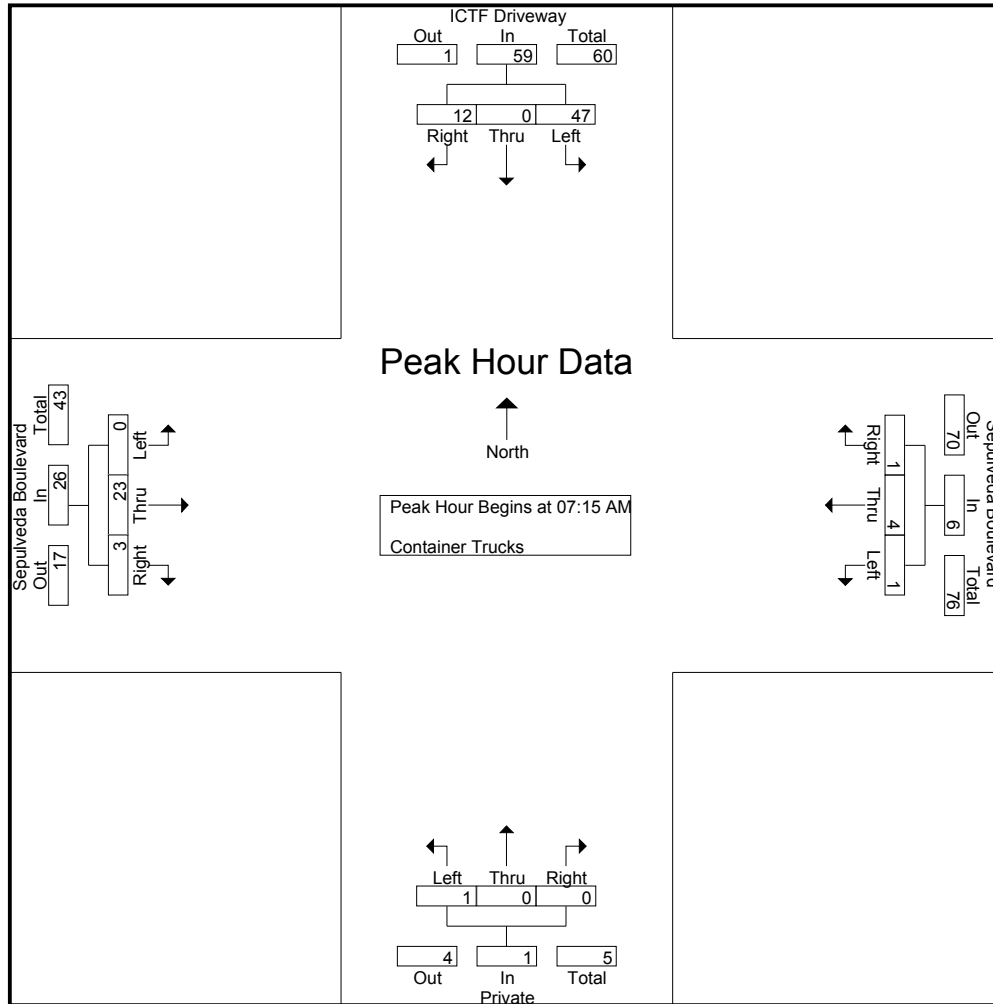
Groups Printed- Container Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	0	3	11	0	0	0	0	1	0	0	1	0	0	1	1	13
07:15 AM	10	0	4	14	0	0	0	0	1	0	0	1	0	2	0	2	17
07:30 AM	9	0	3	12	1	1	0	2	0	0	0	0	0	2	0	2	16
07:45 AM	17	0	2	19	0	2	1	3	0	0	0	0	0	11	1	12	34
Total	44	0	12	56	1	3	1	5	2	0	0	2	0	15	2	17	80
08:00 AM	11	0	3	14	0	1	0	1	0	0	0	0	0	8	2	10	25
08:15 AM	15	0	0	15	1	1	0	2	1	0	0	1	0	6	1	7	25
08:30 AM	20	0	2	22	2	4	0	6	0	0	1	1	0	8	2	10	39
08:45 AM	20	0	3	23	0	11	0	11	0	0	1	1	0	6	0	6	41
Total	66	0	8	74	3	17	0	20	1	0	2	3	0	28	5	33	130
Grand Total	110	0	20	130	4	20	1	25	3	0	2	5	0	43	7	50	210
Apprch %	84.6	0	15.4		16	80	4		60	0	40		0	86	14		
Total %	52.4	0	9.5	61.9	1.9	9.5	0.5	11.9	1.4	0	1	2.4	0	20.5	3.3	23.8	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	0	4	14	0	0	0	0	1	0	0	1	0	2	0	2	17
07:30 AM	9	0	3	12	1	1	0	2	0	0	0	0	0	2	0	2	16
07:45 AM	17	0	2	19	0	2	1	3	0	0	0	0	0	11	1	12	34
08:00 AM	11	0	3	14	0	1	0	1	0	0	0	0	0	8	2	10	25
Total Volume	47	0	12	59	1	4	1	6	1	0	0	1	0	23	3	26	92
% App. Total	79.7	0	20.3		16.7	66.7	16.7		100	0	0		0	88.5	11.5		
PHF	.691	.000	.750	.776	.250	.500	.250	.500	.250	.000	.000	.250	.000	.523	.375	.542	.676

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	10	0	4	14	0	0	0	0	1	0	0	1	0	2	0	2
+15 mins.	9	0	3	12	1	1	0	2	0	0	0	0	0	2	0	2
+30 mins.	17	0	2	19	0	2	1	3	0	0	0	0	0	11	1	12
+45 mins.	11	0	3	14	0	1	0	1	0	0	0	0	0	8	2	10
Total Volume	47	0	12	59	1	4	1	6	1	0	0	1	0	23	3	26
% App. Total	79.7	0	20.3		16.7	66.7	16.7		100	0	0		0	88.5	11.5	
PHF	.691	.000	.750	.776	.250	.500	.250	.500	.250	.000	.000	.250	.000	.523	.375	.542

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

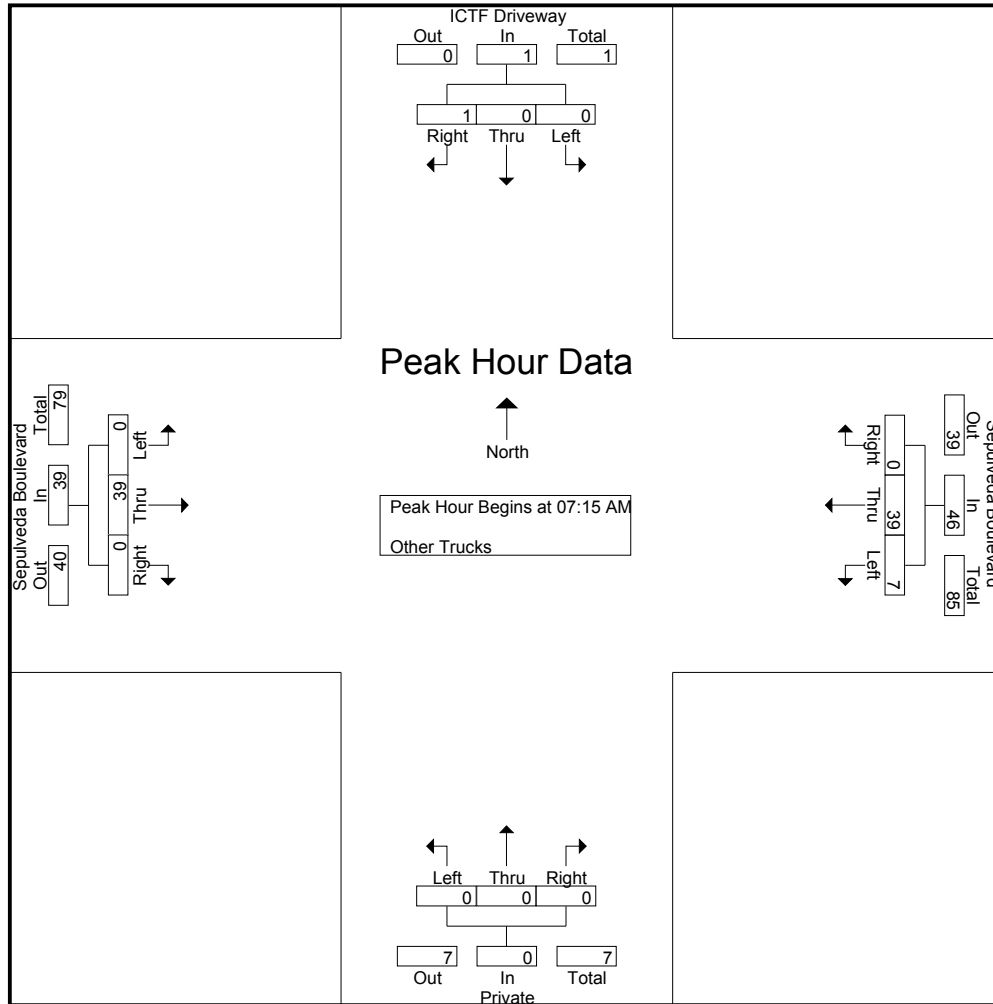
Groups Printed- Other Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	3	6	0	9	0	0	0	0	0	4	0	4	13
07:15 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	9	0	9	16
07:30 AM	0	0	0	0	2	10	0	12	0	0	0	0	0	10	0	10	22
07:45 AM	0	0	0	0	3	12	0	15	0	0	0	0	0	11	0	11	26
Total	0	0	0	0	9	34	0	43	0	0	0	0	0	34	0	34	77
08:00 AM	0	0	1	1	1	11	0	12	0	0	0	0	0	9	0	9	22
08:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
08:30 AM	2	0	1	3	2	6	0	8	0	0	0	0	0	16	0	16	27
08:45 AM	0	0	0	0	3	6	0	9	0	0	0	0	0	13	2	15	24
Total	2	0	2	4	6	31	0	37	0	0	0	0	0	45	2	47	88
Grand Total	2	0	2	4	15	65	0	80	0	0	0	0	0	79	2	81	165
Apprch %	50	0	50		18.8	81.2	0		0	0	0		0	97.5	2.5		
Total %	1.2	0	1.2	2.4	9.1	39.4	0	48.5	0	0	0	0	0	47.9	1.2	49.1	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	9	0	9	16
07:30 AM	0	0	0	0	2	10	0	12	0	0	0	0	0	10	0	10	22
07:45 AM	0	0	0	0	3	12	0	15	0	0	0	0	0	11	0	11	26
08:00 AM	0	0	1	1	1	11	0	12	0	0	0	0	0	9	0	9	22
Total Volume	0	0	1	1	7	39	0	46	0	0	0	0	0	39	0	39	86
% App. Total	0	0	100		15.2	84.8	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.583	.813	.000	.767	.000	.000	.000	.000	.000	.886	.000	.886	.827

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEAM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	6	0	7	0	0	0	0	0	9	0	9
+15 mins.	0	0	0	0	2	10	0	12	0	0	0	0	0	10	0	10
+30 mins.	0	0	0	0	3	12	0	15	0	0	0	0	0	11	0	11
+45 mins.	0	0	1	1	1	11	0	12	0	0	0	0	0	9	0	9
Total Volume	0	0	1	1	7	39	0	46	0	0	0	0	0	39	0	39
% App. Total	0	0	100		15.2	84.8	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.583	.813	.000	.767	.000	.000	.000	.000	.000	.886	.000	.886

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

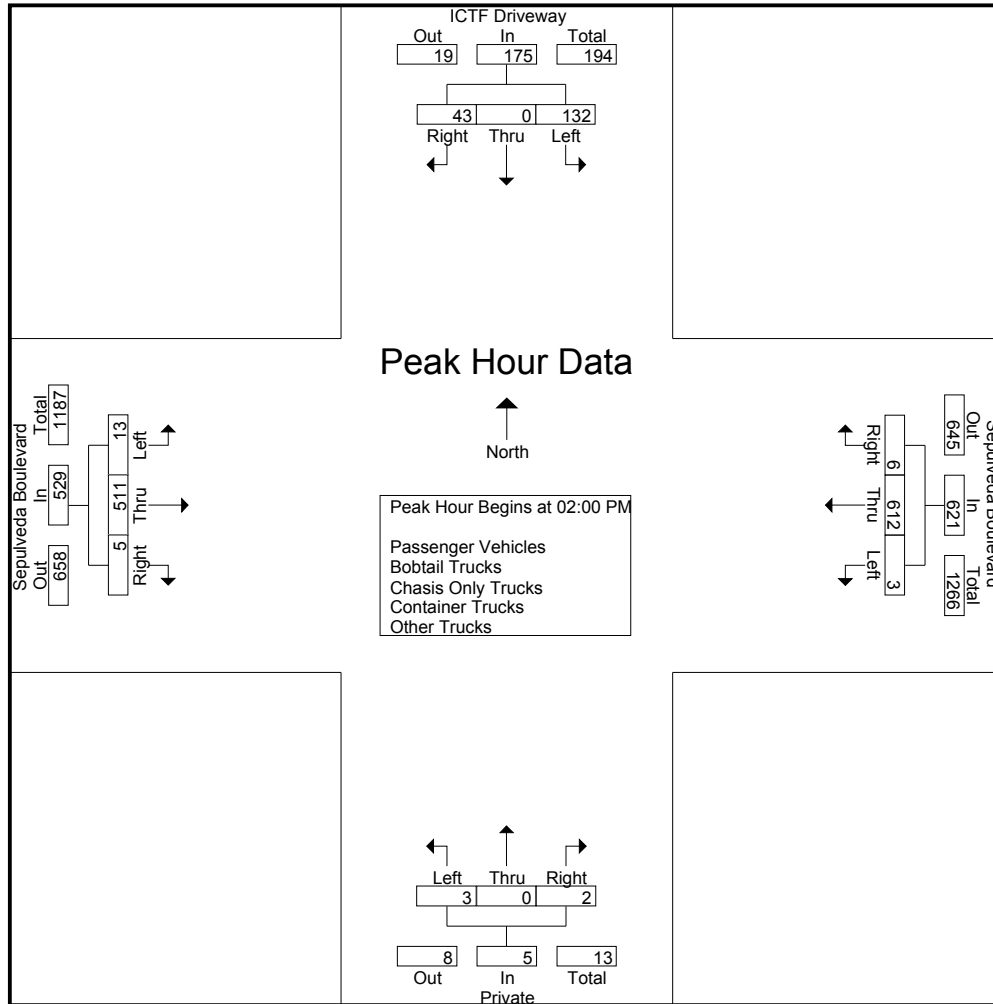
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	15	0	7	22	2	87	0	89	5	0	0	5	3	100	0	103	219
01:15 PM	11	0	5	16	1	96	0	97	1	0	0	1	1	98	0	99	213
01:30 PM	12	0	2	14	1	139	2	142	1	0	1	2	7	84	0	91	249
01:45 PM	32	0	9	41	1	136	4	141	0	0	1	1	4	99	1	104	287
Total	70	0	23	93	5	458	6	469	7	0	2	9	15	381	1	397	968
02:00 PM	33	0	7	40	2	178	2	182	1	0	1	2	2	104	1	107	331
02:15 PM	28	0	12	40	1	140	1	142	2	0	0	2	5	114	1	120	304
02:30 PM	33	0	10	43	0	153	0	153	0	0	1	1	4	153	2	159	356
02:45 PM	38	0	14	52	0	141	3	144	0	0	0	0	2	140	1	143	339
Total	132	0	43	175	3	612	6	621	3	0	2	5	13	511	5	529	1330
Grand Total	202	0	66	268	8	1070	12	1090	10	0	4	14	28	892	6	926	2298
Apprch %	75.4	0	24.6		0.7	98.2	1.1		71.4	0	28.6		3	96.3	0.6		
Total %	8.8	0	2.9	11.7	0.3	46.6	0.5	47.4	0.4	0	0.2	0.6	1.2	38.8	0.3	40.3	
Passenger Vehicles	1	0	2	3	5	604	2	611	5	0	0	5	0	684	4	688	1307
% Passenger Vehicles	0.5	0	3	1.1	62.5	56.4	16.7	56.1	50	0	0	35.7	0	76.7	66.7	74.3	56.9
Bobtail Trucks	130	0	53	183	3	183	1	187	1	0	1	2	14	40	0	54	426
% Bobtail Trucks	64.4	0	80.3	68.3	37.5	17.1	8.3	17.2	10	0	25	14.3	50	4.5	0	5.8	18.5
Chasis Only Trucks	11	0	2	13	0	4	0	4	1	0	2	3	6	8	0	14	34
% Chasis Only Trucks	5.4	0	3	4.9	0	0.4	0	0.4	10	0	50	21.4	21.4	0.9	0	1.5	1.5
Container Trucks	60	0	9	69	0	232	9	241	2	0	0	2	8	110	0	118	430
% Container Trucks	29.7	0	13.6	25.7	0	21.7	75	22.1	20	0	0	14.3	28.6	12.3	0	12.7	18.7
Other Trucks	0	0	0	0	0	47	0	47	1	0	1	2	0	50	2	52	101
% Other Trucks	0	0	0	0	0	4.4	0	4.3	10	0	25	14.3	0	5.6	33.3	5.6	4.4

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	33	0	7	40	2	178	2	182	1	0	1	2	2	104	1	107	331
02:15 PM	28	0	12	40	1	140	1	142	2	0	0	2	5	114	1	120	304
02:30 PM	33	0	10	43	0	153	0	153	0	0	1	1	4	153	2	159	356
02:45 PM	38	0	14	52	0	141	3	144	0	0	0	0	2	140	1	143	339
Total Volume	132	0	43	175	3	612	6	621	3	0	2	5	13	511	5	529	1330
% App. Total	75.4	0	24.6		0.5	98.6	1		60	0	40		2.5	96.6	0.9		
PHF	.868	.000	.768	.841	.375	.860	.500	.853	.375	.000	.500	.625	.650	.835	.625	.832	.934

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				01:00 PM				02:00 PM			
+0 mins.	33	0	7	40	2	178	2	182	5	0	0	5	2	104	1	107
+15 mins.	28	0	12	40	1	140	1	142	1	0	0	1	5	114	1	120
+30 mins.	33	0	10	43	0	153	0	153	1	0	1	2	4	153	2	159
+45 mins.	38	0	14	52	0	141	3	144	0	0	1	1	2	140	1	143
Total Volume	132	0	43	175	3	612	6	621	7	0	2	9	13	511	5	529
% App. Total	75.4	0	24.6		0.5	98.6	1		77.8	0	22.2		2.5	96.6	0.9	
PHF	.868	.000	.768	.841	.375	.860	.500	.853	.350	.000	.500	.450	.650	.835	.625	.832

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

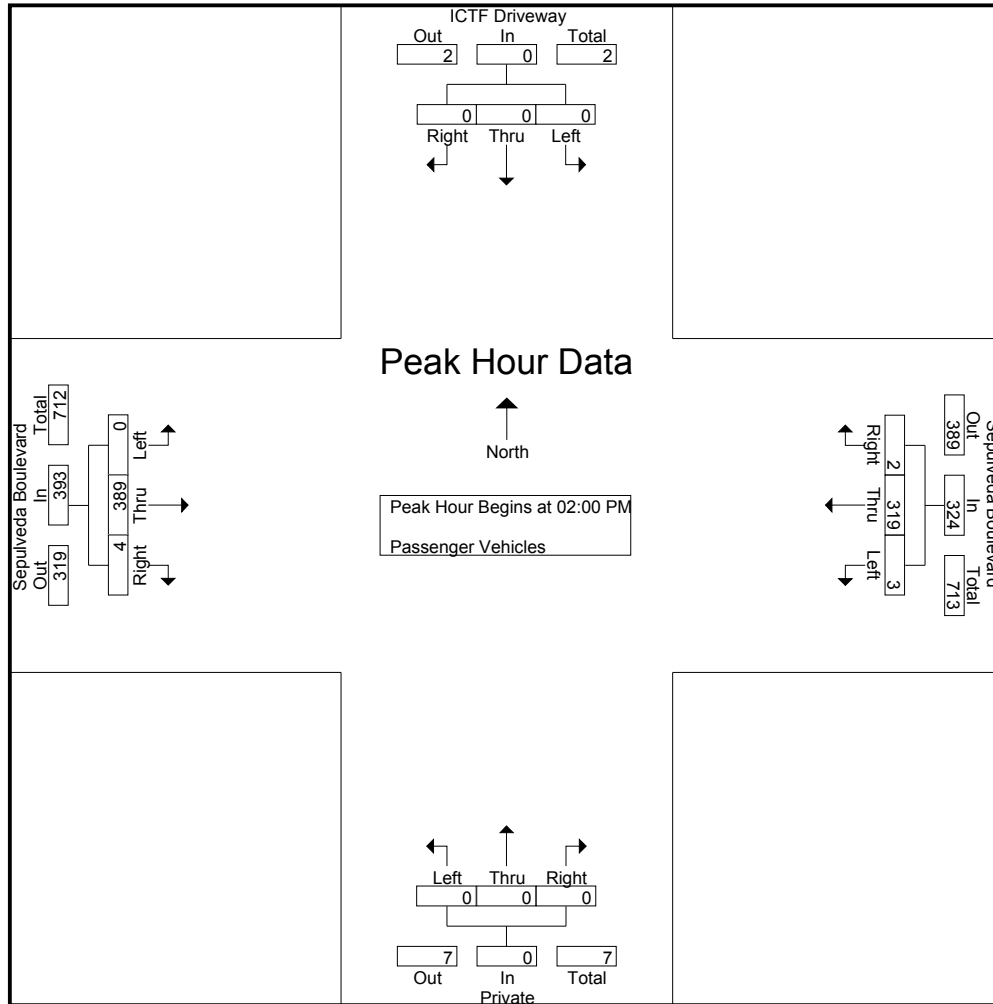
Groups Printed- Passenger Vehicles

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	0	2	3	0	63	0	63	4	0	0	4	0	82	0	82	152
01:15 PM	0	0	0	0	0	72	0	72	0	0	0	0	0	67	0	67	139
01:30 PM	0	0	0	0	1	69	0	70	1	0	0	1	0	70	0	70	141
01:45 PM	0	0	0	0	1	81	0	82	0	0	0	0	0	76	0	76	158
Total	1	0	2	3	2	285	0	287	5	0	0	5	0	295	0	295	590
02:00 PM	0	0	0	0	2	96	2	100	0	0	0	0	0	74	1	75	175
02:15 PM	0	0	0	0	1	70	0	71	0	0	0	0	0	84	0	84	155
02:30 PM	0	0	0	0	0	83	0	83	0	0	0	0	0	125	2	127	210
02:45 PM	0	0	0	0	0	70	0	70	0	0	0	0	0	106	1	107	177
Total	0	0	0	0	3	319	2	324	0	0	0	0	0	389	4	393	717
Grand Total	1	0	2	3	5	604	2	611	5	0	0	5	0	684	4	688	1307
Apprch %	33.3	0	66.7		0.8	98.9	0.3		100	0	0		0	99.4	0.6		
Total %	0.1	0	0.2	0.2	0.4	46.2	0.2	46.7	0.4	0	0	0.4	0	52.3	0.3	52.6	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	2	96	2	100	0	0	0	0	0	74	1	75	175
02:15 PM	0	0	0	0	1	70	0	71	0	0	0	0	0	84	0	84	155
02:30 PM	0	0	0	0	0	83	0	83	0	0	0	0	0	125	2	127	210
02:45 PM	0	0	0	0	0	70	0	70	0	0	0	0	0	106	1	107	177
Total Volume	0	0	0	0	3	319	2	324	0	0	0	0	0	389	4	393	717
% App. Total	0	0	0		0.9	98.5	0.6		0	0	0		0	99	1		
PHF	.000	.000	.000	.000	.375	.831	.250	.810	.000	.000	.000	.000	.000	.778	.500	.774	.854

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	2	96	2	100	0	0	0	0	0	74	1	75
+15 mins.	0	0	0	0	1	70	0	71	0	0	0	0	0	84	0	84
+30 mins.	0	0	0	0	0	83	0	83	0	0	0	0	0	125	2	127
+45 mins.	0	0	0	0	0	70	0	70	0	0	0	0	0	106	1	107
Total Volume	0	0	0	0	3	319	2	324	0	0	0	0	0	389	4	393
% App. Total	0	0	0	0	0.9	98.5	0.6		0	0	0	0	0	99	1	
PHF	.000	.000	.000	.000	.375	.831	.250	.810	.000	.000	.000	.000	.000	.778	.500	.774

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

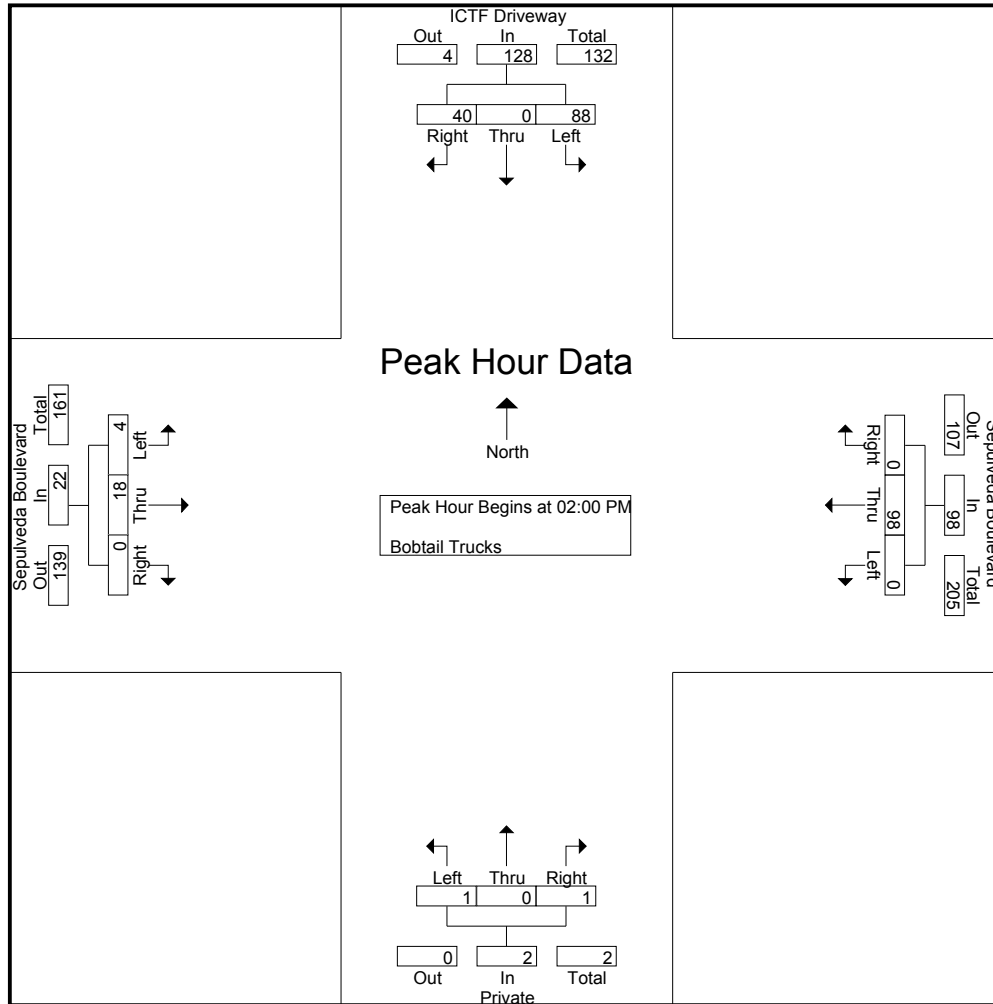
Groups Printed- Bobtail Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	11	0	3	14	2	15	0	17	0	0	0	0	1	6	0	7	38
01:15 PM	4	0	3	7	1	10	0	11	0	0	0	0	1	11	0	12	30
01:30 PM	5	0	2	7	0	38	0	38	0	0	0	0	4	2	0	6	51
01:45 PM	22	0	5	27	0	22	1	23	0	0	0	0	4	3	0	7	57
Total	42	0	13	55	3	85	1	89	0	0	0	0	10	22	0	32	176
02:00 PM	23	0	6	29	0	30	0	30	0	0	1	1	0	4	0	4	64
02:15 PM	11	0	11	22	0	20	0	20	1	0	0	1	1	2	0	3	46
02:30 PM	25	0	10	35	0	21	0	21	0	0	0	0	3	4	0	7	63
02:45 PM	29	0	13	42	0	27	0	27	0	0	0	0	0	8	0	8	77
Total	88	0	40	128	0	98	0	98	1	0	1	2	4	18	0	22	250
Grand Total	130	0	53	183	3	183	1	187	1	0	1	2	14	40	0	54	426
Apprch %	71	0	29		1.6	97.9	0.5		50	0	50		25.9	74.1	0		
Total %	30.5	0	12.4	43	0.7	43	0.2	43.9	0.2	0	0.2	0.5	3.3	9.4	0	12.7	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	23	0	6	29	0	30	0	30	0	0	1	1	0	4	0	4	64
02:15 PM	11	0	11	22	0	20	0	20	1	0	0	1	1	2	0	3	46
02:30 PM	25	0	10	35	0	21	0	21	0	0	0	0	3	4	0	7	63
02:45 PM	29	0	13	42	0	27	0	27	0	0	0	0	0	8	0	8	77
Total Volume	88	0	40	128	0	98	0	98	1	0	1	2	4	18	0	22	250
% App. Total	68.8	0	31.2		0	100	0		50	0	50		18.2	81.8	0		
PHF	.759	.000	.769	.762	.000	.817	.000	.817	.250	.000	.250	.500	.333	.563	.000	.688	.812

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	23	0	6	29	0	30	0	30	0	0	1	1	0	4	0	4
+15 mins.	11	0	11	22	0	20	0	20	1	0	0	1	1	2	0	3
+30 mins.	25	0	10	35	0	21	0	21	0	0	0	0	3	4	0	7
+45 mins.	29	0	13	42	0	27	0	27	0	0	0	0	0	8	0	8
Total Volume	88	0	40	128	0	98	0	98	1	0	1	2	4	18	0	22
% App. Total	68.8	0	31.2		0	100	0		50	0	50		18.2	81.8	0	
PHF	.759	.000	.769	.762	.000	.817	.000	.817	.250	.000	.250	.500	.333	.563	.000	.688

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

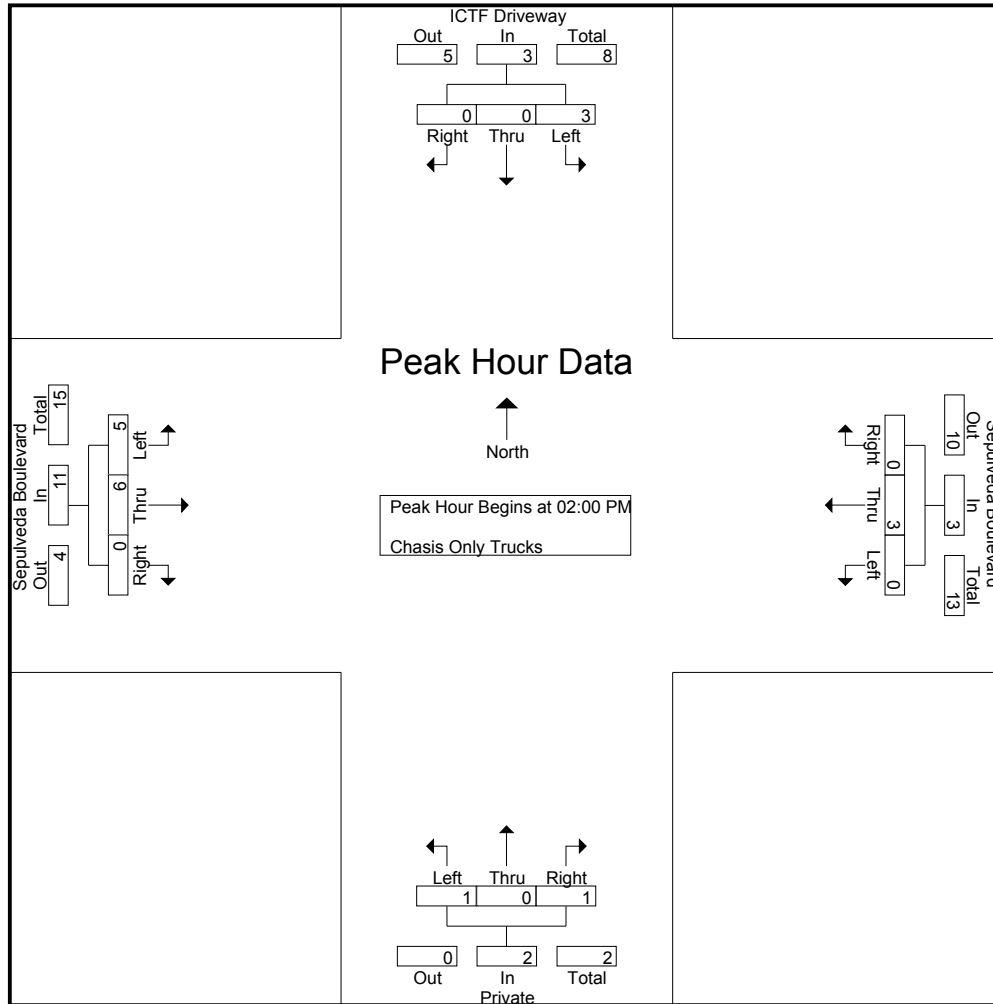
Groups Printed- Chasis Only Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
01:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
01:30 PM	2	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
01:45 PM	2	0	2	4	0	1	0	1	0	0	0	0	0	1	0	1	6
Total	8	0	2	10	0	1	0	1	0	0	1	1	1	2	0	3	15
02:00 PM	2	0	0	2	0	1	0	1	0	0	0	0	1	3	0	4	7
02:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	3	2	0	5	6
02:30 PM	1	0	0	1	0	2	0	2	0	0	1	1	0	1	0	1	5
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	3	0	0	3	0	3	0	3	1	0	1	2	5	6	0	11	19
Grand Total	11	0	2	13	0	4	0	4	1	0	2	3	6	8	0	14	34
Apprch %	84.6	0	15.4		0	100	0		33.3	0	66.7		42.9	57.1	0		
Total %	32.4	0	5.9	38.2	0	11.8	0	11.8	2.9	0	5.9	8.8	17.6	23.5	0	41.2	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	0	0	2	0	1	0	1	0	0	0	0	1	3	0	4	7
02:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	3	2	0	5	6
02:30 PM	1	0	0	1	0	2	0	2	0	0	1	1	0	1	0	1	5
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	3	0	0	3	0	3	0	3	1	0	1	2	5	6	0	11	19
% App. Total	100	0	0		0	100	0		50	0	50		45.5	54.5	0		
PHF	.375	.000	.000	.375	.000	.375	.000	.375	.250	.000	.250	.500	.417	.500	.000	.550	.679

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	2	0	0	2	0	1	0	1	0	0	0	0	1	3	0	4
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	3	2	0	5
+30 mins.	1	0	0	1	0	2	0	2	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	3	0	0	3	0	3	0	3	1	0	1	2	5	6	0	11
% App. Total	100	0	0		0	100	0		50	0	50		45.5	54.5	0	
PHF	.375	.000	.000	.375	.000	.375	.000	.375	.250	.000	.250	.500	.417	.500	.000	.550

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

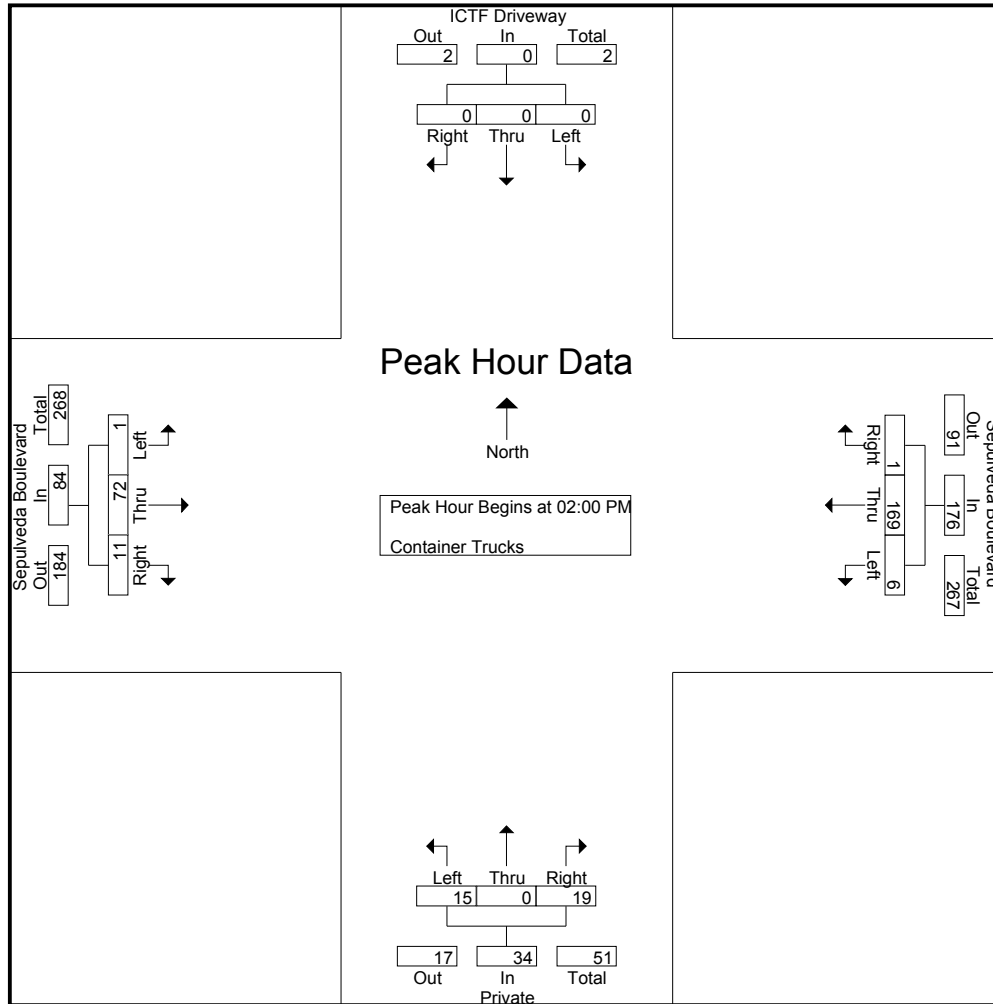
Groups Printed- Container Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	1	2	2	5	0	0	2	2	0	9	4	13	20
01:15 PM	0	0	0	0	0	8	0	8	0	0	4	4	0	11	3	14	26
01:30 PM	0	0	0	0	1	27	0	28	1	0	2	3	0	8	10	18	49
01:45 PM	0	0	0	0	0	26	0	26	4	0	2	6	0	10	3	13	45
Total	0	0	0	0	2	63	2	67	5	0	10	15	0	38	20	58	140
02:00 PM	0	0	0	0	1	47	0	48	3	0	2	5	0	17	4	21	74
02:15 PM	0	0	0	0	1	42	0	43	7	0	9	16	1	20	4	25	84
02:30 PM	0	0	0	0	2	39	0	41	3	0	7	10	0	16	0	16	67
02:45 PM	0	0	0	0	2	41	1	44	2	0	1	3	0	19	3	22	69
Total	0	0	0	0	6	169	1	176	15	0	19	34	1	72	11	84	294
Grand Total	0	0	0	0	8	232	3	243	20	0	29	49	1	110	31	142	434
Apprch %	0	0	0		3.3	95.5	1.2		40.8	0	59.2		0.7	77.5	21.8		
Total %	0	0	0	0	1.8	53.5	0.7	56	4.6	0	6.7	11.3	0.2	25.3	7.1	32.7	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	1	47	0	48	3	0	2	5	0	17	4	21	74
02:15 PM	0	0	0	0	1	42	0	43	7	0	9	16	1	20	4	25	84
02:30 PM	0	0	0	0	2	39	0	41	3	0	7	10	0	16	0	16	67
02:45 PM	0	0	0	0	2	41	1	44	2	0	1	3	0	19	3	22	69
Total Volume	0	0	0	0	6	169	1	176	15	0	19	34	1	72	11	84	294
% App. Total	0	0	0		3.4	96	0.6		44.1	0	55.9		1.2	85.7	13.1		
PHF	.000	.000	.000	.000	.750	.899	.250	.917	.536	.000	.528	.531	.250	.900	.688	.840	.875

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	1	47	0	48	3	0	2	5	0	17	4	21
+15 mins.	0	0	0	0	1	42	0	43	7	0	9	16	1	20	4	25
+30 mins.	0	0	0	0	2	39	0	41	3	0	7	10	0	16	0	16
+45 mins.	0	0	0	0	2	41	1	44	2	0	1	3	0	19	3	22
Total Volume	0	0	0	0	6	169	1	176	15	0	19	34	1	72	11	84
% App. Total	0	0	0	0	3.4	96	0.6		44.1	0	55.9		1.2	85.7	13.1	
PHF	.000	.000	.000	.000	.750	.899	.250	.917	.536	.000	.528	.531	.250	.900	.688	.840

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

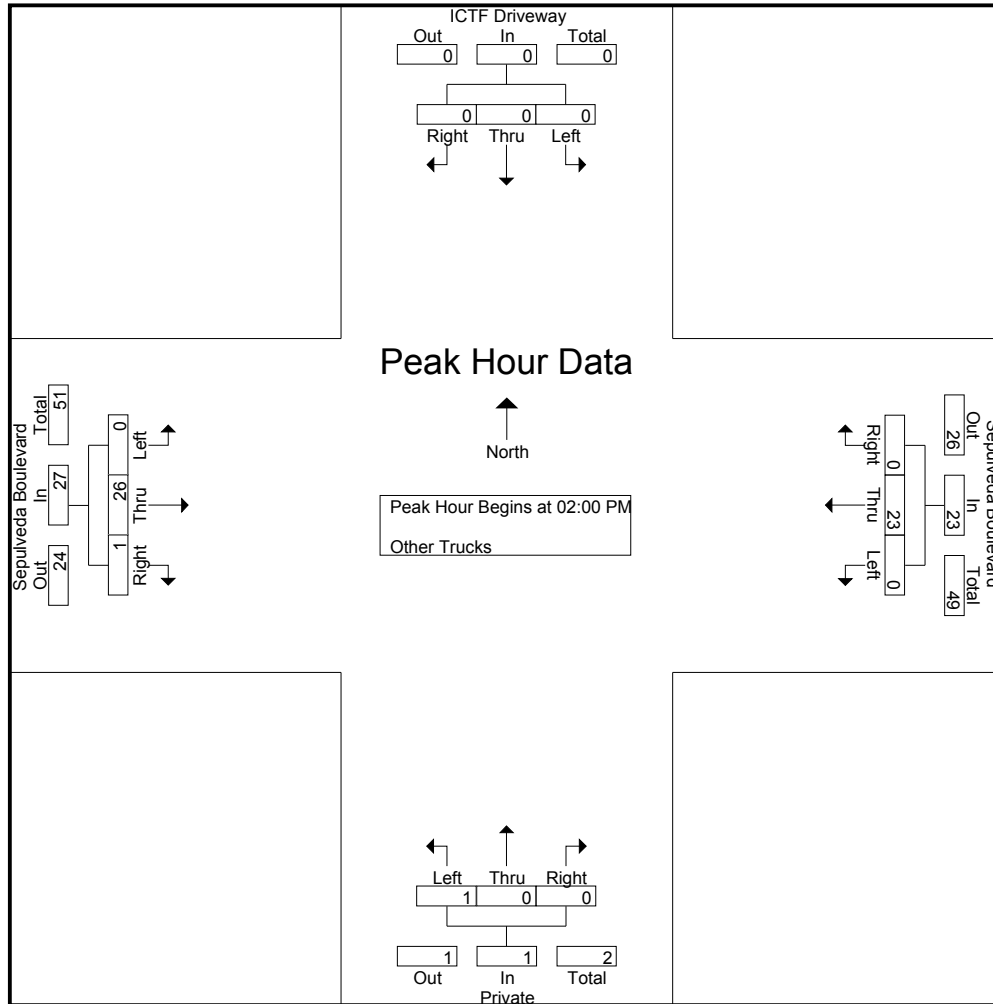
Groups Printed- Other Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
01:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
01:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
01:45 PM	0	0	0	0	0	6	0	6	0	0	1	1	0	9	1	10	17
Total	0	0	0	0	0	24	0	24	0	0	1	1	0	24	1	25	50
02:00 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	6	0	6	11
02:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	6	1	7	15
02:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total	0	0	0	0	0	23	0	23	1	0	0	1	0	26	1	27	51
Grand Total	0	0	0	0	0	47	0	47	1	0	1	2	0	50	2	52	101
Apprch %	0	0	0		0	100	0		50	0	50		0	96.2	3.8		
Total %	0	0	0		0	46.5	0	46.5	1	0	1	2	0	49.5	2	51.5	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	6	0	6	11
02:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	6	1	7	15
02:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total Volume	0	0	0	0	0	23	0	23	1	0	0	1	0	26	1	27	51
% App. Total	0	0	0		0	100	0		100	0	0		0	96.3	3.7		
PHF	.000	.000	.000	.000	.000	.719	.000	.719	.250	.000	.000	.250	.000	.929	.250	.964	.850

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	4	0	4	1	0	0	1	0	6	0	6
+15 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	6	1	7
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7
Total Volume	0	0	0	0	0	23	0	23	1	0	0	1	0	26	1	27
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	96.3	3.7	100
PHF	.000	.000	.000	.000	.000	.719	.000	.719	.250	.000	.000	.250	.000	.929	.250	.964

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

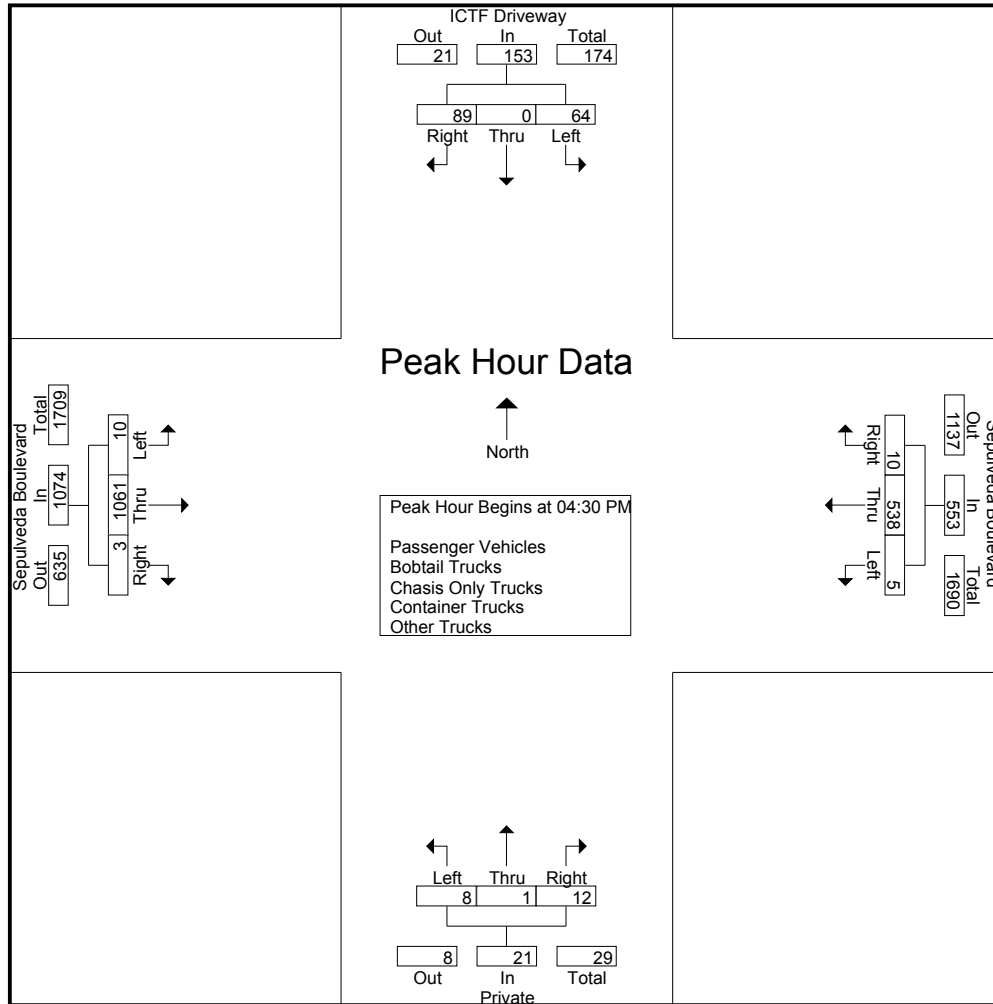
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	0	9	17	0	156	1	157	1	0	2	3	3	197	3	203	380
04:15 PM	22	0	14	36	0	126	1	127	1	0	0	1	6	241	2	249	413
04:30 PM	16	0	15	31	4	139	7	150	3	0	4	7	2	262	0	264	452
04:45 PM	14	0	33	47	1	127	3	131	1	0	2	3	1	238	0	239	420
Total	60	0	71	131	5	548	12	565	6	0	8	14	12	938	5	955	1665
05:00 PM	24	0	19	43	0	164	0	164	3	1	4	8	3	256	2	261	476
05:15 PM	10	0	22	32	0	108	0	108	1	0	2	3	4	305	1	310	453
05:30 PM	9	0	12	21	1	128	0	129	0	0	0	0	2	266	2	270	420
05:45 PM	5	0	5	10	1	103	0	104	0	0	2	2	4	198	1	203	319
Total	48	0	58	106	2	503	0	505	4	1	8	13	13	1025	6	1044	1668
Grand Total	108	0	129	237	7	1051	12	1070	10	1	16	27	25	1963	11	1999	3333
Apprch %	45.6	0	54.4		0.7	98.2	1.1		37	3.7	59.3		1.3	98.2	0.6		
Total %	3.2	0	3.9	7.1	0.2	31.5	0.4	32.1	0.3	0	0.5	0.8	0.8	58.9	0.3	60	
Passenger Vehicles	1	0	1	2	2	847	0	849	6	0	9	15	0	1695	6	1701	2567
% Passenger Vehicles	0.9	0	0.8	0.8	28.6	80.6	0	79.3	60	0	56.2	55.6	0	86.3	54.5	85.1	77
Bobtail Trucks	91	0	115	206	4	100	0	104	0	1	3	4	12	151	4	167	481
% Bobtail Trucks	84.3	0	89.1	86.9	57.1	9.5	0	9.7	0	100	18.8	14.8	48	7.7	36.4	8.4	14.4
Chasis Only Trucks	6	0	3	9	0	4	3	7	3	0	1	4	3	8	0	11	31
% Chasis Only Trucks	5.6	0	2.3	3.8	0	0.4	25	0.7	30	0	6.2	14.8	12	0.4	0	0.6	0.9
Container Trucks	10	0	10	20	1	74	9	84	1	0	3	4	9	82	1	92	200
% Container Trucks	9.3	0	7.8	8.4	14.3	7	75	7.9	10	0	18.8	14.8	36	4.2	9.1	4.6	6
Other Trucks	0	0	0	0	0	26	0	26	0	0	0	0	1	27	0	28	54
% Other Trucks	0	0	0	0	0	2.5	0	2.4	0	0	0	0	4	1.4	0	1.4	1.6

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	16	0	15	31	4	139	7	150	3	0	4	7	2	262	0	264	452
04:45 PM	14	0	33	47	1	127	3	131	1	0	2	3	1	238	0	239	420
05:00 PM	24	0	19	43	0	164	0	164	3	1	4	8	3	256	2	261	476
05:15 PM	10	0	22	32	0	108	0	108	1	0	2	3	4	305	1	310	453
Total Volume	64	0	89	153	5	538	10	553	8	1	12	21	10	1061	3	1074	1801
% App. Total	41.8	0	58.2		0.9	97.3	1.8		38.1	4.8	57.1		0.9	98.8	0.3		
PHF	.667	.000	.674	.814	.313	.820	.357	.843	.667	.250	.750	.656	.625	.870	.375	.866	.946

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	22	0	14	36	0	126	1	127	3	0	4	7	1	238	0	239
+15 mins.	16	0	15	31	4	139	7	150	1	0	2	3	3	256	2	261
+30 mins.	14	0	33	47	1	127	3	131	3	1	4	8	4	305	1	310
+45 mins.	24	0	19	43	0	164	0	164	1	0	2	3	2	266	2	270
Total Volume	76	0	81	157	5	556	11	572	8	1	12	21	10	1065	5	1080
% App. Total	48.4	0	51.6		0.9	97.2	1.9		38.1	4.8	57.1		0.9	98.6	0.5	
PHF	.792	.000	.614	.835	.313	.848	.393	.872	.667	.250	.750	.656	.625	.873	.625	.871

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

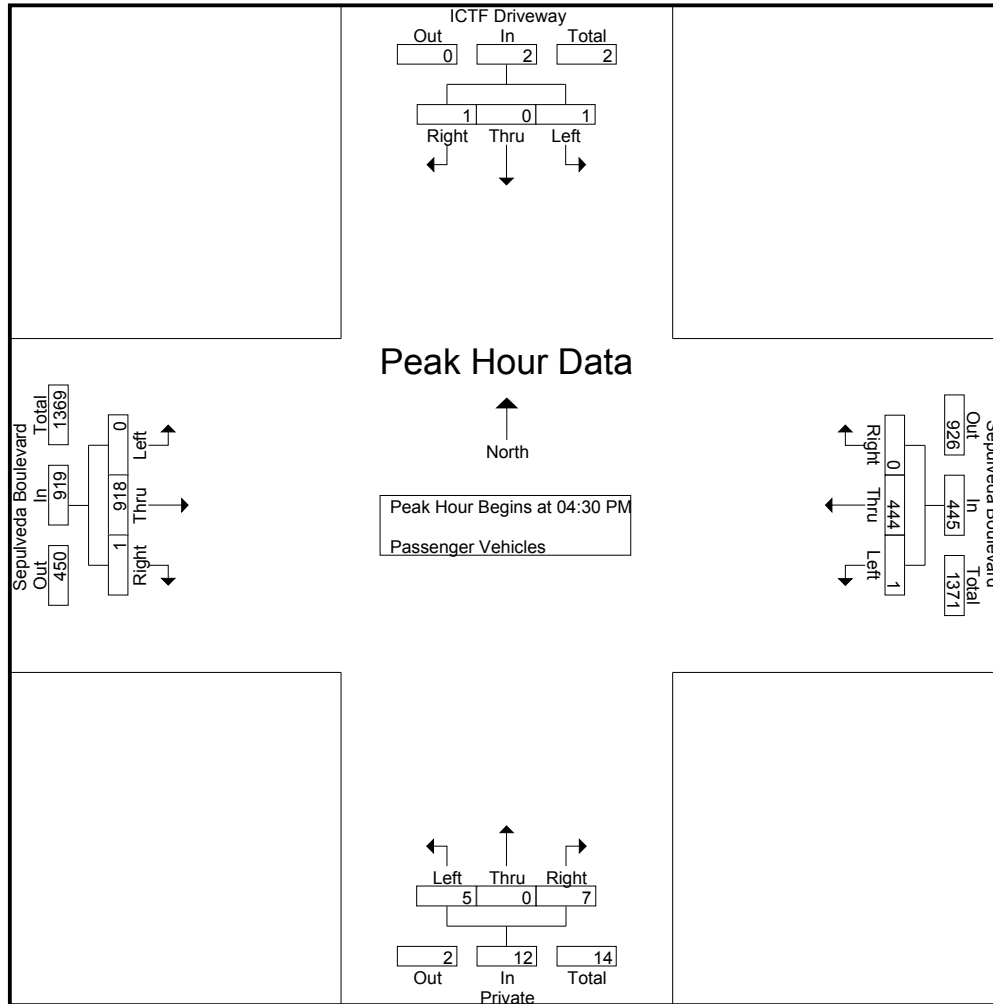
Groups Printed- Passenger Vehicles

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	106	0	106	0	0	0	0	0	169	1	170	276
04:15 PM	0	0	0	0	0	89	0	89	1	0	0	1	0	205	1	206	296
04:30 PM	0	0	0	0	1	105	0	106	1	0	1	2	0	221	0	221	329
04:45 PM	0	0	1	1	0	96	0	96	0	0	1	1	0	209	0	209	307
Total	0	0	1	1	1	396	0	397	2	0	2	4	0	804	2	806	1208
05:00 PM	1	0	0	1	0	145	0	145	3	0	3	6	0	224	1	225	377
05:15 PM	0	0	0	0	0	98	0	98	1	0	2	3	0	264	0	264	365
05:30 PM	0	0	0	0	0	116	0	116	0	0	0	0	0	231	2	233	349
05:45 PM	0	0	0	0	1	92	0	93	0	0	2	2	0	172	1	173	268
Total	1	0	0	1	1	451	0	452	4	0	7	11	0	891	4	895	1359
Grand Total	1	0	1	2	2	847	0	849	6	0	9	15	0	1695	6	1701	2567
Apprch %	50	0	50		0.2	99.8	0		40	0	60		0	99.6	0.4		
Total %	0	0	0	0.1	0.1	33	0	33.1	0.2	0	0.4	0.6	0	66	0.2	66.3	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	105	0	106	1	0	1	2	0	221	0	221	329
04:45 PM	0	0	1	1	0	96	0	96	0	0	1	1	0	209	0	209	307
05:00 PM	1	0	0	1	0	145	0	145	3	0	3	6	0	224	1	225	377
05:15 PM	0	0	0	0	0	98	0	98	1	0	2	3	0	264	0	264	365
Total Volume	1	0	1	2	1	444	0	445	5	0	7	12	0	918	1	919	1378
% App. Total	50	0	50		0.2	99.8	0		41.7	0	58.3		0	99.9	0.1		
PHF	.250	.000	.250	.500	.250	.766	.000	.767	.417	.000	.583	.500	.000	.869	.250	.870	.914

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	105	0	106	1	0	1	2	0	221	0	221
+15 mins.	0	0	1	1	0	96	0	96	0	0	1	1	0	209	0	209
+30 mins.	1	0	0	1	0	145	0	145	3	0	3	6	0	224	1	225
+45 mins.	0	0	0	0	0	98	0	98	1	0	2	3	0	264	0	264
Total Volume	1	0	1	2	1	444	0	445	5	0	7	12	0	918	1	919
% App. Total	50	0	50		0.2	99.8	0		41.7	0	58.3		0	99.9	0.1	
PHF	.250	.000	.250	.500	.250	.766	.000	.767	.417	.000	.583	.500	.000	.869	.250	.870

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

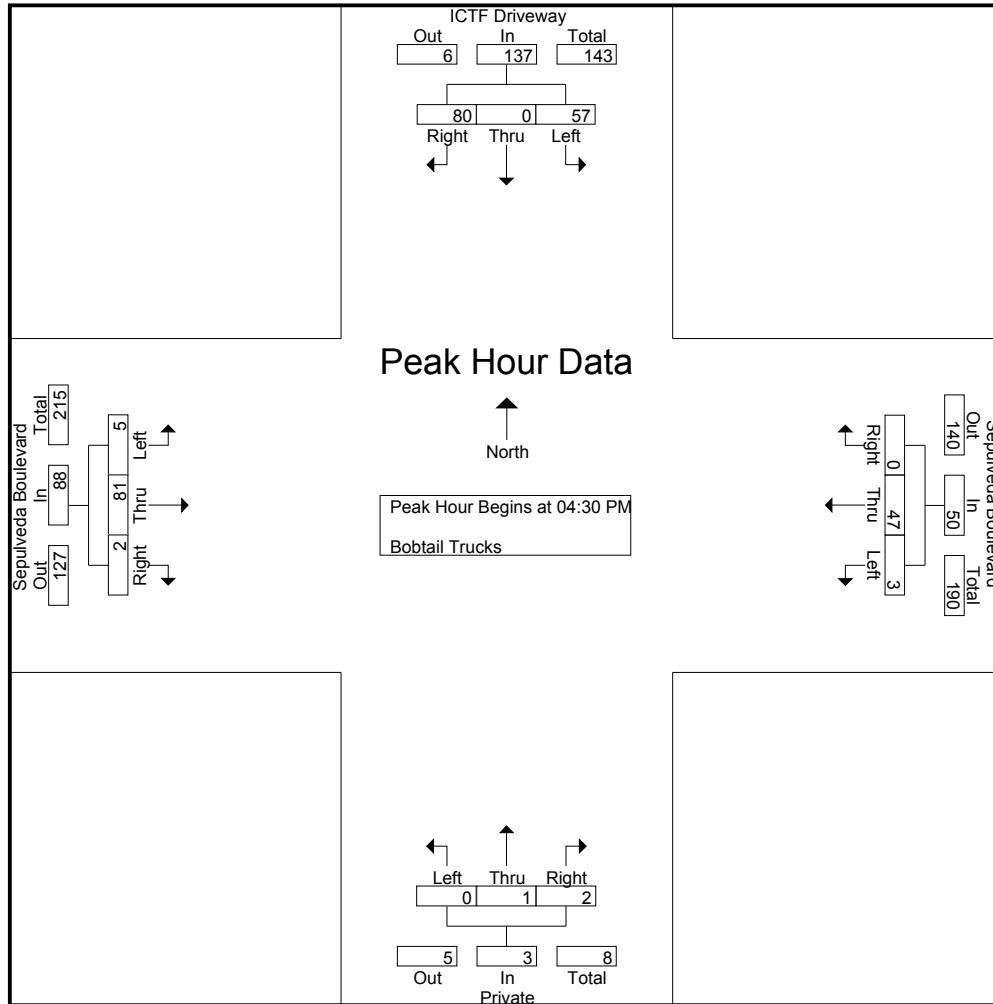
Groups Printed- Bobtail Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	0	8	14	0	26	0	26	0	0	1	1	1	16	1	18	59
04:15 PM	20	0	11	31	0	19	0	19	0	0	0	0	3	24	1	28	78
04:30 PM	12	0	15	27	2	20	0	22	0	0	1	1	0	24	0	24	74
04:45 PM	14	0	29	43	1	14	0	15	0	0	1	1	0	20	0	20	79
Total	52	0	63	115	3	79	0	82	0	0	3	3	4	84	2	90	290
05:00 PM	21	0	18	39	0	9	0	9	0	1	0	1	1	15	1	17	66
05:15 PM	10	0	18	28	0	4	0	4	0	0	0	0	4	22	1	27	59
05:30 PM	5	0	12	17	1	4	0	5	0	0	0	0	0	18	0	18	40
05:45 PM	3	0	4	7	0	4	0	4	0	0	0	0	3	12	0	15	26
Total	39	0	52	91	1	21	0	22	0	1	0	1	8	67	2	77	191
Grand Total	91	0	115	206	4	100	0	104	0	1	3	4	12	151	4	167	481
Apprch %	44.2	0	55.8		3.8	96.2	0		0	25	75		7.2	90.4	2.4		
Total %	18.9	0	23.9	42.8	0.8	20.8	0	21.6	0	0.2	0.6	0.8	2.5	31.4	0.8	34.7	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	12	0	15	27	2	20	0	22	0	0	1	1	0	24	0	24	74
04:45 PM	14	0	29	43	1	14	0	15	0	0	1	1	0	20	0	20	79
05:00 PM	21	0	18	39	0	9	0	9	0	1	0	1	1	15	1	17	66
05:15 PM	10	0	18	28	0	4	0	4	0	0	0	0	4	22	1	27	59
Total Volume	57	0	80	137	3	47	0	50	0	1	2	3	5	81	2	88	278
% App. Total	41.6	0	58.4		6	94	0		0	33.3	66.7		5.7	92	2.3		
PHF	.679	.000	.690	.797	.375	.588	.000	.568	.000	.250	.500	.750	.313	.844	.500	.815	.880

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	12	0	15	27	2	20	0	22	0	0	1	1	0	24	0	24
+15 mins.	14	0	29	43	1	14	0	15	0	0	1	1	0	20	0	20
+30 mins.	21	0	18	39	0	9	0	9	0	1	0	1	1	15	1	17
+45 mins.	10	0	18	28	0	4	0	4	0	0	0	0	4	22	1	27
Total Volume	57	0	80	137	3	47	0	50	0	1	2	3	5	81	2	88
% App. Total	41.6	0	58.4		6	94	0		0	33.3	66.7		5.7	92	2.3	
PHF	.679	.000	.690	.797	.375	.588	.000	.568	.000	.250	.500	.750	.313	.844	.500	.815

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

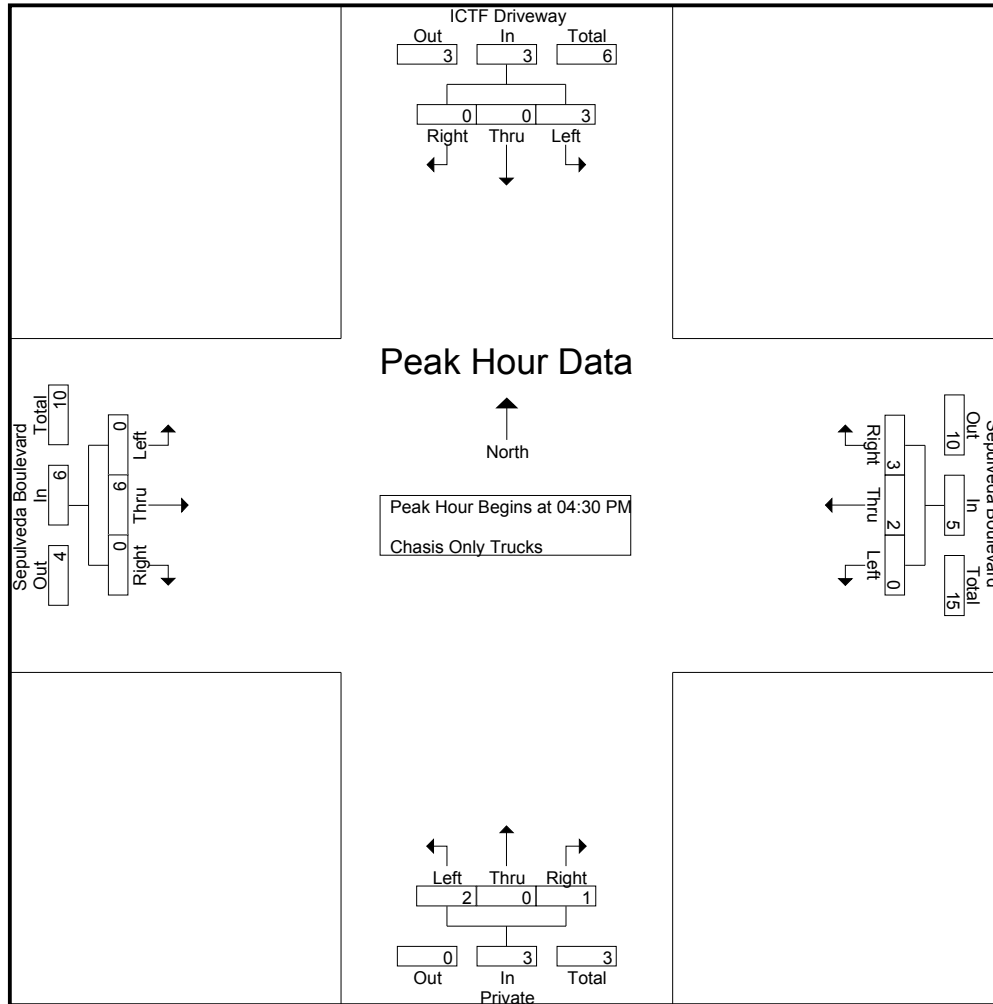
Groups Printed- Chasis Only Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:15 PM	1	0	2	3	0	0	0	0	0	0	0	0	2	1	0	3	6
04:30 PM	2	0	0	2	0	0	2	2	1	0	1	2	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
Total	3	0	3	6	0	1	3	4	3	0	1	4	2	2	0	4	18
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	2	0	0	2	0	2	0	2	0	0	0	0	1	1	0	2	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	3	0	3	0	3	0	0	0	0	1	6	0	7	13
Grand Total	6	0	3	9	0	4	3	7	3	0	1	4	3	8	0	11	31
Apprch %	66.7	0	33.3		0	57.1	42.9		75	0	25		27.3	72.7	0		
Total %	19.4	0	9.7	29	0	12.9	9.7	22.6	9.7	0	3.2	12.9	9.7	25.8	0	35.5	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	0	0	2	0	0	2	2	1	0	1	2	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	3	0	0	3	0	2	3	5	2	0	1	3	0	6	0	6	17
% App. Total	100	0	0		0	40	60		66.7	0	33.3		0	100	0		
PHF	.375	.000	.000	.375	.000	.500	.375	.625	.500	.000	.250	.375	.000	.500	.000	.500	.708

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	0	0	2	0	0	2	2	1	0	1	2	0	0	0	0
+15 mins.	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1
+30 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	3	0	0	3	0	2	3	5	2	0	1	3	0	6	0	6
% App. Total	100	0	0		0	40	60		66.7	0	33.3		0	100	0	
PHF	.375	.000	.000	.375	.000	.500	.375	.625	.500	.000	.250	.375	.000	.500	.000	.500

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

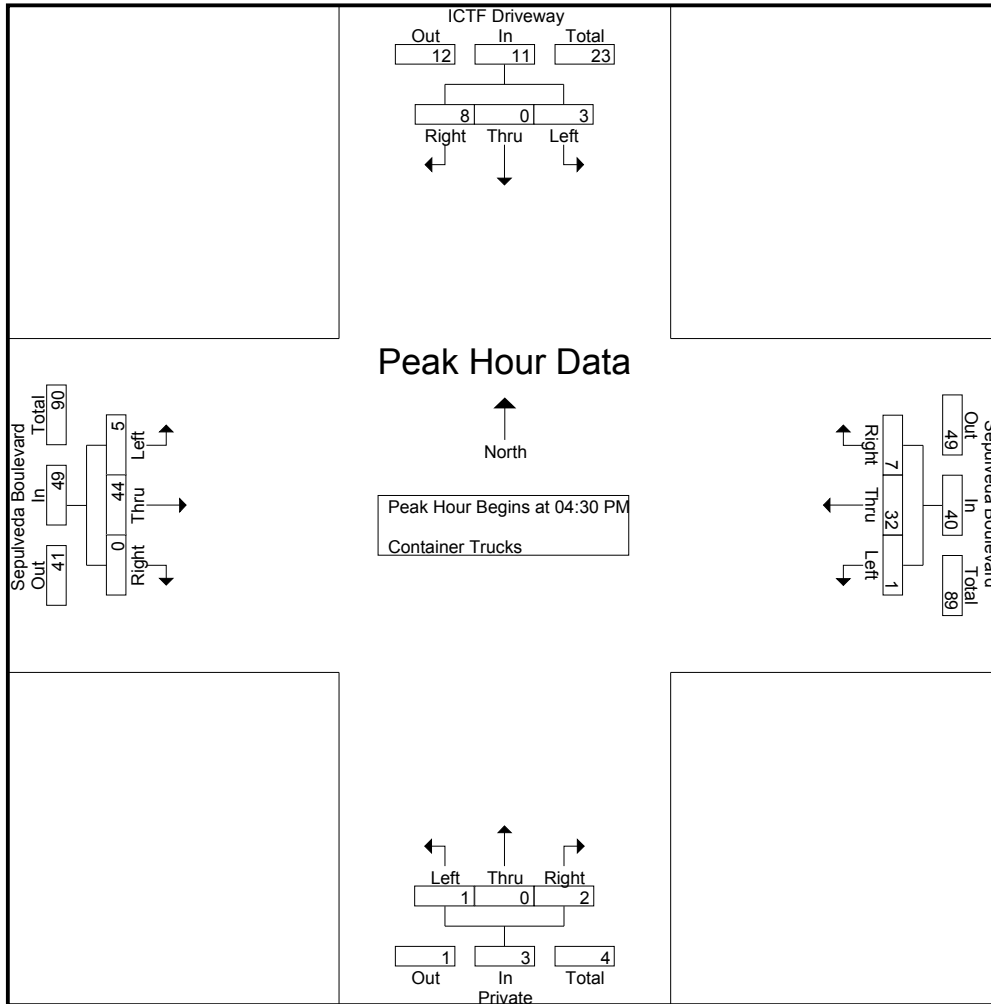
Groups Printed- Container Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	0	2	0	16	1	17	0	0	1	1	2	10	1	13	33
04:15 PM	1	0	1	2	0	16	1	17	0	0	0	0	0	9	0	9	28
04:30 PM	2	0	0	2	1	10	5	16	1	0	1	2	2	15	0	17	37
04:45 PM	0	0	3	3	0	14	2	16	0	0	0	0	1	6	0	7	26
Total	5	0	4	9	1	56	9	66	1	0	2	3	5	40	1	46	124
05:00 PM	1	0	1	2	0	3	0	3	0	0	1	1	2	9	0	11	17
05:15 PM	0	0	4	4	0	5	0	5	0	0	0	0	0	14	0	14	23
05:30 PM	2	0	0	2	0	4	0	4	0	0	0	0	1	11	0	12	18
05:45 PM	2	0	1	3	0	6	0	6	0	0	0	0	1	8	0	9	18
Total	5	0	6	11	0	18	0	18	0	0	1	1	4	42	0	46	76
Grand Total	10	0	10	20	1	74	9	84	1	0	3	4	9	82	1	92	200
Apprch %	50	0	50		1.2	88.1	10.7		25	0	75		9.8	89.1	1.1		
Total %	5	0	5	10	0.5	37	4.5	42	0.5	0	1.5	2	4.5	41	0.5	46	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	0	0	2	1	10	5	16	1	0	1	2	2	15	0	17	37
04:45 PM	0	0	3	3	0	14	2	16	0	0	0	0	1	6	0	7	26
05:00 PM	1	0	1	2	0	3	0	3	0	0	1	1	2	9	0	11	17
05:15 PM	0	0	4	4	0	5	0	5	0	0	0	0	0	14	0	14	23
Total Volume	3	0	8	11	1	32	7	40	1	0	2	3	5	44	0	49	103
% App. Total	27.3	0	72.7		2.5	80	17.5		33.3	0	66.7		10.2	89.8	0		
PHF	.375	.000	.500	.688	.250	.571	.350	.625	.250	.000	.500	.375	.625	.733	.000	.721	.696

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	0	0	2	1	10	5	16	1	0	1	2	2	15	0	17
+15 mins.	0	0	3	3	0	14	2	16	0	0	0	0	1	6	0	7
+30 mins.	1	0	1	2	0	3	0	3	0	0	1	1	2	9	0	11
+45 mins.	0	0	4	4	0	5	0	5	0	0	0	0	0	14	0	14
Total Volume	3	0	8	11	1	32	7	40	1	0	2	3	5	44	0	49
% App. Total	27.3	0	72.7		2.5	80	17.5		33.3	0	66.7		10.2	89.8	0	
PHF	.375	.000	.500	.688	.250	.571	.350	.625	.250	.000	.500	.375	.625	.733	.000	.721

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

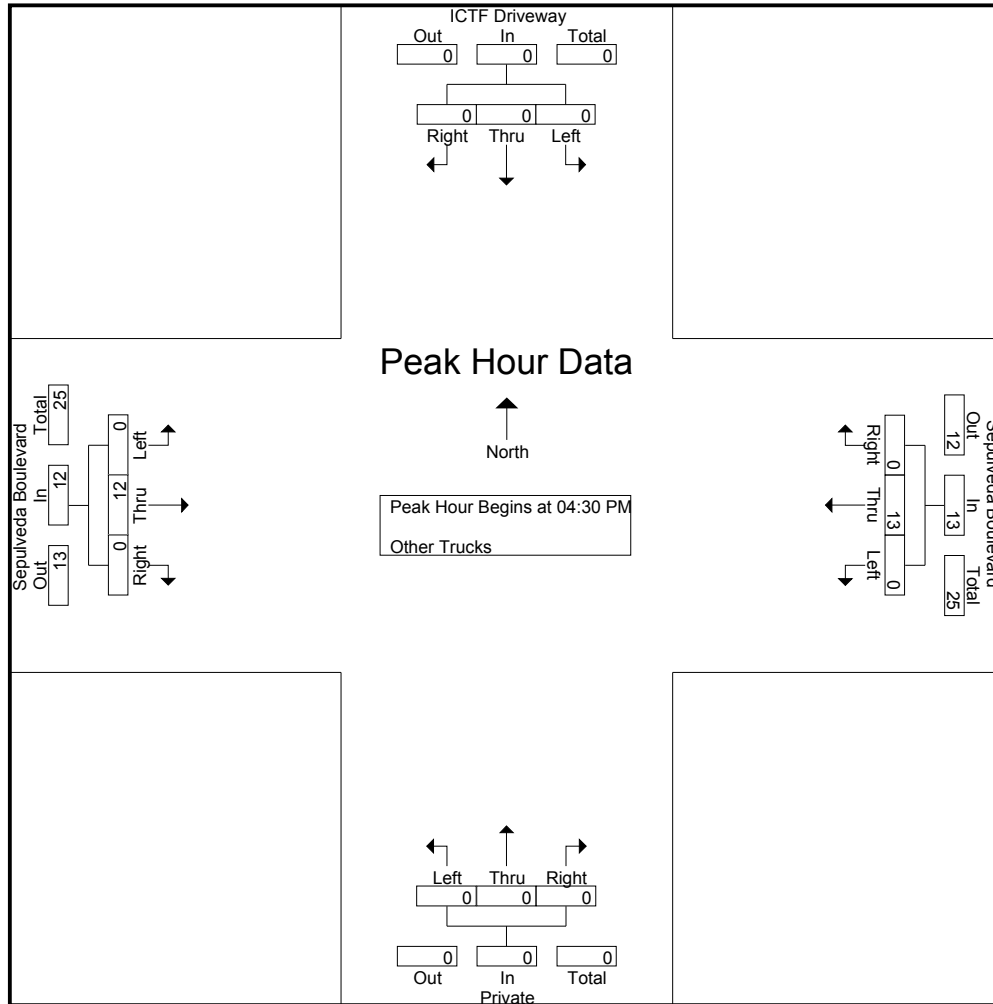
Groups Printed- Other Trucks

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	2	0	2	10
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3	5
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	16	0	16	0	0	0	0	1	8	0	9	25
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	19	0	19	29
Grand Total	0	0	0	0	0	26	0	26	0	0	0	0	1	27	0	28	54
Apprch %	0	0	0		0	100	0		0	0	0		3.6	96.4	0		
Total %	0	0	0		0	48.1	0	48.1	0	0	0		1.9	50	0	51.9	

Start Time	ICTF Driveway Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	12	0	12	25
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.542	.000	.542	.000	.000	.000	.000	.000	.600	.000	.600	.568

City of Long Beach
 N/S: ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCICTFSEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	12	0	12
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.542	.000	.542	.000	.000	.000	.000	.000	.600	.000	.600

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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

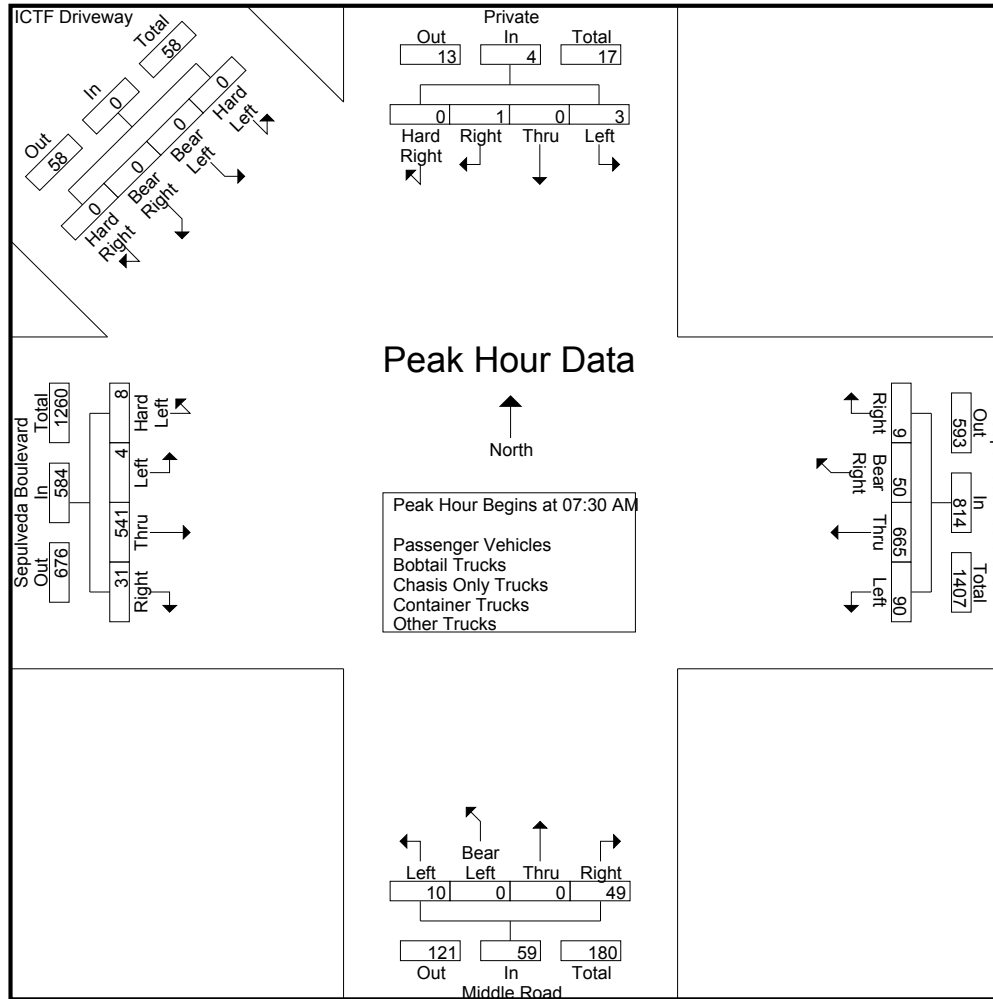
Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
07:00 AM	2	0	0	0	2	13	150	6	0	169	3	0	0	2	5	2	1	82	12	97	0	0	0	0	0	273
07:15 AM	0	0	0	0	0	23	144	2	1	170	1	0	0	5	6	4	0	106	8	118	0	0	0	0	0	294
07:30 AM	1	0	0	0	1	24	199	9	4	236	1	0	0	6	7	4	1	119	7	131	0	0	0	0	0	375
07:45 AM	0	0	0	0	0	33	183	9	3	228	0	0	0	12	12	3	1	177	14	195	0	0	0	0	0	435
Total	3	0	0	0	3	93	676	26	8	803	5	0	0	25	30	13	3	484	41	541	0	0	0	0	0	1377
08:00 AM	1	0	0	0	1	21	155	17	1	194	2	0	0	15	17	0	1	126	7	134	0	0	0	0	0	346
08:15 AM	1	0	1	0	2	12	128	15	1	156	7	0	0	16	23	1	1	119	3	124	0	0	0	0	0	305
08:30 AM	1	0	1	0	2	15	122	14	3	154	7	0	0	15	22	0	0	139	9	148	0	0	0	0	0	326
08:45 AM	3	0	0	0	3	18	100	30	5	153	8	0	0	3	11	2	0	123	8	133	0	0	0	0	0	300
Total	6	0	2	0	8	66	505	76	10	657	24	0	0	49	73	3	2	507	27	539	0	0	0	0	0	1277
Grand Total	9	0	2	0	11	159	1181	102	18	1460	29	0	0	74	103	16	5	991	68	1080	0	0	0	0	0	2654
Apprch %	81.8	0	18.2	0		10.9	80.9	7	1.2		28.2	0	0	71.8		1.5	0.5	91.8	6.3		0	0	0	0		
Total %	0.3	0	0.1	0	0.4	6	44.5	3.8	0.7	55	1.1	0	0	2.8	3.9	0.6	0.2	37.3	2.6	40.7	0	0	0	0	0	0
Passenger Vehicles	9	0	2	0	11	111	1076	2	14	1203	7	0	0	17	24	2	4	653	37	696	0	0	0	0	0	1934
% Passenger Vehicles	100	0	100	0	100	69.8	91.1	2	77.8	82.4	24.1	0	0	23	23.3	12.5	80	65.9	54.4	64.4	0	0	0	0	0	72.9
Bobtail Trucks	0	0	0	0	0	19	19	80	3	121	7	0	0	7	14	14	1	90	7	112	0	0	0	0	0	247
% Bobtail Trucks																										
Chasis Only Trucks	0	0	0	0	0	10	3	0	0	13	1	0	0	5	6	0	0	8	2	10	0	0	0	0	0	29
% Chasis Only Trucks	0	0	0	0	0	6.3	0.3	0	0	0.9	3.4	0	0	6.8	5.8	0	0	0.8	2.9	0.9	0	0	0	0	0	1.1
Container Trucks	0	0	0	0	0	4	20	20	1	45	5	0	0	34	39	0	0	161	7	168	0	0	0	0	0	252
% Container Trucks	0	0	0	0	0	2.5	1.7	19.6	5.6	3.1	17.2	0	0	45.9	37.9	0	0	16.2	10.3	15.6	0	0	0	0	0	9.5
Other Trucks	0	0	0	0	0	15	63	0	0	78	9	0	0	11	20	0	0	79	15	94	0	0	0	0	0	192
% Other Trucks	0	0	0	0	0	9.4	5.3	0	0	5.3	31	0	0	14.9	19.4	0	0	8	22.1	8.7	0	0	0	0	0	7.2

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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	1	0	0	0	1	24	199	9	4	236	1	0	0	6	7	4	1	119	7	131	0	0	0	0	0	375
07:45 AM	0	0	0	0	0	33	183	9	3	228	0	0	0	12	12	3	1	177	14	195	0	0	0	0	0	435
08:00 AM	1	0	0	0	1	21	155	17	1	194	2	0	0	15	17	0	1	126	7	134	0	0	0	0	0	346
08:15 AM	1	0	1	0	2	12	128	15	1	156	7	0	0	16	23	1	1	119	3	124	0	0	0	0	0	305
Total Volume	3	0	1	0	4	90	665	50	9	814	10	0	0	49	59	8	4	541	31	584	0	0	0	0	0	1461
% App. Total	75	0	25	0		11.1	81.7	6.1	1.1		16.9	0	0	83.1		1.4	0.7	92.6	5.3		0	0	0	0		
PHF	.750	.000	.250	.000	.500	.682	.835	.735	.563	.862	.357	.000	.000	.766	.641	.500	1.00	.764	.554	.749	.000	.000	.000	.000	.000	.840



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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 4

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	1	0	0	0	1	24	199	9	4	236	1	0	0	6	7	4	1	119	7	131	0	0	0	0	0
+15 mins.	0	0	0	0	0	33	183	9	3	228	0	0	0	12	12	3	1	177	14	195	0	0	0	0	0
+30 mins.	1	0	0	0	1	21	155	17	1	194	2	0	0	15	17	0	1	126	7	134	0	0	0	0	0
+45 mins.	1	0	1	0	2	12	128	15	1	156	7	0	0	16	23	1	1	119	3	124	0	0	0	0	0
Total Volume	3	0	1	0	4	90	665	50	9	814	10	0	0	49	59	8	4	541	31	584	0	0	0	0	0
% App. Total	75	0	25	0		11.1	81.7	6.1	1.1		16.9	0	0	83.1		1.4	0.7	92.6	5.3		0	0	0	0	0
PHF	.750	.000	.250	.000	.500	.682	.835	.735	.563	.862	.357	.000	.000	.766	.641	.500	1.000	.764	.554	.749	.000	.000	.000	.000	.000

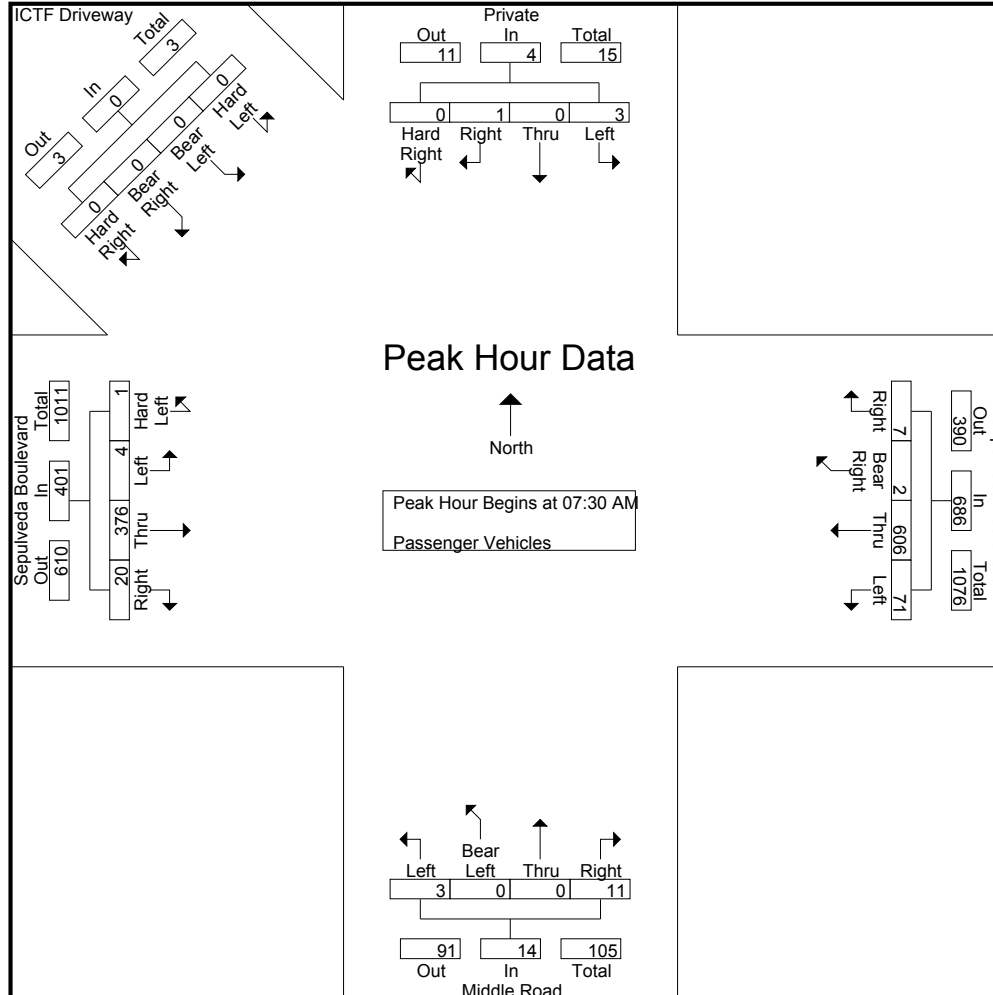
City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total	
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
07:00 AM	2	0	0	0	2	10	142	0	0	152	1	0	0	1	2	0	0	62	3	65	0	0	0	0	0	0	221
07:15 AM	0	0	0	0	0	15	138	0	1	154	0	0	0	2	2	1	0	75	7	83	0	0	0	0	0	0	239
07:30 AM	1	0	0	0	1	20	186	1	4	211	1	0	0	5	6	0	1	91	5	97	0	0	0	0	0	0	315
07:45 AM	0	0	0	0	0	27	170	0	2	199	0	0	0	2	2	1	1	125	10	137	0	0	0	0	0	0	338
Total	3	0	0	0	3	72	636	1	7	716	2	0	0	10	12	2	2	353	25	382	0	0	0	0	0	0	1113
08:00 AM	1	0	0	0	1	17	141	0	0	158	1	0	0	2	3	0	1	85	3	89	0	0	0	0	0	0	251
08:15 AM	1	0	1	0	2	7	109	1	1	118	1	0	0	2	3	0	1	75	2	78	0	0	0	0	0	0	201
08:30 AM	1	0	1	0	2	7	109	0	3	119	1	0	0	2	3	0	0	77	3	80	0	0	0	0	0	0	204
08:45 AM	3	0	0	0	3	8	81	0	3	92	2	0	0	1	3	0	0	63	4	67	0	0	0	0	0	0	165
Total	6	0	2	0	8	39	440	1	7	487	5	0	0	7	12	0	2	300	12	314	0	0	0	0	0	0	821
Grand Total	9	0	2	0	11	111	1076	2	14	1203	7	0	0	17	24	2	4	653	37	696	0	0	0	0	0	0	1934
Apprch %	81.8	0	18.2	0		9.2	89.4	0.2	1.2		29.2	0	0	70.8		0.3	0.6	93.8	5.3		0	0	0	0	0	0	
Total %	0.5	0	0.1	0	0.6	5.7	55.6	0.1	0.7	62.2	0.4	0	0	0.9	1.2	0.1	0.2	33.8	1.9	36	0	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total	
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 07:30 AM																											
07:30 AM	1	0	0	0	1	20	186	1	4	211	1	0	0	5	6	0	1	91	5	97	0	0	0	0	0	0	315
07:45 AM	0	0	0	0	0	27	170	0	2	199	0	0	0	2	2	1	1	125	10	137	0	0	0	0	0	0	338
08:00 AM	1	0	0	0	1	17	141	0	0	158	1	0	0	2	3	0	1	85	3	89	0	0	0	0	0	0	251
08:15 AM	1	0	1	0	2	7	109	1	1	118	1	0	0	2	3	0	1	75	2	78	0	0	0	0	0	0	201
Total Volume	3	0	1	0	4	71	606	2	7	686	3	0	0	11	14	1	4	376	20	401	0	0	0	0	0	0	1105
% App. Total	75	0	25	0		10.3	88.3	0.3	1		21.4	0	0	78.6		0.2	1	93.8	5		0	0	0	0	0	0	
PHF	.750	.000	.250	.000	.500	.657	.815	.500	.438	.813	.750	.000	.000	.550	.583	.250	1.00	.752	.500	.732	.000	.000	.000	.000	.000	.000	.817



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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM									
+0 mins.	1	0	0	0	1	20	186	1	4	211	1	0	0	5	6	0	1	91	5	97	0	0	0	0	0
+15 mins.	0	0	0	0	0	27	170	0	2	199	0	0	0	2	2	1	1	125	10	137	0	0	0	0	0
+30 mins.	1	0	0	0	1	17	141	0	0	158	1	0	0	2	3	0	1	85	3	89	0	0	0	0	0
+45 mins.	1	0	1	0	2	7	109	1	1	118	1	0	0	2	3	0	1	75	2	78	0	0	0	0	0
Total Volume	3	0	1	0	4	71	606	2	7	686	3	0	0	11	14	1	4	376	20	401	0	0	0	0	0
% App. Total	75	0	25	0		10.3	88.3	0.3	1		21.4	0	0	78.6		0.2	1	93.8	5		0	0	0	0	
PHF	.750	.000	.250	.000	.500	.657	.815	.500	.438	.813	.750	.000	.000	.550	.583	.250	1.000	.752	.500	.732	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

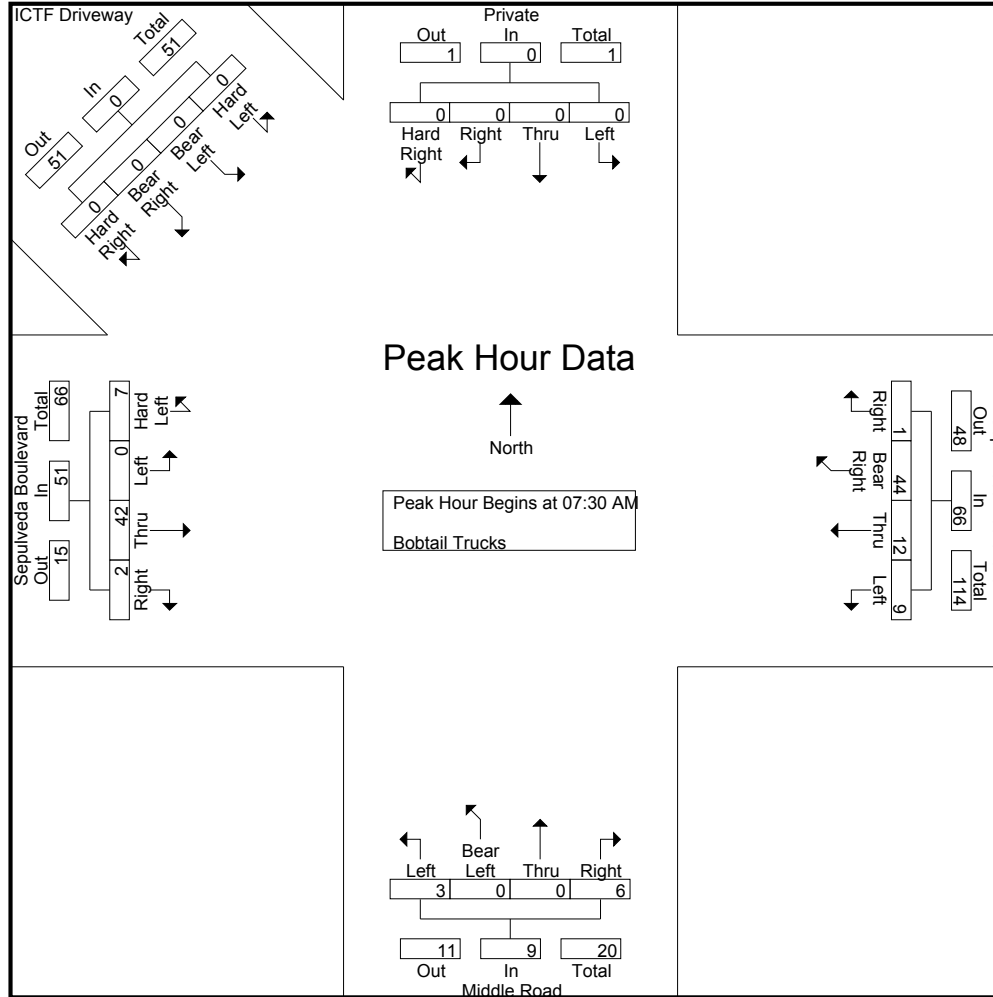
Groups Printed- Bobtail Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	6	0	6	1	0	0	0	1	2	1	4	1	8	0	0	0	0	0	15
07:15 AM	0	0	0	0	0	6	2	2	0	10	0	0	0	1	1	3	0	8	0	11	0	0	0	0	0	22
07:30 AM	0	0	0	0	0	1	1	8	0	10	0	0	0	0	0	4	0	5	0	9	0	0	0	0	0	19
07:45 AM	0	0	0	0	0	3	0	9	0	12	0	0	0	3	3	2	0	10	1	13	0	0	0	0	0	28
Total	0	0	0	0	0	10	3	25	0	38	1	0	0	4	5	11	1	27	2	41	0	0	0	0	0	84
08:00 AM	0	0	0	0	0	3	0	16	1	20	0	0	0	0	0	0	0	13	1	14	0	0	0	0	0	34
08:15 AM	0	0	0	0	0	2	11	11	0	24	3	0	0	3	6	1	0	14	0	15	0	0	0	0	0	45
08:30 AM	0	0	0	0	0	0	5	9	0	14	3	0	0	0	3	0	0	16	2	18	0	0	0	0	0	35
08:45 AM	0	0	0	0	0	4	0	19	2	25	0	0	0	0	0	2	0	20	2	24	0	0	0	0	0	49
Total	0	0	0	0	0	9	16	55	3	83	6	0	0	3	9	3	0	63	5	71	0	0	0	0	0	163
Grand Total	0	0	0	0	0	19	19	80	3	121	7	0	0	7	14	14	1	90	7	112	0	0	0	0	0	247
Apprch %	0	0	0	0	0	15.7	15.7	66.1	2.5		50	0	0	50		12.5	0.9	80.4	6.2		0	0	0	0		
Total %	0	0	0	0	0	7.7	7.7	32.4	1.2	49	2.8	0	0	2.8	5.7	5.7	0.4	36.4	2.8	45.3	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	1	1	8	0	10	0	0	0	0	0	4	0	5	0	9	0	0	0	0	0	19
07:45 AM	0	0	0	0	0	3	0	9	0	12	0	0	0	3	3	2	0	10	1	13	0	0	0	0	0	28
08:00 AM	0	0	0	0	0	3	0	16	1	20	0	0	0	0	0	0	0	13	1	14	0	0	0	0	0	34
08:15 AM	0	0	0	0	0	2	11	11	0	24	3	0	0	3	6	1	0	14	0	15	0	0	0	0	0	45
Total Volume	0	0	0	0	0	9	12	44	1	66	3	0	0	6	9	7	0	42	2	51	0	0	0	0	0	126
% App. Total	0	0	0	0	0	13.6	18.2	66.7	1.5		33.3	0	0	66.7		13.7	0	82.4	3.9		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.273	.688	.250	.688	.250	.000	.000	.500	.375	.438	.000	.750	.500	.850	.000	.000	.000	.000	.000	.700

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM									
+0 mins.	0	0	0	0	0	1	1	8	0	10	0	0	0	0	0	4	0	5	0	9	0	0	0	0	0
+15 mins.	0	0	0	0	0	3	0	9	0	12	0	0	0	3	3	2	0	10	1	13	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	16	1	20	0	0	0	0	0	0	0	13	1	14	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	11	11	0	24	3	0	0	3	6	1	0	14	0	15	0	0	0	0	0
Total Volume	0	0	0	0	0	9	12	44	1	66	3	0	0	6	9	7	0	42	2	51	0	0	0	0	0
% App. Total	0	0	0	0	0	13.6	18.2	66.7	1.5		33.3	0	0	66.7		13.7	0	82.4	3.9		0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.750	.273	.688	.250	.688	.250	.000	.000	.500	.375	.438	.000	.750	.500	.850	.000	.000	.000	.000	.000

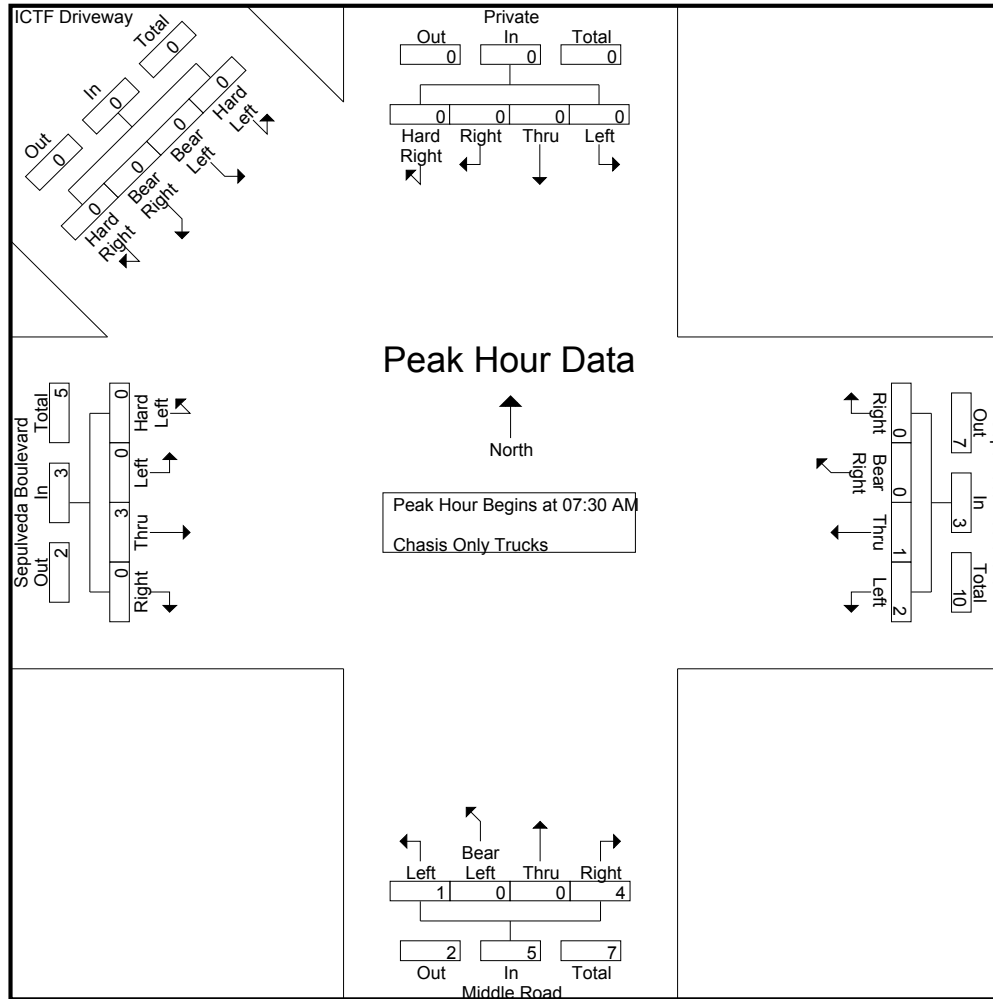
City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	1	0	1	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	2	1	0	0	3	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	1	1	0	0	1	1	2	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	8
Total	0	0	0	0	0	9	3	0	0	12	1	0	0	5	6	0	0	5	1	6	0	0	0	0	0	24
Grand Total	0	0	0	0	0	10	3	0	0	13	1	0	0	5	6	0	0	8	2	10	0	0	0	0	0	29
Apprch %	0	0	0	0		76.9	23.1	0	0		16.7	0	0	83.3		0	0	80	20		0	0	0	0		
Total %	0	0	0	0	0	34.5	10.3	0	0	44.8	3.4	0	0	17.2	20.7	0	0	27.6	6.9	34.5	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total	
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 07:30 AM																											
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	1	0	1	0	0	0	0	0	0	4	
08:15 AM	0	0	0	0	0	2	1	0	0	3	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5	
Total Volume	0	0	0	0	0	2	1	0	0	3	1	0	0	4	5	0	0	3	0	3	0	0	0	0	0	11	
% App. Total	0	0	0	0		66.7	33.3	0	0		20	0	0	80		0	0	100	0		0	0	0	0			
PHF	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.333	.417	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.550	



Counts Unlimited Inc.
 PO Box 1178
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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	1	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	1	0	0	3	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	1	0	0	3	1	0	0	4	5	0	0	3	0	3	0	0	0	0	0
% App. Total	0	0	0	0	0	66.7	33.3	0	0		20	0	0	80		0	0	100	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.333	.417	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Middle Road/ICTF Driveway
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File Name : LBCMISEAM
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 Start Date : 2/23/2012
 Page No : 1

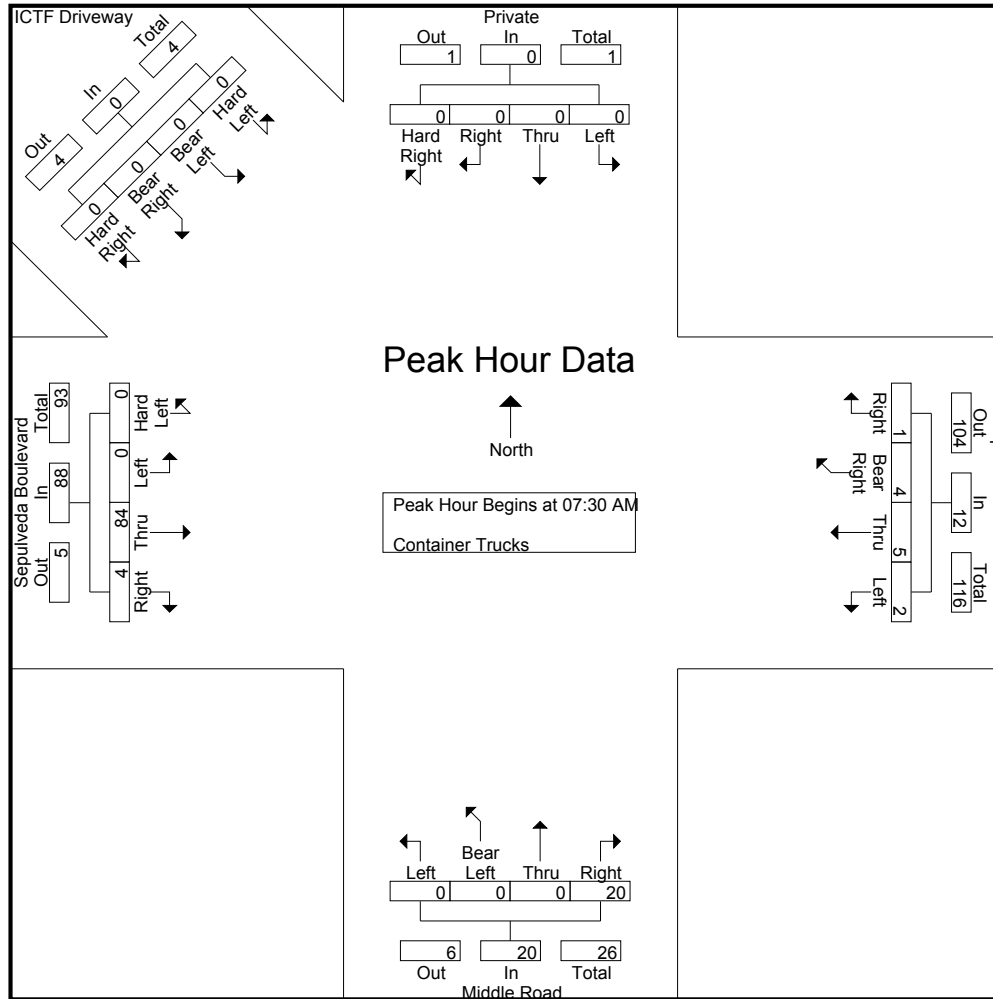
Groups Printed- Container Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	11	1	12	0	0	0	0	0	13
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	13	0	13	0	0	0	0	0	14
07:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	16
07:45 AM	0	0	0	0	0	0	2	0	1	3	0	0	0	5	5	0	0	28	1	29	0	0	0	0	0	37
Total	0	0	0	0	0	1	3	0	1	5	1	0	0	6	7	0	0	66	2	68	0	0	0	0	0	80
08:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	7	7	0	0	19	2	21	0	0	0	0	0	30
08:15 AM	0	0	0	0	0	1	1	3	0	5	0	0	0	8	8	0	0	23	1	24	0	0	0	0	0	37
08:30 AM	0	0	0	0	0	2	4	5	0	11	1	0	0	12	13	0	0	27	2	29	0	0	0	0	0	53
08:45 AM	0	0	0	0	0	0	11	11	0	22	3	0	0	1	4	0	0	26	0	26	0	0	0	0	0	52
Total	0	0	0	0	0	3	17	20	0	40	4	0	0	28	32	0	0	95	5	100	0	0	0	0	0	172
Grand Total	0	0	0	0	0	4	20	20	1	45	5	0	0	34	39	0	0	161	7	168	0	0	0	0	0	252
Apprch %	0	0	0	0		8.9	44.4	44.4	2.2		12.8	0	0	87.2		0	0	95.8	4.2		0	0	0	0		
Total %	0	0	0	0		1.6	7.9	7.9	0.4	17.9	2	0	0	13.5	15.5	0	0	63.9	2.8	66.7	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	16
07:45 AM	0	0	0	0	0	0	2	0	1	3	0	0	0	5	5	0	0	28	1	29	0	0	0	0	0	37
08:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	7	7	0	0	19	2	21	0	0	0	0	0	30
08:15 AM	0	0	0	0	0	1	1	3	0	5	0	0	0	8	8	0	0	23	1	24	0	0	0	0	0	37
Total Volume	0	0	0	0	0	2	5	4	1	12	0	0	0	20	20	0	0	84	4	88	0	0	0	0	0	120
% App. Total	0	0	0	0		16.7	41.7	33.3	8.3		0	0	0	100		0	0	95.5	4.5		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.625	.333	.250	.600	.000	.000	.000	.625	.625	.000	.000	.750	.500	.759	.000	.000	.000	.000	.000	.811

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
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 Page No : 2



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City of Long Beach
 N/S: Middle Road/ICTF Driveway
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 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM										
+0 mins.	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	2	0	1	3	0	0	0	5	5	0	0	28	1	29	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	2	0	0	0	7	7	0	0	19	2	21	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	1	3	0	5	0	0	0	8	8	0	0	23	1	24	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	5	4	1	12	0	0	0	20	20	0	0	84	4	88	0	0	0	0	0	0
% App. Total	0	0	0	0	0	16.7	41.7	33.3	8.3		0	0	0	100		0	0	95.5	4.5		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.625	.333	.250	.600	.000	.000	.000	.625	.625	.000	.000	.750	.500	.759	.000	.000	.000	.000	.000	.000

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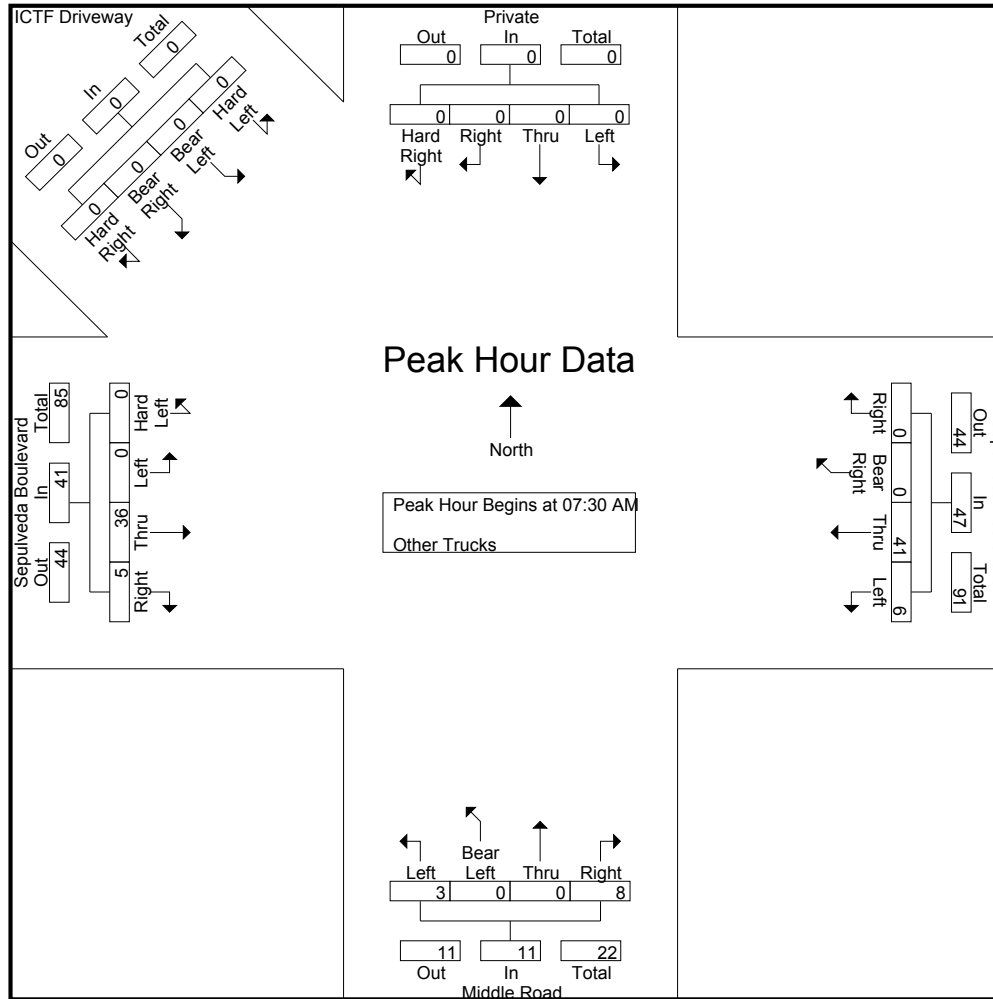
City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Other Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
07:00 AM	0	0	0	0	0	3	8	0	0	11	0	0	0	1	1	0	0	5	6	11	0	0	0	0	0	23
07:15 AM	0	0	0	0	0	1	4	0	0	5	1	0	0	1	2	0	0	9	1	10	0	0	0	0	0	17
07:30 AM	0	0	0	0	0	2	11	0	0	13	0	0	0	1	1	0	0	9	2	11	0	0	0	0	0	25
07:45 AM	0	0	0	0	0	3	11	0	0	14	0	0	0	2	2	0	0	12	2	14	0	0	0	0	0	30
Total	0	0	0	0	0	9	34	0	0	43	1	0	0	5	6	0	0	35	11	46	0	0	0	0	0	95
08:00 AM	0	0	0	0	0	1	13	0	0	14	1	0	0	3	4	0	0	8	1	9	0	0	0	0	0	27
08:15 AM	0	0	0	0	0	0	6	0	0	6	2	0	0	2	4	0	0	7	0	7	0	0	0	0	0	17
08:30 AM	0	0	0	0	0	2	4	0	0	6	2	0	0	0	2	0	0	18	1	19	0	0	0	0	0	27
08:45 AM	0	0	0	0	0	3	6	0	0	9	3	0	0	1	4	0	0	11	2	13	0	0	0	0	0	26
Total	0	0	0	0	0	6	29	0	0	35	8	0	0	6	14	0	0	44	4	48	0	0	0	0	0	97
Grand Total	0	0	0	0	0	15	63	0	0	78	9	0	0	11	20	0	0	79	15	94	0	0	0	0	0	192
Apprch %	0	0	0	0	0	19.2	80.8	0	0	0	45	0	0	55	0	0	84	16	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	7.8	32.8	0	0	40.6	4.7	0	0	5.7	10.4	0	0	41.1	7.8	49	0	0	0	0	0	0

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	2	11	0	0	13	0	0	0	1	1	0	0	9	2	11	0	0	0	0	0	25
07:45 AM	0	0	0	0	0	3	11	0	0	14	0	0	0	2	2	0	0	12	2	14	0	0	0	0	0	30
08:00 AM	0	0	0	0	0	1	13	0	0	14	1	0	0	3	4	0	0	8	1	9	0	0	0	0	0	27
08:15 AM	0	0	0	0	0	0	6	0	0	6	2	0	0	2	4	0	0	7	0	7	0	0	0	0	0	17
Total Volume	0	0	0	0	0	6	41	0	0	47	3	0	0	8	11	0	0	36	5	41	0	0	0	0	0	99
% App. Total	0	0	0	0	0	12.8	87.2	0	0	0	27.3	0	0	72.7	0	0	87.8	12.2	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.788	.000	.000	.839	.375	.000	.000	.667	.688	.000	.000	.750	.625	.732	.000	.000	.000	.000	.000	.825



Counts Unlimited Inc.
 PO Box 1178
 Corona, CA 92878
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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCMISEAM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM									
+0 mins.	0	0	0	0	0	2	11	0	0	13	0	0	0	1	1	0	0	9	2	11	0	0	0	0	0
+15 mins.	0	0	0	0	0	3	11	0	0	14	0	0	0	2	2	0	0	12	2	14	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	13	0	0	14	1	0	0	3	4	0	0	8	1	9	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	6	0	0	6	2	0	0	2	4	0	0	7	0	7	0	0	0	0	0
Total Volume	0	0	0	0	0	6	41	0	0	47	3	0	0	8	11	0	0	36	5	41	0	0	0	0	0
% App. Total	0	0	0	0	0	12.8	87.2	0	0		27.3	0	0	72.7		0	0	87.8	12.2		0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.788	.000	.000	.839	.375	.000	.000	.667	.688	.000	.000	.750	.625	.732	.000	.000	.000	.000	.000

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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMIEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

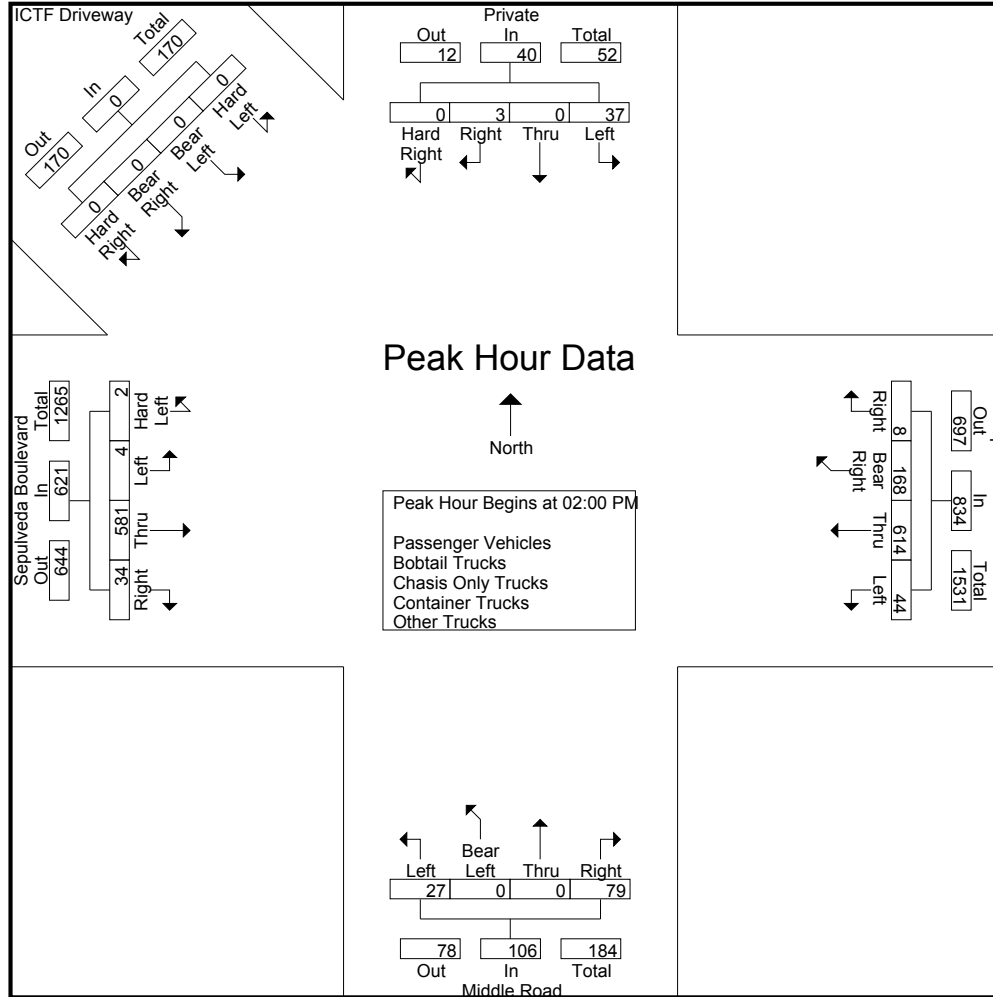
Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total	
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
01:00 PM	3	0	2	0	5	13	85	11	4	113	4	0	0	9	13	0	0	108	8	116	0	0	0	0	0	0	247
01:15 PM	3	0	0	0	3	13	95	9	1	118	2	0	0	13	15	0	1	97	7	105	0	0	0	0	0	0	241
01:30 PM	5	0	1	0	6	14	140	23	1	178	1	0	0	16	17	1	0	86	17	104	0	0	0	0	0	0	305
01:45 PM	7	0	1	0	8	11	135	33	3	182	11	0	0	13	24	0	0	116	8	124	0	0	0	0	0	0	338
Total	18	0	4	0	22	51	455	76	9	591	18	0	0	51	69	1	1	407	40	449	0	0	0	0	0	0	1131
02:00 PM	6	0	2	0	8	14	181	44	3	242	8	0	0	14	22	1	1	124	9	135	0	0	0	0	0	0	407
02:15 PM	12	0	0	0	12	8	139	50	1	198	10	0	0	26	36	0	1	122	8	131	0	0	0	0	0	0	377
02:30 PM	15	0	1	0	16	14	154	34	1	203	4	0	0	27	31	1	2	169	7	179	0	0	0	0	0	0	429
02:45 PM	4	0	0	0	4	8	140	40	3	191	5	0	0	12	17	0	0	166	10	176	0	0	0	0	0	0	388
Total	37	0	3	0	40	44	614	168	8	834	27	0	0	79	106	2	4	581	34	621	0	0	0	0	0	0	1601
Grand Total	55	0	7	0	62	95	1069	244	17	1425	45	0	0	130	175	3	5	988	74	1070	0	0	0	0	0	0	2732
Apprch %	88.7	0	11.3	0		6.7	75	17.1	1.2		25.7	0	0	74.3		0.3	0.5	92.3	6.9		0	0	0	0	0	0	
Total %	2	0	0.3	0	2.3	3.5	39.1	8.9	0.6	52.2	1.6	0	0	4.8	6.4	0.1	0.2	36.2	2.7	39.2	0	0	0	0	0	0	
Passenger Vehicles	55	0	7	0	62	61	606	0	14	681	13	0	0	70	83	0	4	660	22	686	0	0	0	0	0	0	1512
% Passenger Vehicles	100	0	100	0	100	64.2	56.7	0	82.4	47.8	28.9	0	0	53.8	47.4	0	80	66.8	29.7	64.1	0	0	0	0	0	0	55.3
Bobtail Trucks	0	0	0	0	0	23	180	39	0	242	11	0	0	23	34	3	0	160	17	180	0	0	0	0	0	0	456
% Bobtail Trucks																											
Chasis Only Trucks	0	0	0	0	0	1	4	39	0	44	0	0	0	0	0	0	0	8	1	9	0	0	0	0	0	0	53
% Chasis Only Trucks	0	0	0	0	0	1.1	0.4	16	0	3.1	0	0	0	0	0	0	0	0.8	1.4	0.8	0	0	0	0	0	0	1.9
Container Trucks	0	0	0	0	0	8	232	166	3	409	20	0	0	29	49	0	1	110	31	142	0	0	0	0	0	0	600
% Container Trucks	0	0	0	0	0	8.4	21.7	68	17.6	28.7	44.4	0	0	22.3	28	0	20	11.1	41.9	13.3	0	0	0	0	0	0	22
Other Trucks	0	0	0	0	0	2	47	0	0	49	1	0	0	8	9	0	0	50	3	53	0	0	0	0	0	0	111
% Other Trucks	0	0	0	0	0	2.1	4.4	0	0	3.4	2.2	0	0	6.2	5.1	0	0	5.1	4.1	5	0	0	0	0	0	0	4.1

Counts Unlimited Inc.
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 (951) 268-6268

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 02:00 PM																										
02:00 PM	6	0	2	0	8	14	181	44	3	242	8	0	0	14	22	1	1	124	9	135	0	0	0	0	0	407
02:15 PM	12	0	0	0	12	8	139	50	1	198	10	0	0	26	36	0	1	122	8	131	0	0	0	0	0	377
02:30 PM	15	0	1	0	16	14	154	34	1	203	4	0	0	27	31	1	2	169	7	179	0	0	0	0	0	429
02:45 PM	4	0	0	0	4	8	140	40	3	191	5	0	0	12	17	0	0	166	10	176	0	0	0	0	0	388
Total Volume	37	0	3	0	40	44	614	168	8	834	27	0	0	79	106	2	4	581	34	621	0	0	0	0	0	1601
% App. Total	92.5	0	7.5	0		5.3	73.6	20.1	1		25.5	0	0	74.5		0.3	0.6	93.6	5.5		0	0	0	0		
PHF	.617	.000	.375	.000	.625	.786	.848	.840	.667	.862	.675	.000	.000	.731	.736	.500	.500	.859	.850	.867	.000	.000	.000	.000	.000	.933



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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 4

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM					02:00 PM					01:45 PM					02:00 PM					01:00 PM				
+0 mins.	7	0	1	0	8	14	181	44	3	242	11	0	0	13	24	1	1	124	9	135	0	0	0	0	0
+15 mins.	6	0	2	0	8	8	139	50	1	198	8	0	0	14	22	0	1	122	8	131	0	0	0	0	0
+30 mins.	12	0	0	0	12	14	154	34	1	203	10	0	0	26	36	1	2	169	7	179	0	0	0	0	0
+45 mins.	15	0	1	0	16	8	140	40	3	191	4	0	0	27	31	0	0	166	10	176	0	0	0	0	0
Total Volume	40	0	4	0	44	44	614	168	8	834	33	0	0	80	113	2	4	581	34	621	0	0	0	0	0
% App. Total	90.9	0	9.1	0		5.3	73.6	20.1	1		29.2	0	0	70.8		0.3	0.6	93.6	5.5		0	0	0	0	
PHF	.667	.000	.500	.000	.688	.786	.848	.840	.667	.862	.750	.000	.000	.741	.785	.500	.500	.859	.850	.867	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

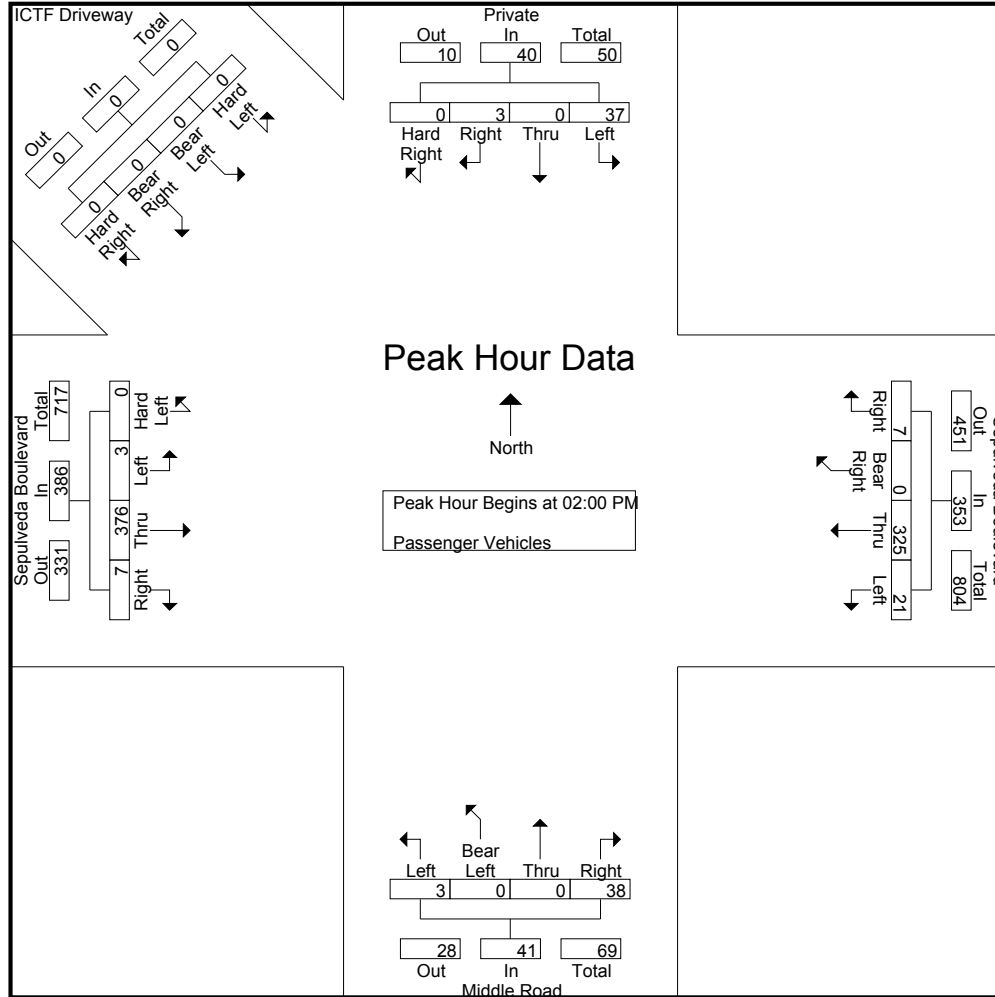
Groups Printed- Passenger Vehicles

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
01:00 PM	3	0	2	0	5	11	59	0	2	72	4	0	0	5	9	0	0	79	4	83	0	0	0	0	0	169
01:15 PM	3	0	0	0	3	11	71	0	1	83	2	0	0	8	10	0	1	62	4	67	0	0	0	0	0	163
01:30 PM	5	0	1	0	6	12	70	0	1	83	0	0	0	11	11	0	0	67	6	73	0	0	0	0	0	173
01:45 PM	7	0	1	0	8	6	81	0	3	90	4	0	0	8	12	0	0	76	1	77	0	0	0	0	0	187
Total	18	0	4	0	22	40	281	0	7	328	10	0	0	32	42	0	1	284	15	300	0	0	0	0	0	692
02:00 PM	6	0	2	0	8	8	101	0	3	112	1	0	0	7	8	0	1	72	2	75	0	0	0	0	0	203
02:15 PM	12	0	0	0	12	4	71	0	1	76	0	0	0	11	11	0	0	83	1	84	0	0	0	0	0	183
02:30 PM	15	0	1	0	16	5	83	0	1	89	0	0	0	13	13	0	2	117	4	123	0	0	0	0	0	241
02:45 PM	4	0	0	0	4	4	70	0	2	76	2	0	0	7	9	0	0	104	0	104	0	0	0	0	0	193
Total	37	0	3	0	40	21	325	0	7	353	3	0	0	38	41	0	3	376	7	386	0	0	0	0	0	820
Grand Total	55	0	7	0	62	61	606	0	14	681	13	0	0	70	83	0	4	660	22	686	0	0	0	0	0	1512
Apprch %	88.7	0	11.3	0		9	89	0	2.1		15.7	0	0	84.3		0	0.6	96.2	3.2		0	0	0	0		
Total %	3.6	0	0.5	0	4.1	4	40.1	0	0.9	45	0.9	0	0	4.6	5.5	0	0.3	43.7	1.5	45.4	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total	
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 02:00 PM																											
02:00 PM	6	0	2	0	8	8	101	0	3	112	1	0	0	7	8	0	1	72	2	75	0	0	0	0	0	0	203
02:15 PM	12	0	0	0	12	4	71	0	1	76	0	0	0	11	11	0	0	83	1	84	0	0	0	0	0	0	183
02:30 PM	15	0	1	0	16	5	83	0	1	89	0	0	0	13	13	0	2	117	4	123	0	0	0	0	0	0	241
02:45 PM	4	0	0	0	4	4	70	0	2	76	2	0	0	7	9	0	0	104	0	104	0	0	0	0	0	0	193
Total Volume	37	0	3	0	40	21	325	0	7	353	3	0	0	38	41	0	3	376	7	386	0	0	0	0	0	0	820
% App. Total	92.5	0	7.5	0		5.9	92.1	0	2		7.3	0	0	92.7		0	0.8	97.4	1.8		0	0	0	0	0		
PHF	.617	.000	.375	.000	.625	.656	.804	.000	.583	.788	.375	.000	.000	.731	.788	.000	.375	.803	.438	.785	.000	.000	.000	.000	.000	.000	.851

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					02:00 PM					02:00 PM				
+0 mins.	6	0	2	0	8	8	101	0	3	112	1	0	0	7	8	0	1	72	2	75	0	0	0	0	0
+15 mins.	12	0	0	0	12	4	71	0	1	76	0	0	0	11	11	0	0	83	1	84	0	0	0	0	0
+30 mins.	15	0	1	0	16	5	83	0	1	89	0	0	0	13	13	0	2	117	4	123	0	0	0	0	0
+45 mins.	4	0	0	0	4	4	70	0	2	76	2	0	0	7	9	0	0	104	0	104	0	0	0	0	0
Total Volume	37	0	3	0	40	21	325	0	7	353	3	0	0	38	41	0	3	376	7	386	0	0	0	0	0
% App. Total	92.5	0	7.5	0		5.9	92.1	0	2		7.3	0	0	92.7		0	0.8	97.4	1.8		0	0	0	0	
PHF	.617	.000	.375	.000	.625	.656	.804	.000	.583	.788	.375	.000	.000	.731	.788	.000	.375	.803	.438	.785	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMIEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

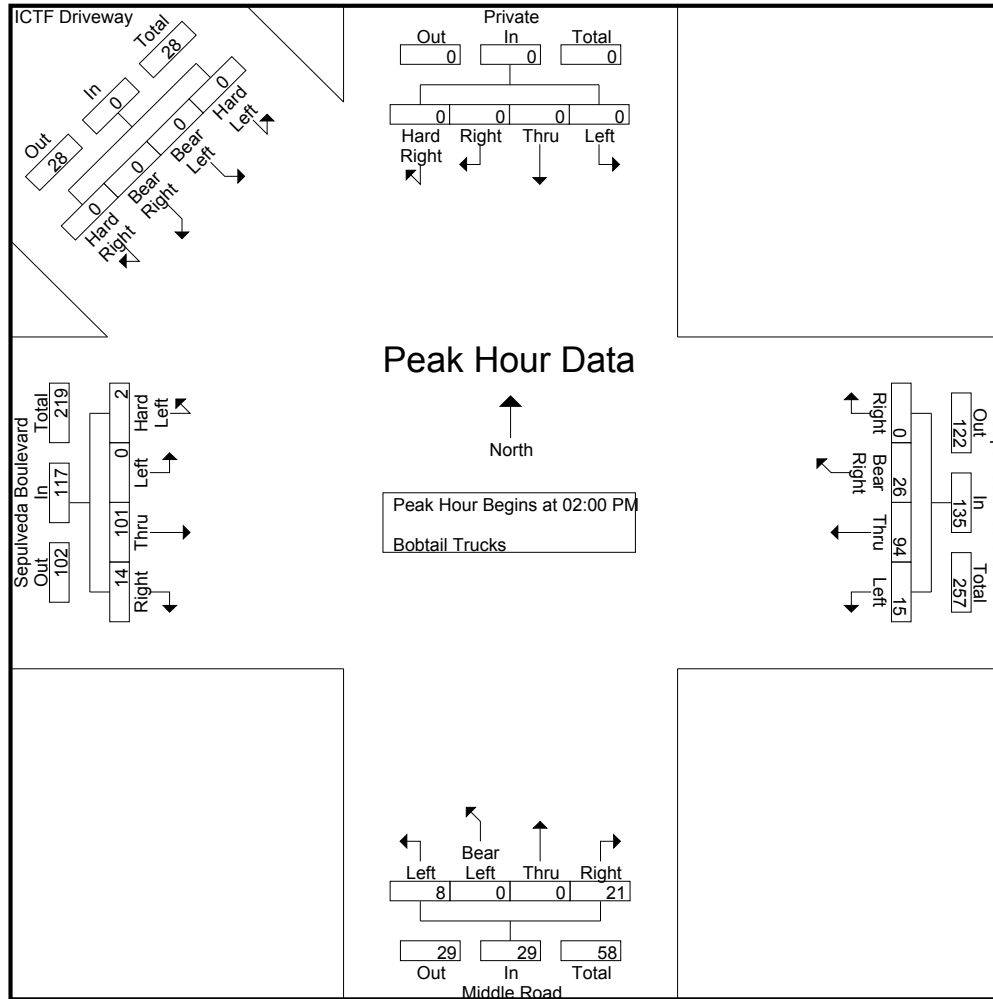
Groups Printed- Bobtail Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total	
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
01:00 PM	0	0	0	0	0	1	17	8	0	26	0	0	0	1	1	0	0	17	0	17	0	0	0	0	0	0	44
01:15 PM	0	0	0	0	0	2	10	2	0	14	0	0	0	0	0	0	0	15	0	15	0	0	0	0	0	0	29
01:30 PM	0	0	0	0	0	1	38	1	0	40	0	0	0	1	1	1	0	7	0	8	0	0	0	0	0	0	49
01:45 PM	0	0	0	0	0	4	21	2	0	27	3	0	0	0	3	0	0	20	3	23	0	0	0	0	0	0	53
Total	0	0	0	0	0	8	86	13	0	107	3	0	0	2	5	1	0	59	3	63	0	0	0	0	0	0	175
02:00 PM	0	0	0	0	0	4	28	8	0	40	3	0	0	4	7	1	0	26	2	29	0	0	0	0	0	0	76
02:15 PM	0	0	0	0	0	3	18	8	0	29	3	0	0	6	9	0	0	11	3	14	0	0	0	0	0	0	52
02:30 PM	0	0	0	0	0	7	22	1	0	30	1	0	0	7	8	1	0	28	2	31	0	0	0	0	0	0	69
02:45 PM	0	0	0	0	0	1	26	9	0	36	1	0	0	4	5	0	0	36	7	43	0	0	0	0	0	0	84
Total	0	0	0	0	0	15	94	26	0	135	8	0	0	21	29	2	0	101	14	117	0	0	0	0	0	0	281
Grand Total	0	0	0	0	0	23	180	39	0	242	11	0	0	23	34	3	0	160	17	180	0	0	0	0	0	0	456
Apprch %	0	0	0	0	0	9.5	74.4	16.1	0	53.1	32.4	0	0	67.6	7.5	1.7	0	88.9	9.4	39.5	0	0	0	0	0	0	
Total %	0	0	0	0	0	5	39.5	8.6	0	53.1	2.4	0	0	5	7.5	0.7	0	35.1	3.7	39.5	0	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total	
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 02:00 PM																											
02:00 PM	0	0	0	0	0	4	28	8	0	40	3	0	0	4	7	1	0	26	2	29	0	0	0	0	0	0	76
02:15 PM	0	0	0	0	0	3	18	8	0	29	3	0	0	6	9	0	0	11	3	14	0	0	0	0	0	0	52
02:30 PM	0	0	0	0	0	7	22	1	0	30	1	0	0	7	8	1	0	28	2	31	0	0	0	0	0	0	69
02:45 PM	0	0	0	0	0	1	26	9	0	36	1	0	0	4	5	0	0	36	7	43	0	0	0	0	0	0	84
Total Volume	0	0	0	0	0	15	94	26	0	135	8	0	0	21	29	2	0	101	14	117	0	0	0	0	0	0	281
% App. Total	0	0	0	0	0	11.1	69.6	19.3	0	53.1	27.6	0	0	72.4	7.5	1.7	0	86.3	12	39.5	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.536	.839	.722	.000	.844	.667	.000	.000	.750	.806	.500	.000	.701	.500	.680	.000	.000	.000	.000	.000	.000	.836

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Counts Unlimited Inc.
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 Corona, CA 92878
 (951) 268-6268

City of Long Beach
 N/S: Middle Road/ICTF Driveway
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File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
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Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					02:00 PM									
+0 mins.	0	0	0	0	0	4	28	8	0	40	3	0	0	4	7	1	0	26	2	29	0	0	0	0	0
+15 mins.	0	0	0	0	0	3	18	8	0	29	3	0	0	6	9	0	0	11	3	14	0	0	0	0	0
+30 mins.	0	0	0	0	0	7	22	1	0	30	1	0	0	7	8	1	0	28	2	31	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	26	9	0	36	1	0	0	4	5	0	0	36	7	43	0	0	0	0	0
Total Volume	0	0	0	0	0	15	94	26	0	135	8	0	0	21	29	2	0	101	14	117	0	0	0	0	0
% App. Total	0	0	0	0	0	11.1	69.6	19.3	0		27.6	0	0	72.4		1.7	0	86.3	12		0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.536	.839	.722	.000	.844	.667	.000	.000	.750	.806	.500	.000	.701	.500	.680	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

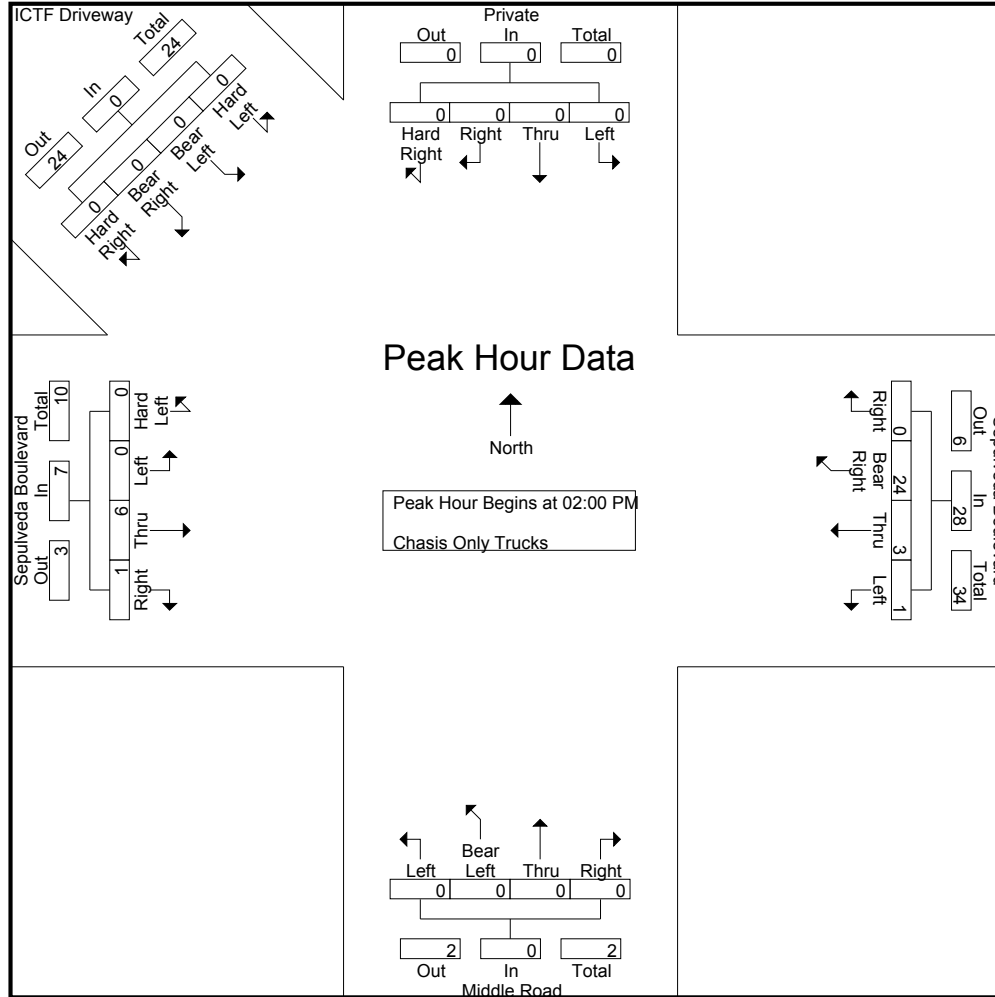
Groups Printed- Chasis Only Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total						
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total							
01:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45 PM	0	0	0	0	0	0	1	6	0	7	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	0	0	0	0	1	15	0	16	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	18
02:00 PM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	8
02:15 PM	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	8
02:30 PM	0	0	0	0	0	0	2	11	0	13	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	14
02:45 PM	0	0	0	0	0	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	1	3	24	0	28	0	0	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	35
Grand Total	0	0	0	0	0	1	4	39	0	44	0	0	0	0	0	0	0	8	1	9	0	0	0	0	0	0	0	0	0	0	0	53
Apprch %	0	0	0	0	0	2.3	9.1	88.6	0		0	0	0	0	0	0	0	88.9	11.1		0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	1.9	7.5	73.6	0	83	0	0	0	0	0	0	0	15.1	1.9	17	0	0	0	0	0	0	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total						
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total							
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 02:00 PM																																
02:00 PM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	8
02:15 PM	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	8
02:30 PM	0	0	0	0	0	0	2	11	0	13	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	14
02:45 PM	0	0	0	0	0	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	1	3	24	0	28	0	0	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	35
% App. Total	0	0	0	0	0	3.6	10.7	85.7	0		0	0	0	0	0	0	0	85.7	14.3		0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.375	.545	.000	.538	.000	.000	.000	.000	.000	.000	.000	.500	.250	.438	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Counts Unlimited Inc.
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City of Long Beach
 N/S: Middle Road/ICTF Driveway
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 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
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Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					02:00 PM									
+0 mins.	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	2	11	0	13	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	3	24	0	28	0	0	0	0	0	0	0	6	1	7	0	0	0	0	0
% App. Total	0	0	0	0	0	3.6	10.7	85.7	0		0	0	0	0	0	0	0	85.7	14.3		0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.375	.545	.000	.538	.000	.000	.000	.000	.000	.000	.000	.500	.250	.438	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

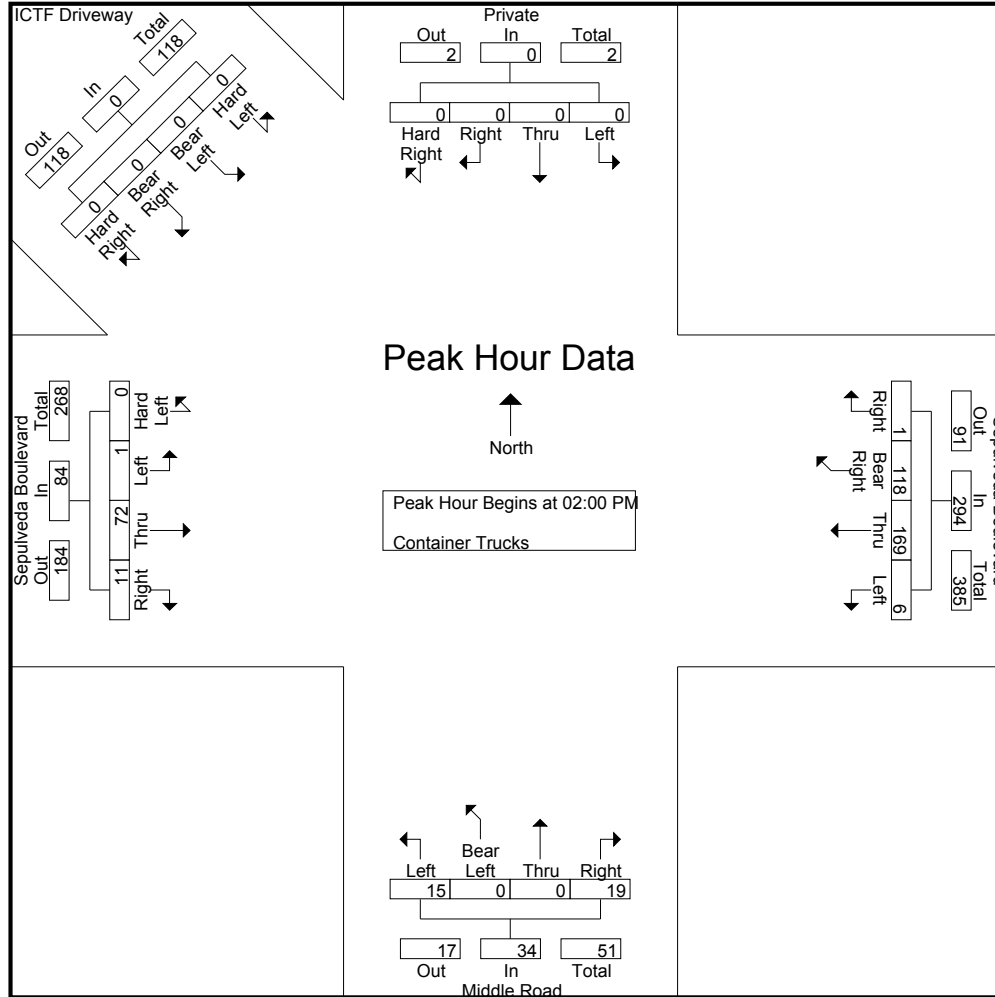
Groups Printed- Container Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
01:00 PM	0	0	0	0	0	1	2	1	2	6	0	0	0	2	2	0	0	9	4	13	0	0	0	0	0	21
01:15 PM	0	0	0	0	0	0	8	6	0	14	0	0	0	4	4	0	0	11	3	14	0	0	0	0	0	32
01:30 PM	0	0	0	0	0	1	27	16	0	44	1	0	0	2	3	0	0	8	10	18	0	0	0	0	0	65
01:45 PM	0	0	0	0	0	0	26	25	0	51	4	0	0	2	6	0	0	10	3	13	0	0	0	0	0	70
Total	0	0	0	0	0	2	63	48	2	115	5	0	0	10	15	0	0	38	20	58	0	0	0	0	0	188
02:00 PM	0	0	0	0	0	1	47	33	0	81	3	0	0	2	5	0	0	17	4	21	0	0	0	0	0	107
02:15 PM	0	0	0	0	0	1	42	36	0	79	7	0	0	9	16	0	1	20	4	25	0	0	0	0	0	120
02:30 PM	0	0	0	0	0	2	39	22	0	63	3	0	0	7	10	0	0	16	0	16	0	0	0	0	0	89
02:45 PM	0	0	0	0	0	2	41	27	1	71	2	0	0	1	3	0	0	19	3	22	0	0	0	0	0	96
Total	0	0	0	0	0	6	169	118	1	294	15	0	0	19	34	0	1	72	11	84	0	0	0	0	0	412
Grand Total	0	0	0	0	0	8	232	166	3	409	20	0	0	29	49	0	1	110	31	142	0	0	0	0	0	600
Apprch %	0	0	0	0	0	2	56.7	40.6	0.7		40.8	0	0	59.2		0	0.7	77.5	21.8		0	0	0	0	0	
Total %	0	0	0	0	0	1.3	38.7	27.7	0.5	68.2	3.3	0	0	4.8	8.2	0	0.2	18.3	5.2	23.7	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 02:00 PM																										
02:00 PM	0	0	0	0	0	1	47	33	0	81	3	0	0	2	5	0	0	17	4	21	0	0	0	0	0	107
02:15 PM	0	0	0	0	0	1	42	36	0	79	7	0	0	9	16	0	1	20	4	25	0	0	0	0	0	120
02:30 PM	0	0	0	0	0	2	39	22	0	63	3	0	0	7	10	0	0	16	0	16	0	0	0	0	0	89
02:45 PM	0	0	0	0	0	2	41	27	1	71	2	0	0	1	3	0	0	19	3	22	0	0	0	0	0	96
Total Volume	0	0	0	0	0	6	169	118	1	294	15	0	0	19	34	0	1	72	11	84	0	0	0	0	0	412
% App. Total	0	0	0	0	0	2	57.5	40.1	0.3		44.1	0	0	55.9		0	1.2	85.7	13.1		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.750	.899	.819	.250	.907	.536	.000	.000	.528	.531	.000	.250	.900	.688	.840	.000	.000	.000	.000	.000	.858

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
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File Name : LBHMISEMD
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City of Long Beach
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File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					02:00 PM									
+0 mins.	0	0	0	0	0	1	47	33	0	81	3	0	0	2	5	0	0	17	4	21	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	42	36	0	79	7	0	0	9	16	0	1	20	4	25	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	39	22	0	63	3	0	0	7	10	0	0	16	0	16	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	41	27	1	71	2	0	0	1	3	0	0	19	3	22	0	0	0	0	0
Total Volume	0	0	0	0	0	6	169	118	1	294	15	0	0	19	34	0	1	72	11	84	0	0	0	0	0
% App. Total	0	0	0	0	0	2	57.5	40.1	0.3		44.1	0	0	55.9		0	1.2	85.7	13.1		0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.750	.899	.819	.250	.907	.536	.000	.000	.528	.531	.000	.250	.900	.688	.840	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMIEMD
 Site Code : 00000001
 Start Date : 2/23/2012
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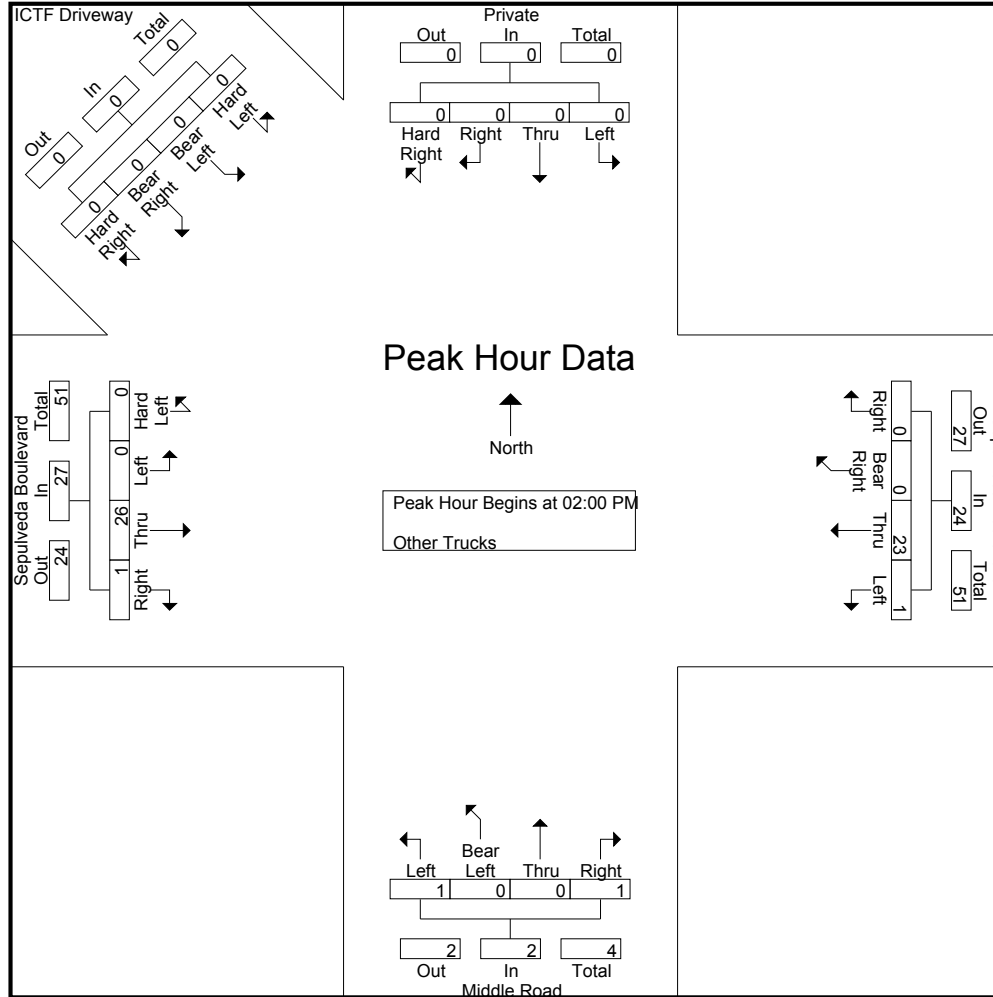
Groups Printed- Other Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total	
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
01:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	1	1	0	0	3	0	3	0	0	0	0	0	0	11
01:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	1	1	0	0	8	0	8	0	0	0	0	0	0	15
01:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	2	2	0	0	4	1	5	0	0	0	0	0	0	12
01:45 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	3	3	0	0	9	1	10	0	0	0	0	0	0	20
Total	0	0	0	0	0	1	24	0	0	25	0	0	0	7	7	0	0	24	2	26	0	0	0	0	0	0	58
02:00 PM	0	0	0	0	0	1	4	0	0	5	1	0	0	1	2	0	0	6	0	6	0	0	0	0	0	0	13
02:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	14
02:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	7	1	8	0	0	0	0	0	0	16
02:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	10
Total	0	0	0	0	0	1	23	0	0	24	1	0	0	1	2	0	0	26	1	27	0	0	0	0	0	0	53
Grand Total	0	0	0	0	0	2	47	0	0	49	1	0	0	8	9	0	0	50	3	53	0	0	0	0	0	0	111
Apprch %	0	0	0	0		4.1	95.9	0	0		11.1	0	0	88.9		0	0	94.3	5.7		0	0	0	0	0		
Total %	0	0	0	0		1.8	42.3	0	0	44.1	0.9	0	0	7.2	8.1	0	0	45	2.7	47.7	0	0	0	0	0		

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total	
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 02:00 PM																											
02:00 PM	0	0	0	0	0	1	4	0	0	5	1	0	0	1	2	0	0	6	0	6	0	0	0	0	0	0	13
02:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	14
02:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	7	1	8	0	0	0	0	0	0	16
02:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	10
Total Volume	0	0	0	0	0	1	23	0	0	24	1	0	0	1	2	0	0	26	1	27	0	0	0	0	0	0	53
% App. Total	0	0	0	0		4.2	95.8	0	0		50	0	0	50		0	0	96.3	3.7		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.719	.000	.000	.750	.250	.000	.000	.250	.250	.000	.000	.929	.250	.844	.000	.000	.000	.000	.000	.000	.828

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEMD
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					02:00 PM									
+0 mins.	0	0	0	0	0	1	4	0	0	5	1	0	0	1	2	0	0	6	0	6	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	7	1	8	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0
Total Volume	0	0	0	0	0	1	23	0	0	24	1	0	0	1	2	0	0	26	1	27	0	0	0	0	0
% App. Total	0	0	0	0	0	4.2	95.8	0	0		50	0	0	50		0	0	96.3	3.7		0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.719	.000	.000	.750	.250	.000	.000	.250	.250	.000	.000	.929	.250	.844	.000	.000	.000	.000	.000

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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
04:00 PM	0	0	3	0	3	20	145	32	0	197	16	0	0	21	37	0	0	194	15	209	0	0	0	0	0	446
04:15 PM	1	0	0	0	1	22	118	42	0	182	7	0	0	18	25	0	0	255	14	269	0	0	0	0	0	477
04:30 PM	3	0	0	0	3	12	121	46	1	180	23	0	1	38	62	1	0	272	15	288	0	0	0	0	0	533
04:45 PM	0	0	1	0	1	20	122	30	0	172	12	0	0	24	36	0	1	249	5	255	0	0	0	0	0	464
Total	4	0	4	0	8	74	506	150	1	731	58	0	1	101	160	1	1	970	49	1021	0	0	0	0	0	1920
05:00 PM	2	0	3	0	5	6	147	10	0	163	17	1	0	39	57	0	0	272	5	277	0	0	0	0	0	502
05:15 PM	1	0	0	0	1	2	97	18	3	120	10	0	0	14	24	0	0	302	7	309	0	0	0	0	0	454
05:30 PM	1	0	1	0	2	9	120	9	1	139	9	0	0	15	24	0	0	273	6	279	0	0	0	0	0	444
05:45 PM	1	0	0	0	1	2	97	10	0	109	5	0	1	22	28	0	0	195	2	197	0	0	0	0	0	335
Total	5	0	4	0	9	19	461	47	4	531	41	1	1	90	133	0	0	1042	20	1062	0	0	0	0	0	1735
Grand Total	9	0	8	0	17	93	967	197	5	1262	99	1	2	191	293	1	1	2012	69	2083	0	0	0	0	0	3655
Apprch %	52.9	0	47.1	0		7.4	76.6	15.6	0.4		33.8	0.3	0.7	65.2		0	0	96.6	3.3		0	0	0	0	0	
Total %	0.2	0	0.2	0	0.5	2.5	26.5	5.4	0.1	34.5	2.7	0	0.1	5.2	8	0	0	55	1.9	57	0	0	0	0	0	0
Passenger Vehicles	9	0	6	0	15	61	792	1	5	859	52	0	0	132	184	0	1	1672	24	1697	0	0	0	0	0	2755
% Passenger Vehicles	100	0	75	0	88.2	65.6	81.9	0.5	100	68.1	52.5	0	0	69.1	62.8	0	100	83.1	34.8	81.5	0	0	0	0	0	75.4
Bobtail Trucks	0	0	1	0	1	11	82	10	0	103	23	1	0	19	43	1	0	226	16	243	0	0	0	0	0	390
% Bobtail Trucks																										
Chasis Only Trucks	0	0	0	0	0	8	7	25	0	40	0	0	0	0	0	0	0	8	10	18	0	0	0	0	0	58
% Chasis Only Trucks	0	0	0	0	0	8.6	0.7	12.7	0	3.2	0	0	0	0	0	0	0	0.4	14.5	0.9	0	0	0	0	0	1.6
Container Trucks	0	0	1	0	1	11	69	161	0	241	15	0	0	40	55	0	0	81	15	96	0	0	0	0	0	393
% Container Trucks	0	0	12.5	0	5.9	11.8	7.1	81.7	0	19.1	15.2	0	0	20.9	18.8	0	0	4	21.7	4.6	0	0	0	0	0	10.8
Other Trucks	0	0	0	0	0	2	17	0	0	19	9	0	2	0	11	0	0	25	4	29	0	0	0	0	0	59
% Other Trucks	0	0	0	0	0	2.2	1.8	0	0	1.5	9.1	0	100	0	3.8	0	0	1.2	5.8	1.4	0	0	0	0	0	1.6

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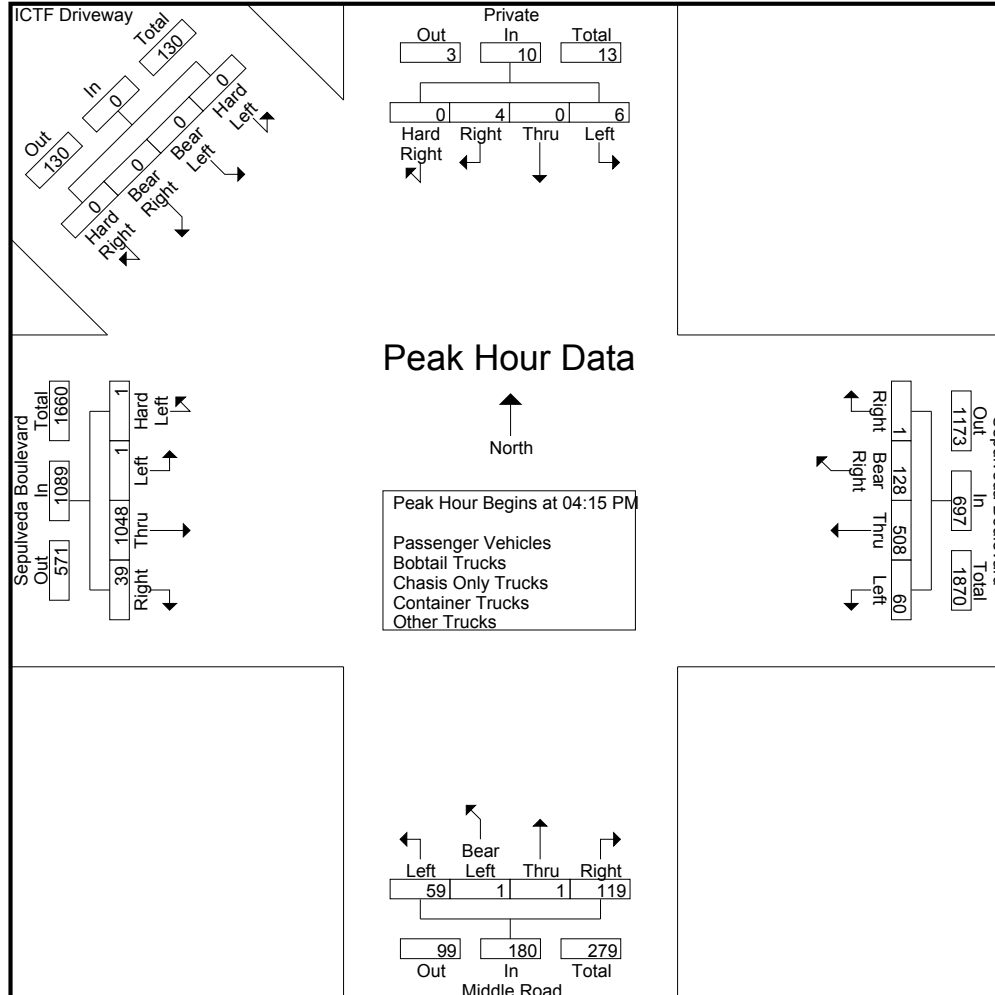
City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	1	0	0	0	1	22	118	42	0	182	7	0	0	18	25	0	0	255	14	269	0	0	0	0	0	477
04:30 PM	3	0	0	0	3	12	121	46	1	180	23	0	1	38	62	1	0	272	15	288	0	0	0	0	0	533
04:45 PM	0	0	1	0	1	20	122	30	0	172	12	0	0	24	36	0	1	249	5	255	0	0	0	0	0	464
05:00 PM	2	0	3	0	5	6	147	10	0	163	17	1	0	39	57	0	0	272	5	277	0	0	0	0	0	502
Total Volume	6	0	4	0	10	60	508	128	1	697	59	1	1	119	180	1	1	1048	39	1089	0	0	0	0	0	1976
% App. Total	60	0	40	0		8.6	72.9	18.4	0.1		32.8	0.6	0.6	66.1		0.1	0.1	96.2	3.6		0	0	0	0		
PHF	.500	.000	.333	.000	.500	.682	.864	.696	.250	.957	.641	.250	.250	.763	.726	.250	.250	.963	.650	.945	.000	.000	.000	.000	.000	.927

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3



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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 4

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:15 PM					04:30 PM					04:00 PM				
+0 mins.	1	0	0	0	1	20	145	32	0	197	7	0	0	18	25	1	0	272	15	288	0	0	0	0	0
+15 mins.	3	0	0	0	3	22	118	42	0	182	23	0	1	38	62	0	1	249	5	255	0	0	0	0	0
+30 mins.	0	0	1	0	1	12	121	46	1	180	12	0	0	24	36	0	0	272	5	277	0	0	0	0	0
+45 mins.	2	0	3	0	5	20	122	30	0	172	17	1	0	39	57	0	0	302	7	309	0	0	0	0	0
Total Volume	6	0	4	0	10	74	506	150	1	731	59	1	1	119	180	1	1	1095	32	1129	0	0	0	0	0
% App. Total	60	0	40	0		10.1	69.2	20.5	0.1		32.8	0.6	0.6	66.1		0.1	0.1	97	2.8		0	0	0	0	0
PHF	.500	.000	.333	.000	.500	.841	.872	.815	.250	.928	.641	.250	.250	.763	.726	.250	.250	.906	.533	.913	.000	.000	.000	.000	.000

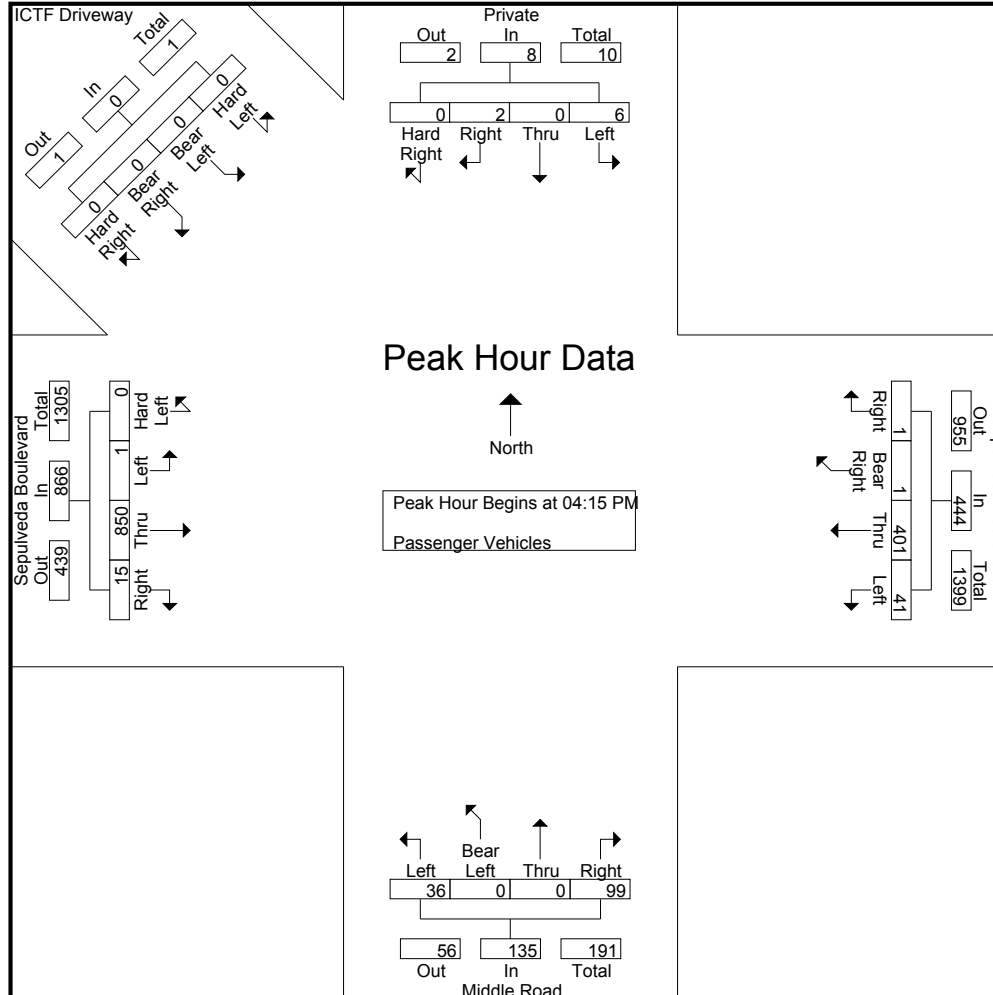
City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
04:00 PM	0	0	3	0	3	14	96	0	0	110	9	0	0	17	26	0	0	164	6	170	0	0	0	0	0	309
04:15 PM	1	0	0	0	1	12	86	0	0	98	2	0	0	14	16	0	0	200	6	206	0	0	0	0	0	321
04:30 PM	3	0	0	0	3	10	88	1	1	100	15	0	0	33	48	0	0	217	6	223	0	0	0	0	0	374
04:45 PM	0	0	1	0	1	17	90	0	0	107	8	0	0	21	29	0	1	209	2	212	0	0	0	0	0	349
Total	4	0	4	0	8	53	360	1	1	415	34	0	0	85	119	0	1	790	20	811	0	0	0	0	0	1353
05:00 PM	2	0	1	0	3	2	137	0	0	139	11	0	0	31	42	0	0	224	1	225	0	0	0	0	0	409
05:15 PM	1	0	0	0	1	1	92	0	3	96	3	0	0	5	8	0	0	256	2	258	0	0	0	0	0	363
05:30 PM	1	0	1	0	2	3	113	0	1	117	3	0	0	8	11	0	0	235	0	235	0	0	0	0	0	365
05:45 PM	1	0	0	0	1	2	90	0	0	92	1	0	0	3	4	0	0	167	1	168	0	0	0	0	0	265
Total	5	0	2	0	7	8	432	0	4	444	18	0	0	47	65	0	0	882	4	886	0	0	0	0	0	1402
Grand Total	9	0	6	0	15	61	792	1	5	859	52	0	0	132	184	0	1	1672	24	1697	0	0	0	0	0	2755
Apprch %	60	0	40	0		7.1	92.2	0.1	0.6		28.3	0	0	71.7		0	0.1	98.5	1.4		0	0	0	0	0	
Total %	0.3	0	0.2	0	0.5	2.2	28.7	0	0.2	31.2	1.9	0	0	4.8	6.7	0	0	60.7	0.9	61.6	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	1	0	0	0	1	12	86	0	0	98	2	0	0	14	16	0	0	200	6	206	0	0	0	0	0	321
04:30 PM	3	0	0	0	3	10	88	1	1	100	15	0	0	33	48	0	0	217	6	223	0	0	0	0	0	374
04:45 PM	0	0	1	0	1	17	90	0	0	107	8	0	0	21	29	0	1	209	2	212	0	0	0	0	0	349
05:00 PM	2	0	1	0	3	2	137	0	0	139	11	0	0	31	42	0	0	224	1	225	0	0	0	0	0	409
Total Volume	6	0	2	0	8	41	401	1	1	444	36	0	0	99	135	0	1	850	15	866	0	0	0	0	0	1453
% App. Total	75	0	25	0		9.2	90.3	0.2	0.2		26.7	0	0	73.3		0	0.1	98.2	1.7		0	0	0	0	0	
PHF	.500	.000	.500	.000	.667	.603	.732	.250	.250	.799	.600	.000	.000	.750	.703	.000	.250	.949	.625	.962	.000	.000	.000	.000	.000	.888



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City of Long Beach
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 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:15 PM					04:15 PM									
+0 mins.	1	0	0	0	1	12	86	0	0	98	2	0	0	14	16	0	0	200	6	206	0	0	0	0	0
+15 mins.	3	0	0	0	3	10	88	1	1	100	15	0	0	33	48	0	0	217	6	223	0	0	0	0	0
+30 mins.	0	0	1	0	1	17	90	0	0	107	8	0	0	21	29	0	1	209	2	212	0	0	0	0	0
+45 mins.	2	0	1	0	3	2	137	0	0	139	11	0	0	31	42	0	0	224	1	225	0	0	0	0	0
Total Volume	6	0	2	0	8	41	401	1	1	444	36	0	0	99	135	0	1	850	15	866	0	0	0	0	0
% App. Total	75	0	25	0		9.2	90.3	0.2	0.2		26.7	0	0	73.3		0	0.1	98.2	1.7		0	0	0	0	0
PHF	.500	.000	.500	.000	.667	.603	.732	.250	.250	.799	.600	.000	.000	.750	.703	.000	.250	.949	.625	.962	.000	.000	.000	.000	.000

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City of Long Beach
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 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

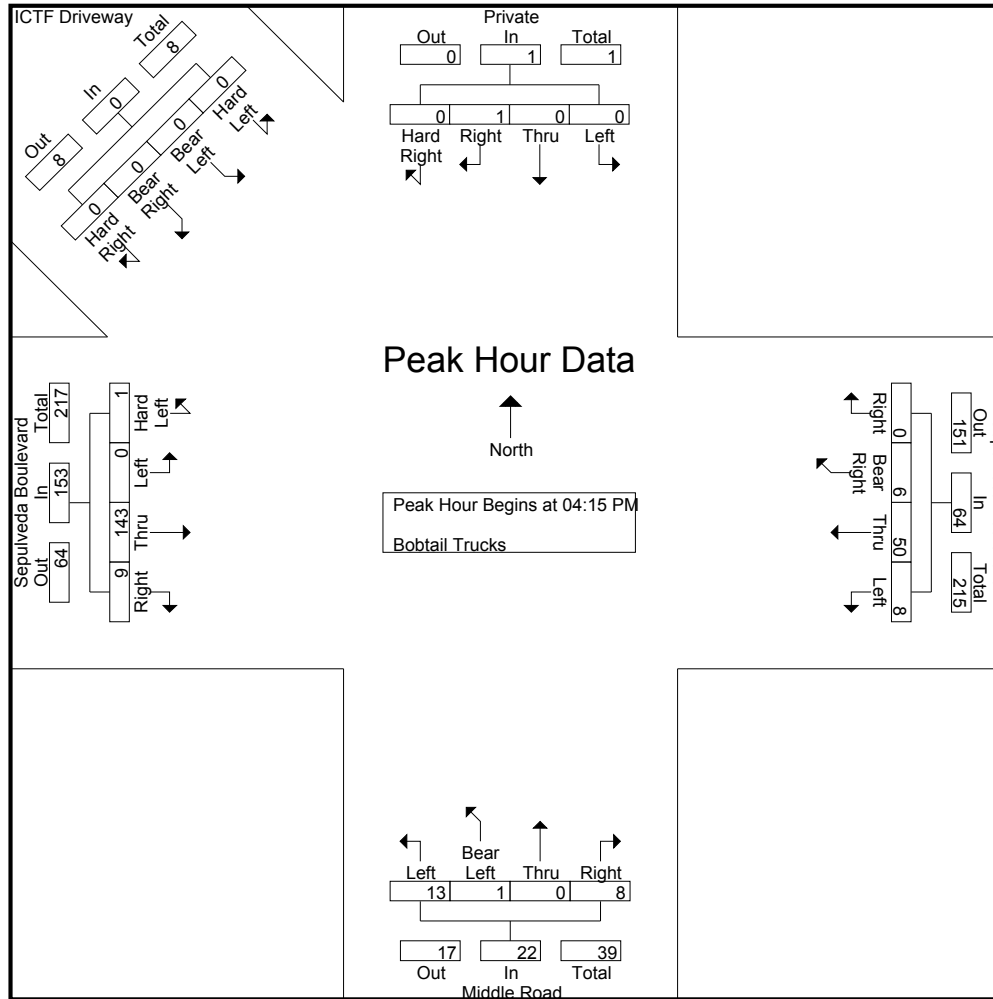
Groups Printed- Bobtail Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
04:00 PM	0	0	0	0	0	2	26	1	0	29	1	0	0	1	2	0	0	19	3	22	0	0	0	0	0	53
04:15 PM	0	0	0	0	0	5	16	2	0	23	3	0	0	3	6	0	0	43	2	45	0	0	0	0	0	74
04:30 PM	0	0	0	0	0	2	16	2	0	20	5	0	0	3	8	1	0	36	3	40	0	0	0	0	0	68
04:45 PM	0	0	0	0	0	0	12	1	0	13	2	0	0	1	3	0	0	32	2	34	0	0	0	0	0	50
Total	0	0	0	0	0	9	70	6	0	85	11	0	0	8	19	1	0	130	10	141	0	0	0	0	0	245
05:00 PM	0	0	1	0	1	1	6	1	0	8	3	1	0	1	5	0	0	32	2	34	0	0	0	0	0	48
05:15 PM	0	0	0	0	0	0	0	2	0	2	5	0	0	2	7	0	0	29	2	31	0	0	0	0	0	40
05:30 PM	0	0	0	0	0	1	2	1	0	4	3	0	0	2	5	0	0	21	2	23	0	0	0	0	0	32
05:45 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	6	7	0	0	14	0	14	0	0	0	0	0	25
Total	0	0	1	0	1	2	12	4	0	18	12	1	0	11	24	0	0	96	6	102	0	0	0	0	0	145
Grand Total	0	0	1	0	1	11	82	10	0	103	23	1	0	19	43	1	0	226	16	243	0	0	0	0	0	390
Apprch %	0	0	100	0		10.7	79.6	9.7	0		53.5	2.3	0	44.2		0.4	0	93	6.6		0	0	0	0		
Total %	0	0	0.3	0	0.3	2.8	21	2.6	0	26.4	5.9	0.3	0	4.9	11	0.3	0	57.9	4.1	62.3	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	5	16	2	0	23	3	0	0	3	6	0	0	43	2	45	0	0	0	0	0	74
04:30 PM	0	0	0	0	0	2	16	2	0	20	5	0	0	3	8	1	0	36	3	40	0	0	0	0	0	68
04:45 PM	0	0	0	0	0	0	12	1	0	13	2	0	0	1	3	0	0	32	2	34	0	0	0	0	0	50
05:00 PM	0	0	1	0	1	1	6	1	0	8	3	1	0	1	5	0	0	32	2	34	0	0	0	0	0	48
Total Volume	0	0	1	0	1	8	50	6	0	64	13	1	0	8	22	1	0	143	9	153	0	0	0	0	0	240
% App. Total	0	0	100	0		12.5	78.1	9.4	0		59.1	4.5	0	36.4		0.7	0	93.5	5.9		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.400	.781	.750	.000	.696	.650	.250	.000	.667	.688	.250	.000	.831	.750	.850	.000	.000	.000	.000	.000	.811

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 2



Counts Unlimited Inc.
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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:15 PM					04:15 PM									
+0 mins.	0	0	0	0	0	5	16	2	0	23	3	0	0	3	6	0	0	43	2	45	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	16	2	0	20	5	0	0	3	8	1	0	36	3	40	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	12	1	0	13	2	0	0	1	3	0	0	32	2	34	0	0	0	0	0
+45 mins.	0	0	1	0	1	1	6	1	0	8	3	1	0	1	5	0	0	32	2	34	0	0	0	0	0
Total Volume	0	0	1	0	1	8	50	6	0	64	13	1	0	8	22	1	0	143	9	153	0	0	0	0	0
% App. Total	0	0	100	0		12.5	78.1	9.4	0		59.1	4.5	0	36.4		0.7	0	93.5	5.9		0	0	0	0	
PHF	.000	.000	.250	.000	.250	.400	.781	.750	.000	.696	.650	.250	.000	.667	.688	.250	.000	.831	.750	.850	.000	.000	.000	.000	.000

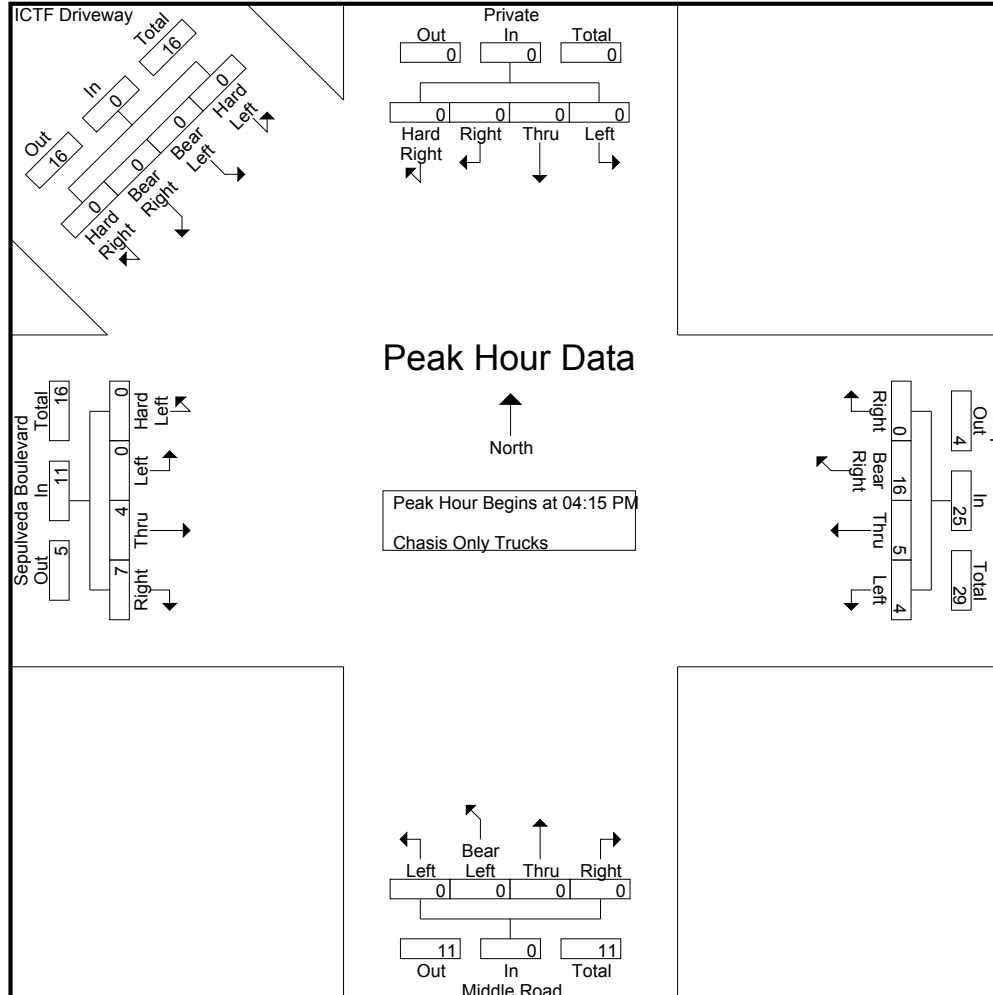
City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	3	2	5	0	10	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	2	8	0	10	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	6	17	0	26	0	0	0	0	0	0	0	3	9	12	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	1	3	0	5	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	3	0	2	0	5	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	1	8	0	14	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0
Grand Total	0	0	0	0	0	8	7	25	0	40	0	0	0	0	0	0	0	8	10	18	0	0	0	0	0	0
Apprch %	0	0	0	0	0	20	17.5	62.5	0		0	0	0	0	0	0	0	44.4	55.6		0	0	0	0	0	
Total %	0	0	0	0	0	13.8	12.1	43.1	0	69	0	0	0	0	0	0	0	13.8	17.2	31	0	0	0	0	0	0

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	3	2	5	0	10	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	2	8	0	10	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	5	16	0	25	0	0	0	0	0	0	0	4	7	11	0	0	0	0	0	0
% App. Total	0	0	0	0	0	16	20	64	0		0	0	0	0	0	0	0	36.4	63.6		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.333	.625	.500	.000	.625	.000	.000	.000	.000	.000	.000	.000	.333	.438	.393	.000	.000	.000	.000	.000	.529



Counts Unlimited Inc.
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City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:15 PM					04:15 PM									
+0 mins.	0	0	0	0	0	3	2	5	0	10	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	2	8	0	10	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	4	5	16	0	25	0	0	0	0	0	0	0	4	7	11	0	0	0	0	0
% App. Total	0	0	0	0	0	16	20	64	0		0	0	0	0	0	0	0	36.4	63.6		0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.333	.625	.500	.000	.625	.000	.000	.000	.000	.000	.000	.000	.333	.438	.393	.000	.000	.000	.000	.000

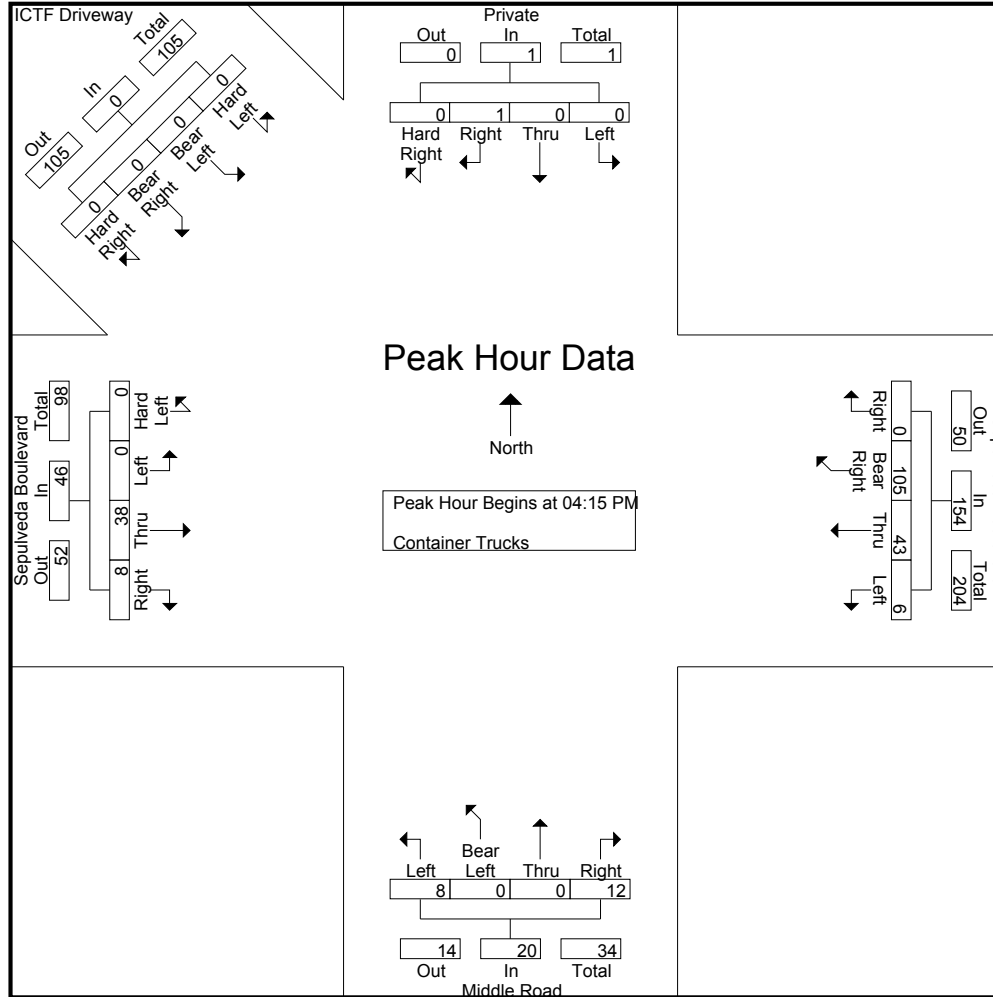
City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Container Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
04:00 PM	0	0	0	0	0	4	16	29	0	49	2	0	0	3	5	0	0	9	4	13	0	0	0	0	0	67
04:15 PM	0	0	0	0	0	2	14	35	0	51	2	0	0	1	3	0	0	7	2	9	0	0	0	0	0	63
04:30 PM	0	0	0	0	0	0	11	35	0	46	3	0	0	2	5	0	0	16	3	19	0	0	0	0	0	70
04:45 PM	0	0	0	0	0	3	17	27	0	47	2	0	0	2	4	0	0	7	1	8	0	0	0	0	0	59
Total	0	0	0	0	0	9	58	126	0	193	9	0	0	8	17	0	0	39	10	49	0	0	0	0	0	259
05:00 PM	0	0	1	0	1	1	1	8	0	10	1	0	0	7	8	0	0	8	2	10	0	0	0	0	0	29
05:15 PM	0	0	0	0	0	0	4	13	0	17	2	0	0	7	9	0	0	15	1	16	0	0	0	0	0	42
05:30 PM	0	0	0	0	0	1	3	6	0	10	1	0	0	5	6	0	0	10	1	11	0	0	0	0	0	27
05:45 PM	0	0	0	0	0	0	3	8	0	11	2	0	0	13	15	0	0	9	1	10	0	0	0	0	0	36
Total	0	0	1	0	1	2	11	35	0	48	6	0	0	32	38	0	0	42	5	47	0	0	0	0	0	134
Grand Total	0	0	1	0	1	11	69	161	0	241	15	0	0	40	55	0	0	81	15	96	0	0	0	0	0	393
Apprch %	0	0	100	0		4.6	28.6	66.8	0		27.3	0	0	72.7		0	0	84.4	15.6		0	0	0	0	0	
Total %	0	0	0.3	0	0.3	2.8	17.6	41	0	61.3	3.8	0	0	10.2	14	0	0	20.6	3.8	24.4	0	0	0	0	0	

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	2	14	35	0	51	2	0	0	1	3	0	0	7	2	9	0	0	0	0	0	63
04:30 PM	0	0	0	0	0	0	11	35	0	46	3	0	0	2	5	0	0	16	3	19	0	0	0	0	0	70
04:45 PM	0	0	0	0	0	3	17	27	0	47	2	0	0	2	4	0	0	7	1	8	0	0	0	0	0	59
05:00 PM	0	0	1	0	1	1	1	8	0	10	1	0	0	7	8	0	0	8	2	10	0	0	0	0	0	29
Total Volume	0	0	1	0	1	6	43	105	0	154	8	0	0	12	20	0	0	38	8	46	0	0	0	0	0	221
% App. Total	0	0	100	0		3.9	27.9	68.2	0		40	0	0	60		0	0	82.6	17.4		0	0	0	0	0	
PHF	.000	.000	.250	.000	.250	.500	.632	.750	.000	.755	.667	.000	.000	.429	.625	.000	.000	.594	.667	.605	.000	.000	.000	.000	.000	.789



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City of Long Beach
 N/S: Middle Road/ICTF Driveway
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 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:15 PM					04:15 PM									
+0 mins.	0	0	0	0	0	2	14	35	0	51	2	0	0	1	3	0	0	7	2	9	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	11	35	0	46	3	0	0	2	5	0	0	16	3	19	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	17	27	0	47	2	0	0	2	4	0	0	7	1	8	0	0	0	0	0
+45 mins.	0	0	1	0	1	1	1	8	0	10	1	0	0	7	8	0	0	8	2	10	0	0	0	0	0
Total Volume	0	0	1	0	1	6	43	105	0	154	8	0	0	12	20	0	0	38	8	46	0	0	0	0	0
% App. Total	0	0	100	0		3.9	27.9	68.2	0		40	0	0	60		0	0	82.6	17.4		0	0	0	0	
PHF	.000	.000	.250	.000	.250	.500	.632	.750	.000	.755	.667	.000	.000	.429	.625	.000	.000	.594	.667	.605	.000	.000	.000	.000	.000

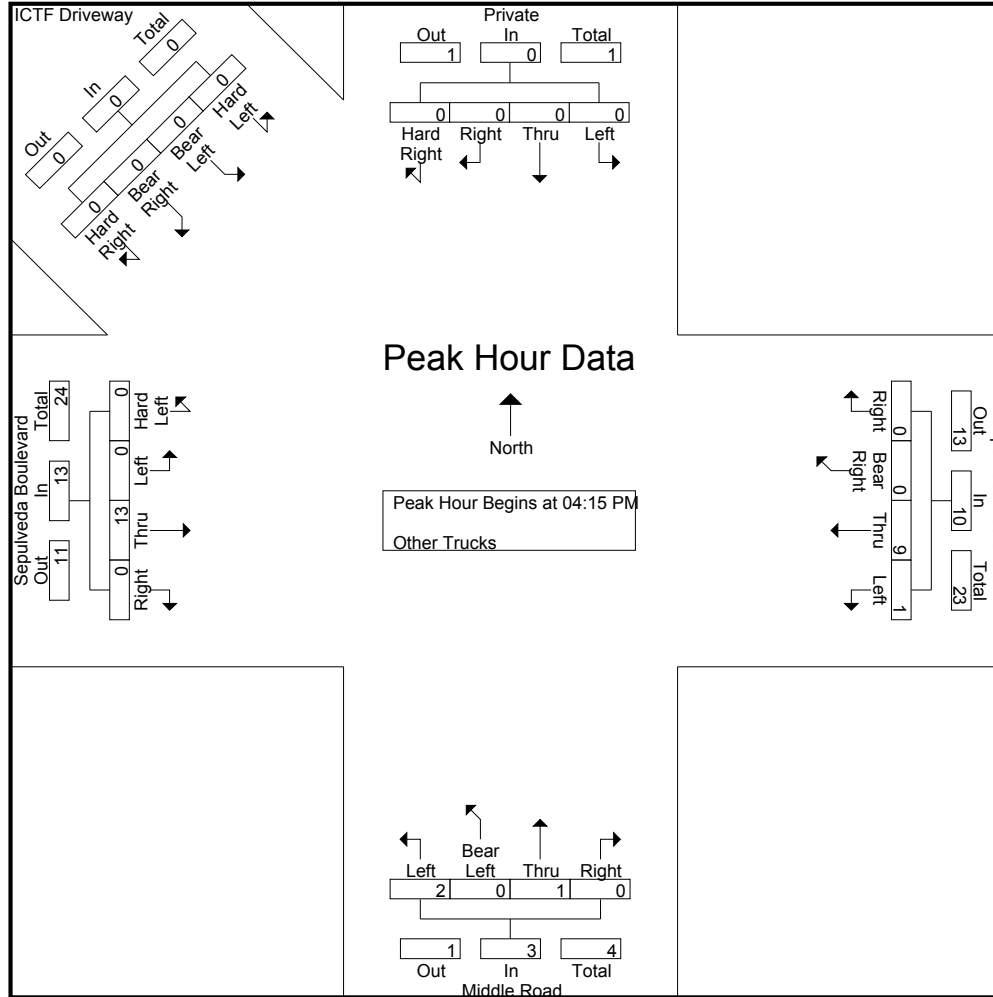
City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 1

Groups Printed- Other Trucks

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
04:00 PM	0	0	0	0	0	0	6	0	0	6	4	0	0	0	4	0	0	2	0	2	0	0	0	0	0	12
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	8
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	0	12	0	0	12	4	0	1	0	5	0	0	8	0	8	0	0	0	0	0	25
05:00 PM	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	0	0	7	0	7	0	0	0	0	0	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	2	0	0	3	2	0	0	0	2	0	0	4	3	7	0	0	0	0	0	12
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	5	0	5	0	0	0	0	0	7
Total	0	0	0	0	0	2	5	0	0	7	5	0	1	0	6	0	0	17	4	21	0	0	0	0	0	34
Grand Total	0	0	0	0	0	2	17	0	0	19	9	0	2	0	11	0	0	25	4	29	0	0	0	0	0	59
Apprch %	0	0	0	0	0	10.5	89.5	0	0	10.5	81.8	0	18.2	0	18.2	0	0	86.2	13.8	29.2	0	0	0	0	0	29.2
Total %	0	0	0	0	0	3.4	28.8	0	0	32.2	15.3	0	3.4	0	18.6	0	0	42.4	6.8	49.2	0	0	0	0	0	49.2

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	8
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	0	0	7	0	7	0	0	0	0	0	13
Total Volume	0	0	0	0	0	1	9	0	0	10	2	0	1	0	3	0	0	13	0	13	0	0	0	0	0	26
% App. Total	0	0	0	0	0	10	90	0	0	10	66.7	0	33.3	0	33.3	0	0	100	0	100	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.563	.000	.000	.625	.250	.000	.250	.000	.375	.000	.000	.464	.000	.464	.000	.000	.000	.000	.000	.500



Counts Unlimited Inc.
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Long Beach
 N/S: Middle Road/ICTF Driveway
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBHMISEPM
 Site Code : 00000001
 Start Date : 2/23/2012
 Page No : 3

Start Time	Private Southbound					Sepulveda Boulevard Westbound					Middle Road Northbound					Sepulveda Boulevard Eastbound					ICTF Driveway Southeastbound					Int. Total
	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:15 PM					04:15 PM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	0	0	7	0	7	0	0	0	0	0
Total Volume	0	0	0	0	0	1	9	0	0	10	2	0	1	0	3	0	0	13	0	13	0	0	0	0	0
% App. Total	0	0	0	0	0	10	90	0	0		66.7	0	33.3	0		0	0	100	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.563	.000	.000	.625	.250	.000	.250	.000	.375	.000	.000	.464	.000	.464	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

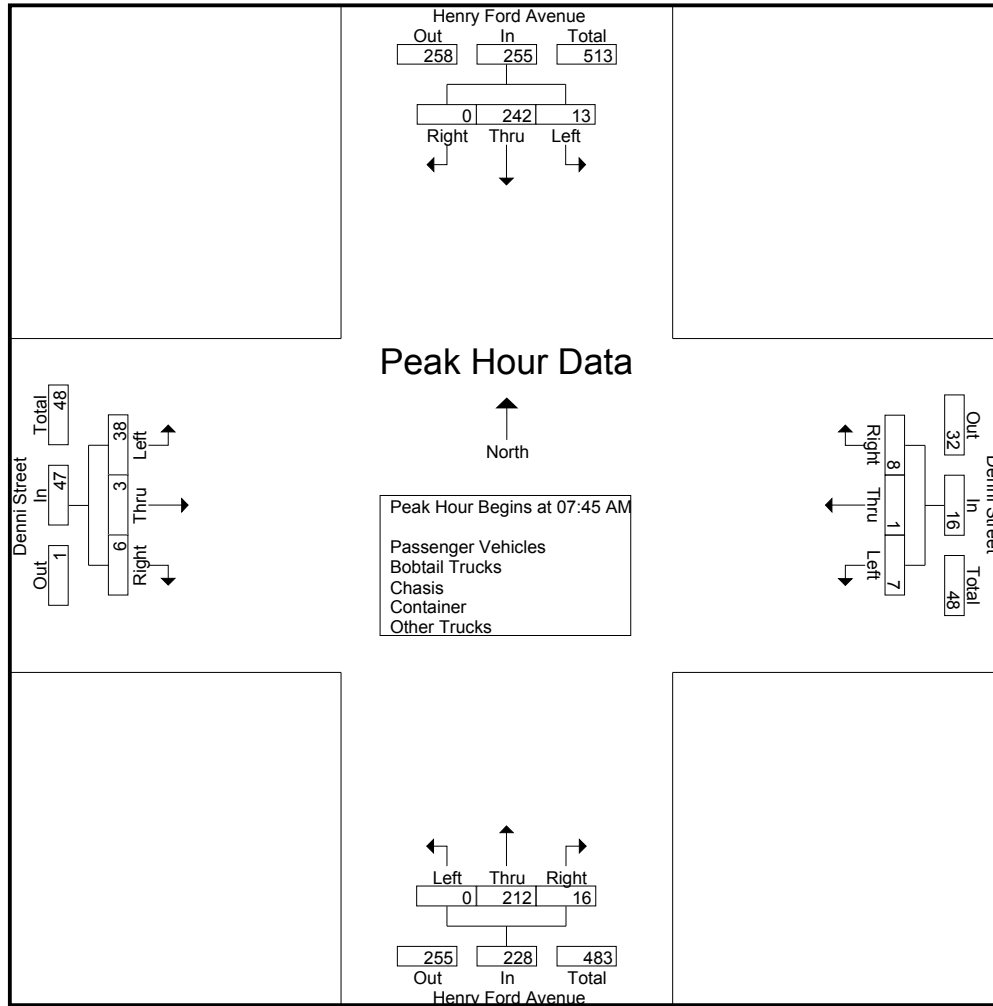
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis - Container - Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	32	0	34	1	0	3	4	0	38	2	40	1	0	0	1	79
07:15 AM	4	33	0	37	2	0	0	2	0	42	2	44	2	2	1	5	88
07:30 AM	0	64	0	64	0	1	1	2	0	35	2	37	4	1	0	5	108
07:45 AM	3	58	0	61	3	0	5	8	0	57	3	60	8	0	0	8	137
Total	9	187	0	196	6	1	9	16	0	172	9	181	15	3	1	19	412
08:00 AM	8	78	0	86	1	0	1	2	0	53	2	55	11	0	2	13	156
08:15 AM	1	62	0	63	2	0	0	2	0	52	2	54	9	2	3	14	133
08:30 AM	1	44	0	45	1	1	2	4	0	50	9	59	10	1	1	12	120
08:45 AM	4	43	0	47	3	0	0	3	0	52	5	57	9	0	0	9	116
Total	14	227	0	241	7	1	3	11	0	207	18	225	39	3	6	48	525
Grand Total	23	414	0	437	13	2	12	27	0	379	27	406	54	6	7	67	937
Apprch %	5.3	94.7	0		48.1	7.4	44.4		0	93.3	6.7		80.6	9	10.4		
Total %	2.5	44.2	0	46.6	1.4	0.2	1.3	2.9	0	40.4	2.9	43.3	5.8	0.6	0.7	7.2	
Passenger Vehicles	23	224	0	247	9	2	7	18	0	228	26	254	34	3	6	43	562
% Passenger Vehicles	100	54.1	0	56.5	69.2	100	58.3	66.7	0	60.2	96.3	62.6	63	50	85.7	64.2	60
Bobtail Trucks	0	68	0	68	0	0	0	0	0	70	0	70	1	0	1	2	140
% Bobtail Trucks	0	16.4	0	15.6	0	0	0	0	0	18.5	0	17.2	1.9	0	14.3	3	14.9
Chasis	0	20	0	20	0	0	0	0	0	12	0	12	2	1	0	3	35
% Chasis	0	4.8	0	4.6	0	0	0	0	0	3.2	0	3	3.7	16.7	0	4.5	3.7
Container	0	82	0	82	0	0	0	0	0	48	1	49	5	0	0	5	136
% Container	0	19.8	0	18.8	0	0	0	0	0	12.7	3.7	12.1	9.3	0	0	7.5	14.5
Other Trucks	0	20	0	20	4	0	5	9	0	21	0	21	12	2	0	14	64
% Other Trucks	0	4.8	0	4.6	30.8	0	41.7	33.3	0	5.5	0	5.2	22.2	33.3	0	20.9	6.8

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	58	0	61	3	0	5	8	0	57	3	60	8	0	0	8	137
08:00 AM	8	78	0	86	1	0	1	2	0	53	2	55	11	0	2	13	156
08:15 AM	1	62	0	63	2	0	0	2	0	52	2	54	9	2	3	14	133
08:30 AM	1	44	0	45	1	1	2	4	0	50	9	59	10	1	1	12	120
Total Volume	13	242	0	255	7	1	8	16	0	212	16	228	38	3	6	47	546
% App. Total	5.1	94.9	0		43.8	6.2	50		0	93	7		80.9	6.4	12.8		
PHF	.406	.776	.000	.741	.583	.250	.400	.500	.000	.930	.444	.950	.864	.375	.500	.839	.875

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	3	58	0	61	3	0	5	8	0	57	3	60	8	0	0	8
+15 mins.	8	78	0	86	1	0	1	2	0	53	2	55	11	0	2	13
+30 mins.	1	62	0	63	2	0	0	2	0	52	2	54	9	2	3	14
+45 mins.	1	44	0	45	1	1	2	4	0	50	9	59	10	1	1	12
Total Volume	13	242	0	255	7	1	8	16	0	212	16	228	38	3	6	47
% App. Total	5.1	94.9	0		43.8	6.2	50		0	93	7		80.9	6.4	12.8	
PHF	.406	.776	.000	.741	.583	.250	.400	.500	.000	.930	.444	.950	.864	.375	.500	.839

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

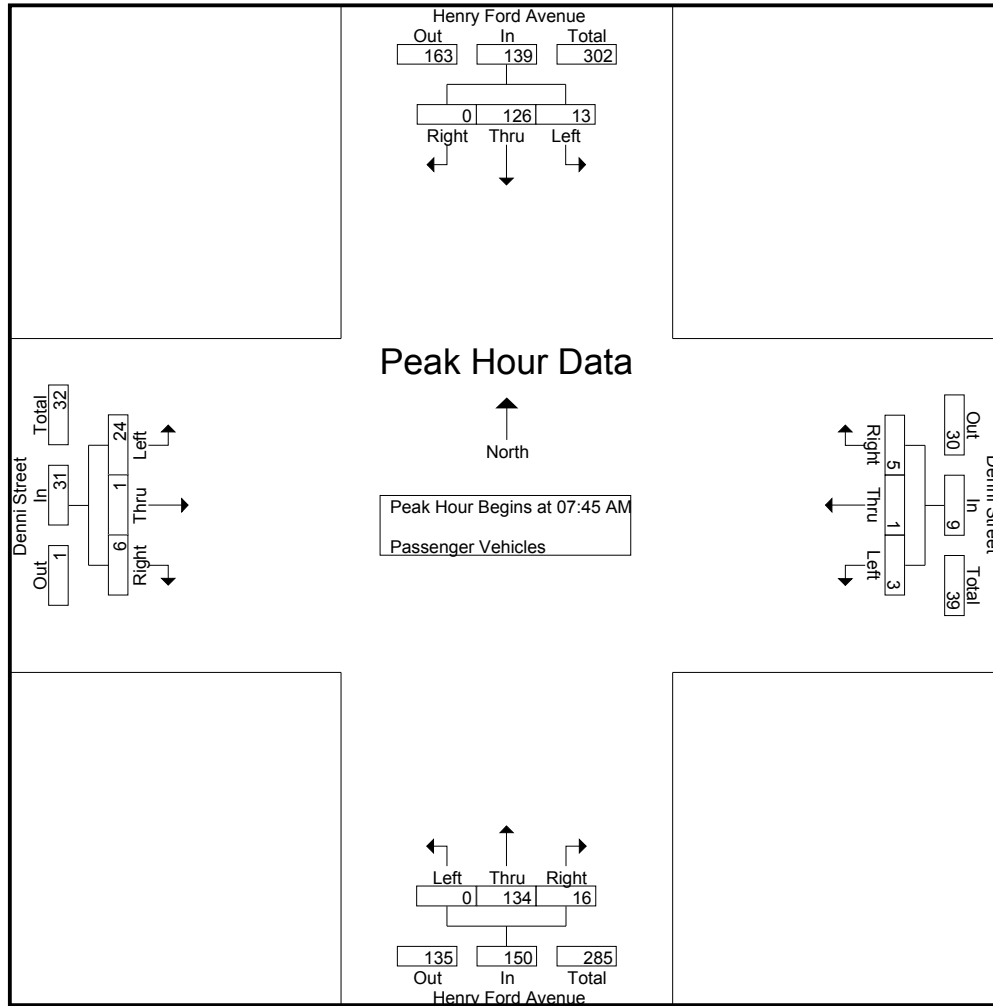
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	22	0	24	1	0	2	3	0	24	1	25	0	0	0	0	52
07:15 AM	4	17	0	21	2	0	0	2	0	23	2	25	1	1	0	2	50
07:30 AM	0	39	0	39	0	1	0	1	0	21	2	23	4	1	0	5	68
07:45 AM	3	33	0	36	2	0	5	7	0	42	3	45	4	0	0	4	92
Total	9	111	0	120	5	1	7	13	0	110	8	118	9	2	0	11	262
08:00 AM	8	44	0	52	1	0	0	1	0	33	2	35	7	0	2	9	97
08:15 AM	1	29	0	30	0	0	0	0	0	33	2	35	7	1	3	11	76
08:30 AM	1	20	0	21	0	1	0	1	0	26	9	35	6	0	1	7	64
08:45 AM	4	20	0	24	3	0	0	3	0	26	5	31	5	0	0	5	63
Total	14	113	0	127	4	1	0	5	0	118	18	136	25	1	6	32	300
Grand Total	23	224	0	247	9	2	7	18	0	228	26	254	34	3	6	43	562
Apprch %	9.3	90.7	0		50	11.1	38.9		0	89.8	10.2		79.1	7	14		
Total %	4.1	39.9	0	44	1.6	0.4	1.2	3.2	0	40.6	4.6	45.2	6	0.5	1.1	7.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	33	0	36	2	0	5	7	0	42	3	45	4	0	0	4	92
08:00 AM	8	44	0	52	1	0	0	1	0	33	2	35	7	0	2	9	97
08:15 AM	1	29	0	30	0	0	0	0	0	33	2	35	7	1	3	11	76
08:30 AM	1	20	0	21	0	1	0	1	0	26	9	35	6	0	1	7	64
Total Volume	13	126	0	139	3	1	5	9	0	134	16	150	24	1	6	31	329
% App. Total	9.4	90.6	0		33.3	11.1	55.6		0	89.3	10.7		77.4	3.2	19.4		
PHF	.406	.716	.000	.668	.375	.250	.250	.321	.000	.798	.444	.833	.857	.250	.500	.705	.848

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	3	33	0	36	2	0	5	7	0	42	3	45	4	0	0	4
+15 mins.	8	44	0	52	1	0	0	1	0	33	2	35	7	0	2	9
+30 mins.	1	29	0	30	0	0	0	0	0	33	2	35	7	1	3	11
+45 mins.	1	20	0	21	0	1	0	1	0	26	9	35	6	0	1	7
Total Volume	13	126	0	139	3	1	5	9	0	134	16	150	24	1	6	31
% App. Total	9.4	90.6	0		33.3	11.1	55.6		0	89.3	10.7		77.4	3.2	19.4	
PHF	.406	.716	.000	.668	.375	.250	.250	.321	.000	.798	.444	.833	.857	.250	.500	.705

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

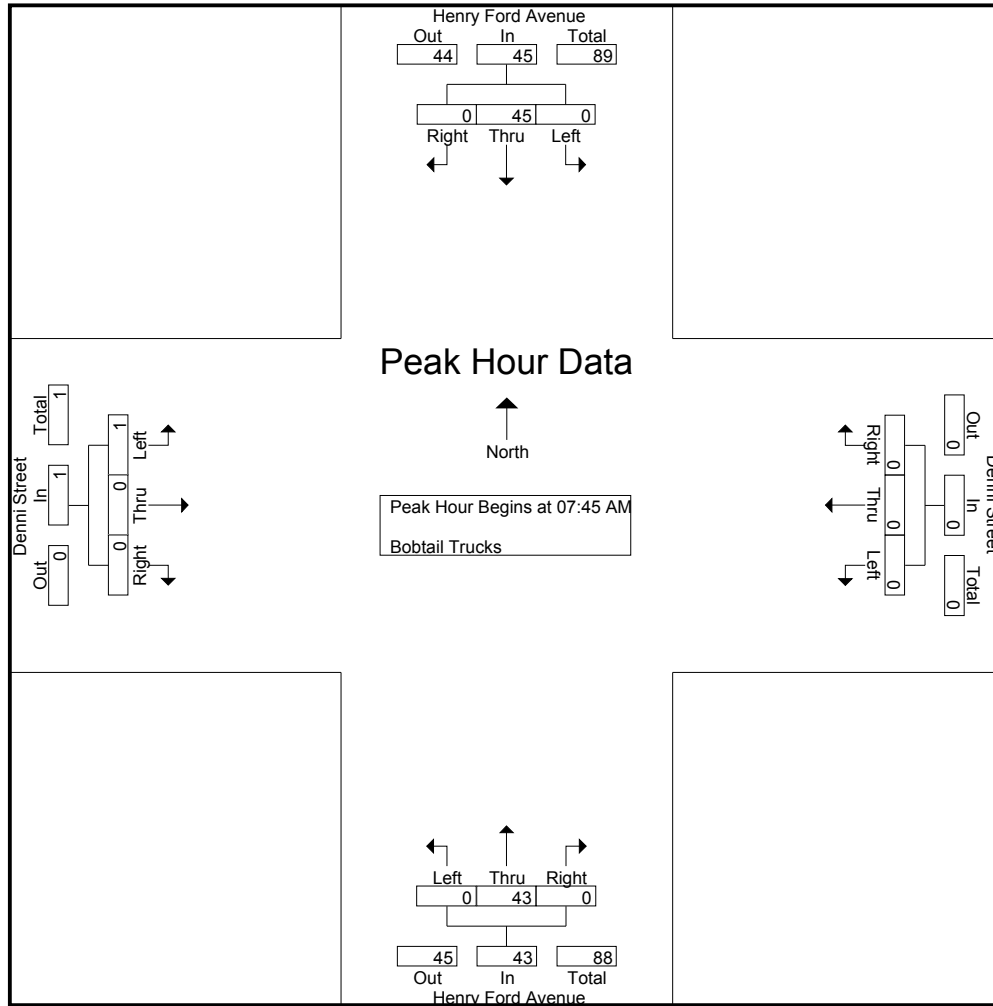
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
07:15 AM	0	8	0	8	0	0	0	0	0	9	0	9	0	0	1	1	18
07:30 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
07:45 AM	0	12	0	12	0	0	0	0	0	7	0	7	0	0	0	0	19
Total	0	28	0	28	0	0	0	0	0	24	0	24	0	0	1	1	53
08:00 AM	0	14	0	14	0	0	0	0	0	12	0	12	0	0	0	0	26
08:15 AM	0	12	0	12	0	0	0	0	0	13	0	13	0	0	0	0	25
08:30 AM	0	7	0	7	0	0	0	0	0	11	0	11	1	0	0	1	19
08:45 AM	0	7	0	7	0	0	0	0	0	10	0	10	0	0	0	0	17
Total	0	40	0	40	0	0	0	0	0	46	0	46	1	0	0	1	87
Grand Total	0	68	0	68	0	0	0	0	0	70	0	70	1	0	1	2	140
Apprch %	0	100	0		0	0	0		0	100	0		50	0	50		
Total %	0	48.6	0	48.6	0	0	0	0	0	50	0	50	0.7	0	0.7	1.4	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	12	0	12	0	0	0	0	0	7	0	7	0	0	0	0	19
08:00 AM	0	14	0	14	0	0	0	0	0	12	0	12	0	0	0	0	26
08:15 AM	0	12	0	12	0	0	0	0	0	13	0	13	0	0	0	0	25
08:30 AM	0	7	0	7	0	0	0	0	0	11	0	11	1	0	0	1	19
Total Volume	0	45	0	45	0	0	0	0	0	43	0	43	1	0	0	1	89
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.804	.000	.804	.000	.000	.000	.000	.000	.827	.000	.827	.250	.000	.000	.250	.856

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	12	0	12	0	0	0	0	0	7	0	7	0	0	0	0
+15 mins.	0	14	0	14	0	0	0	0	0	12	0	12	0	0	0	0
+30 mins.	0	12	0	12	0	0	0	0	0	13	0	13	0	0	0	0
+45 mins.	0	7	0	7	0	0	0	0	0	11	0	11	1	0	0	1
Total Volume	0	45	0	45	0	0	0	0	0	43	0	43	1	0	0	1
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.804	.000	.804	.000	.000	.000	.000	.000	.827	.000	.827	.250	.000	.000	.250

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

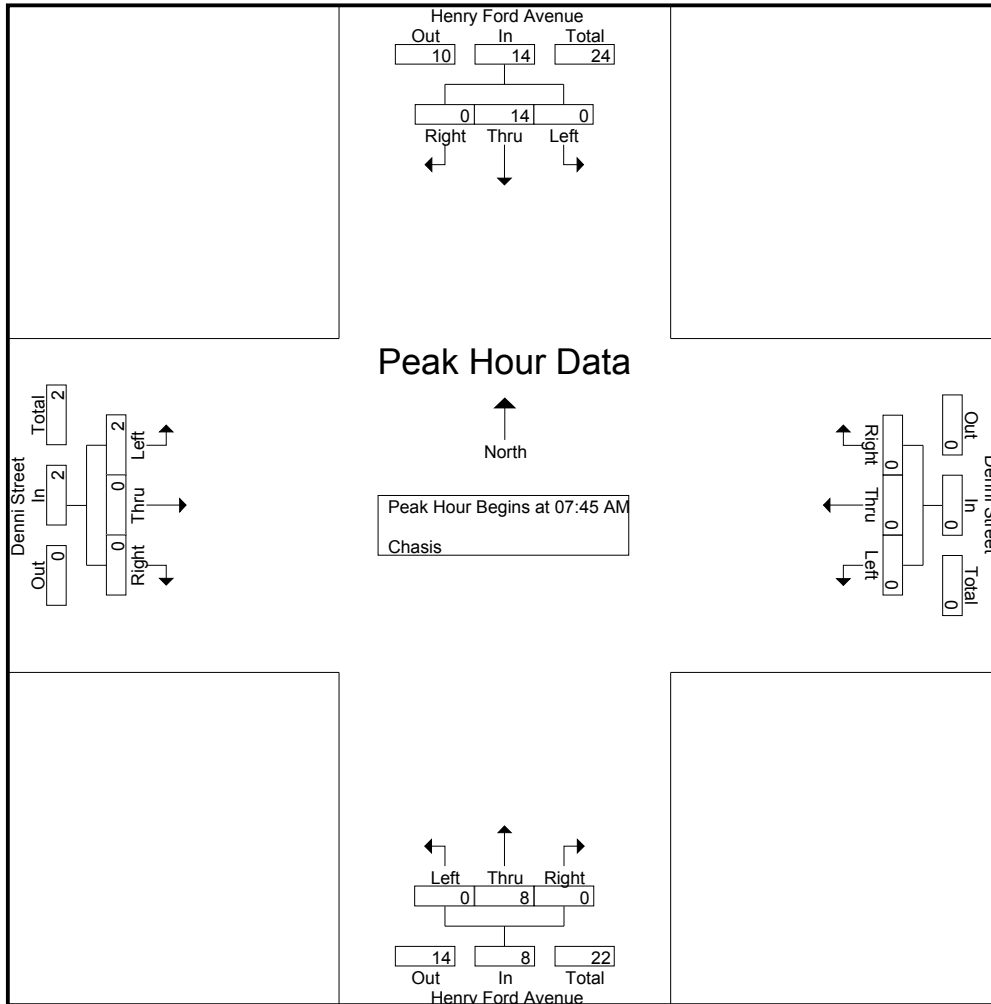
Groups Printed- Chasis

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	0	1	3
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	1	0	0	0	1	6
Total	0	7	0	7	0	0	0	0	0	2	0	2	1	1	0	2		11
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	7	0	7	0	0	0	0	0	2	0	2	1	0	0	0	1	10
08:30 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	0	7
08:45 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	0	6
Total	0	13	0	13	0	0	0	0	0	10	0	10	1	0	0	1		24
Grand Total	0	20	0	20	0	0	0	0	0	12	0	12	2	1	0	3		35
Apprch %	0	100	0		0	0	0		0	100	0		66.7	33.3	0			
Total %	0	57.1	0	57.1	0	0	0	0	0	34.3	0	34.3	5.7	2.9	0	8.6		

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	1	0	0	0	1	6
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	7	0	7	0	0	0	0	0	2	0	2	1	0	0	0	1	10
08:30 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	0	7
Total Volume	0	14	0	14	0	0	0	0	0	8	0	8	2	0	0	2		24
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0			
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.400	.000	.400	.500	.000	.000	.500		.600

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	1	0	1	1	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	7	0	7	0	0	0	0	0	2	0	2	1	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	14	0	14	0	0	0	0	0	8	0	8	2	0	0	2
% App. Total	0	100	0	100	0	0	0	0	0	100	0	100	100	0	0	100
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.400	.000	.400	.500	.000	.000	.500

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

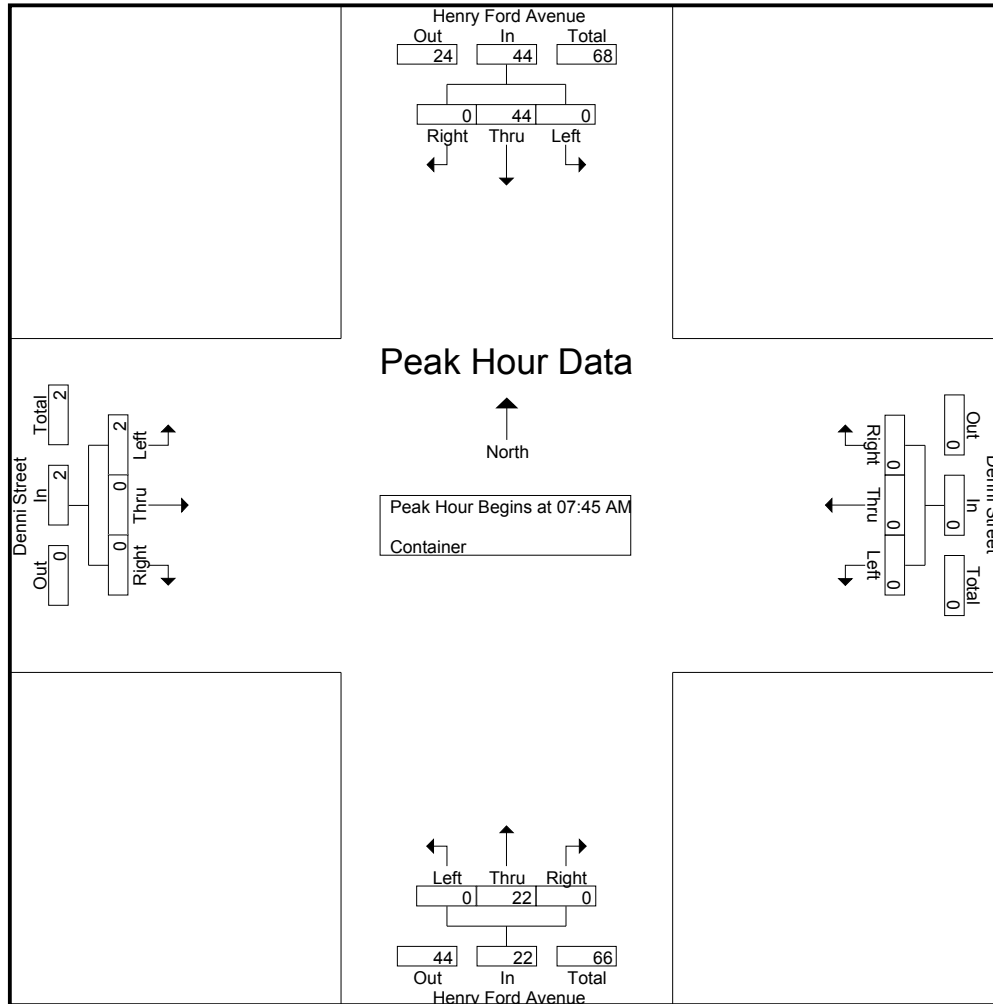
Groups Printed- Container

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	0	5	0	0	0	0	0	7	1	8	0	0	0	0	13
07:15 AM	0	7	0	7	0	0	0	0	0	7	0	7	1	0	0	1	15
07:30 AM	0	15	0	15	0	0	0	0	0	2	0	2	0	0	0	0	17
07:45 AM	0	5	0	5	0	0	0	0	0	7	0	7	1	0	0	1	13
Total	0	32	0	32	0	0	0	0	0	23	1	24	2	0	0	2	58
08:00 AM	0	15	0	15	0	0	0	0	0	6	0	6	1	0	0	1	22
08:15 AM	0	12	0	12	0	0	0	0	0	4	0	4	0	0	0	0	16
08:30 AM	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
08:45 AM	0	11	0	11	0	0	0	0	0	10	0	10	2	0	0	2	23
Total	0	50	0	50	0	0	0	0	0	25	0	25	3	0	0	3	78
Grand Total	0	82	0	82	0	0	0	0	0	48	1	49	5	0	0	5	136
Apprch %	0	100	0		0	0	0		0	98	2		100	0	0		
Total %	0	60.3	0	60.3	0	0	0	0	0	35.3	0.7	36	3.7	0	0	3.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	5	0	5	0	0	0	0	0	7	0	7	1	0	0	1	13
08:00 AM	0	15	0	15	0	0	0	0	0	6	0	6	1	0	0	1	22
08:15 AM	0	12	0	12	0	0	0	0	0	4	0	4	0	0	0	0	16
08:30 AM	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
Total Volume	0	44	0	44	0	0	0	0	0	22	0	22	2	0	0	2	68
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.733	.000	.733	.000	.000	.000	.000	.000	.786	.000	.786	.500	.000	.000	.500	.773

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 0000001
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	5	0	5	0	0	0	0	0	7	0	7	1	0	0	1
+15 mins.	0	15	0	15	0	0	0	0	0	6	0	6	1	0	0	1
+30 mins.	0	12	0	12	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	44	0	44	0	0	0	0	0	22	0	22	2	0	0	2
% App. Total	0	100	0	100	0	0	0	0	0	100	0	100	100	0	0	100
PHF	.000	.733	.000	.733	.000	.000	.000	.000	.000	.786	.000	.786	.500	.000	.000	.500

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

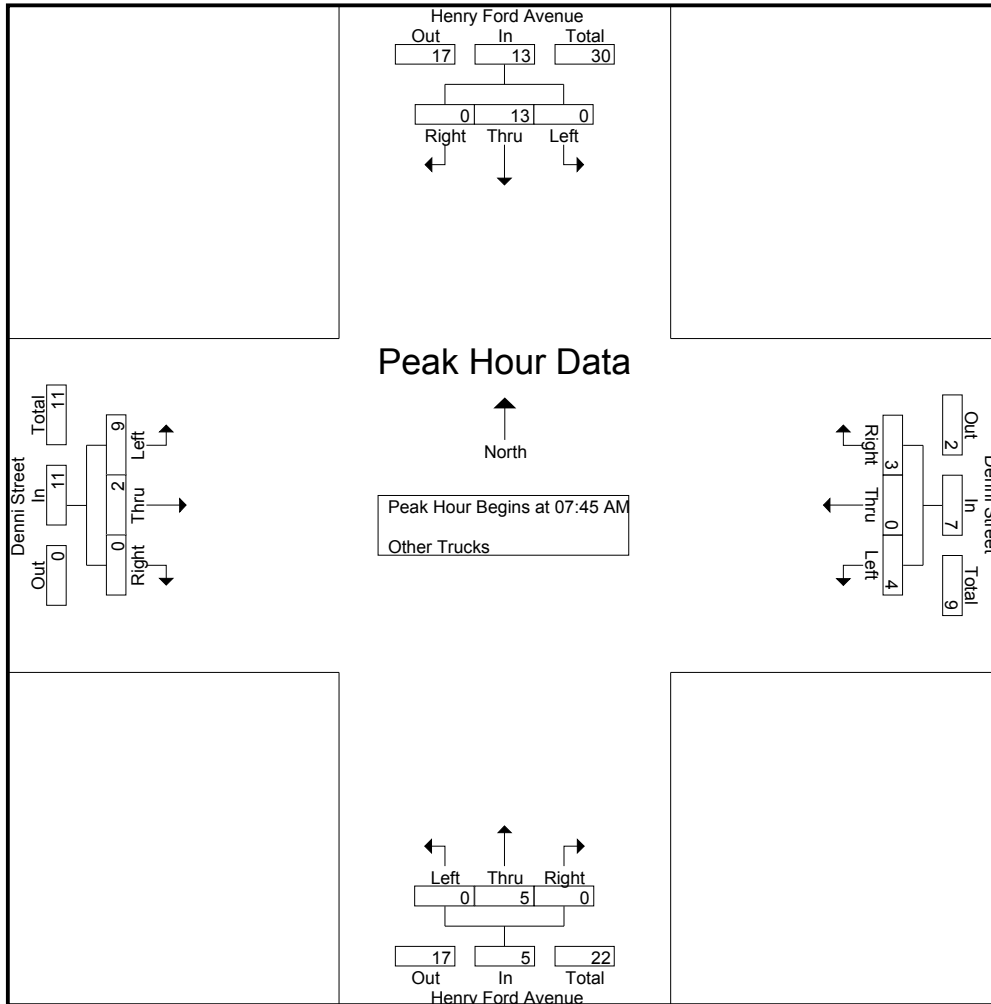
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	1	1	0	4	0	4	1	0	0	1	7
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	4	0	4	0	0	1	1	0	7	0	7	0	0	0	0	12
07:45 AM	0	4	0	4	1	0	0	1	0	0	0	0	2	0	0	2	7
Total	0	9	0	9	1	0	2	3	0	13	0	13	3	0	0	3	28
08:00 AM	0	4	0	4	0	0	1	1	0	2	0	2	3	0	0	3	10
08:15 AM	0	2	0	2	2	0	0	2	0	0	0	0	1	1	0	2	6
08:30 AM	0	3	0	3	1	0	2	3	0	3	0	3	3	1	0	4	13
08:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	2	0	0	2	7
Total	0	11	0	11	3	0	3	6	0	8	0	8	9	2	0	11	36
Grand Total	0	20	0	20	4	0	5	9	0	21	0	21	12	2	0	14	64
Apprch %	0	100	0		44.4	0	55.6		0	100	0		85.7	14.3	0		
Total %	0	31.2	0	31.2	6.2	0	7.8	14.1	0	32.8	0	32.8	18.8	3.1	0	21.9	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	4	0	4	1	0	0	1	0	0	0	0	2	0	0	2	7
08:00 AM	0	4	0	4	0	0	1	1	0	2	0	2	3	0	0	3	10
08:15 AM	0	2	0	2	2	0	0	2	0	0	0	0	1	1	0	2	6
08:30 AM	0	3	0	3	1	0	2	3	0	3	0	3	3	1	0	4	13
Total Volume	0	13	0	13	4	0	3	7	0	5	0	5	9	2	0	11	36
% App. Total	0	100	0		57.1	0	42.9		0	100	0		81.8	18.2	0		
PHF	.000	.813	.000	.813	.500	.000	.375	.583	.000	.417	.000	.417	.750	.500	.000	.688	.692

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 0000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	4	0	4	1	0	0	1	0	0	0	0	2	0	0	2
+15 mins.	0	4	0	4	0	0	1	1	0	2	0	2	3	0	0	3
+30 mins.	0	2	0	2	2	0	0	2	0	0	0	0	1	1	0	2
+45 mins.	0	3	0	3	1	0	2	3	0	3	0	3	3	1	0	4
Total Volume	0	13	0	13	4	0	3	7	0	5	0	5	9	2	0	11
% App. Total	0	100	0		57.1	0	42.9		0	100	0		81.8	18.2	0	
PHF	.000	.813	.000	.813	.500	.000	.375	.583	.000	.417	.000	.417	.750	.500	.000	.688

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

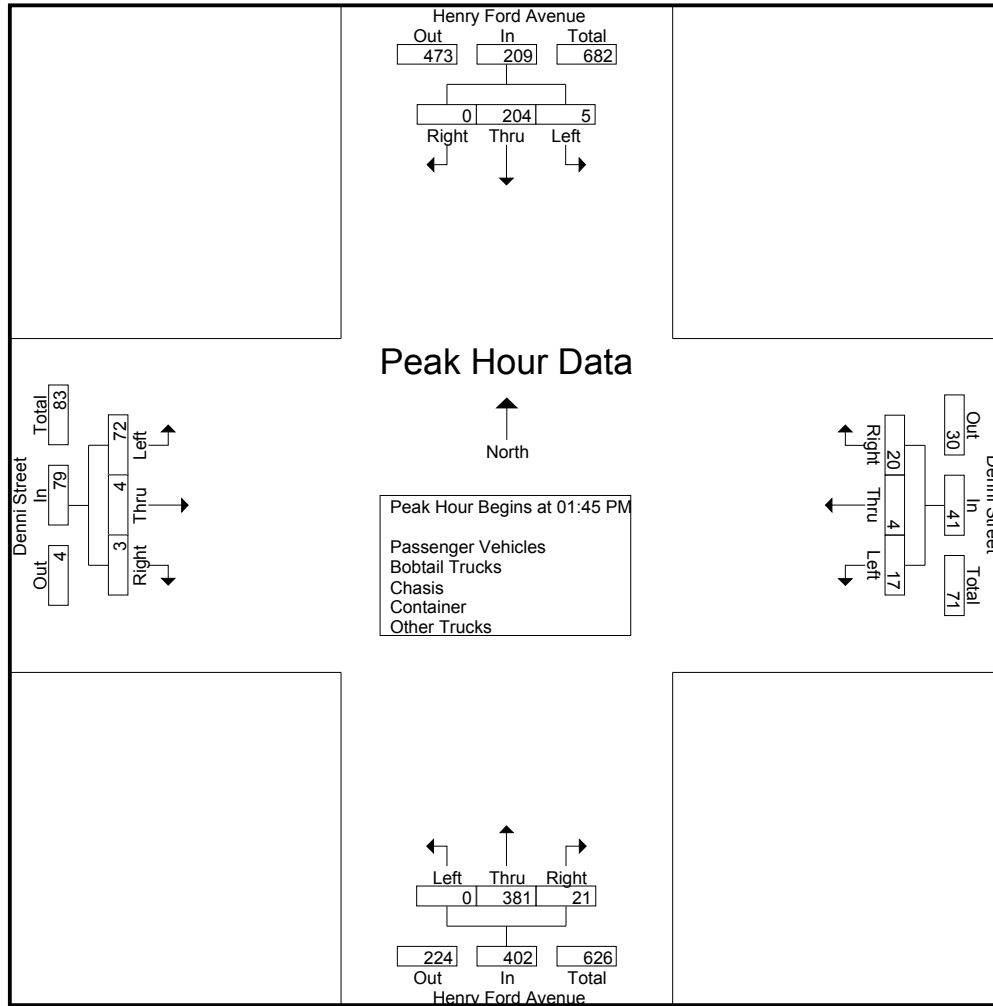
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis - Container - Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	5	39	0	44	7	2	4	13	0	69	4	73	20	2	0	22	152
01:15 PM	2	43	0	45	1	0	3	4	0	73	6	79	19	1	1	21	149
01:30 PM	3	60	0	63	3	0	1	4	0	80	3	83	17	0	1	18	168
01:45 PM	2	36	0	38	0	0	2	2	0	91	6	97	17	3	0	20	157
Total	12	178	0	190	11	2	10	23	0	313	19	332	73	6	2	81	626
02:00 PM	1	54	0	55	7	1	1	9	0	96	4	100	13	1	0	14	178
02:15 PM	0	48	0	48	3	2	6	11	0	93	5	98	17	0	0	17	174
02:30 PM	2	66	0	68	7	1	11	19	0	101	6	107	25	0	3	28	222
02:45 PM	3	34	1	38	4	0	7	11	0	59	3	62	23	1	4	28	139
Total	6	202	1	209	21	4	25	50	0	349	18	367	78	2	7	87	713
Grand Total	18	380	1	399	32	6	35	73	0	662	37	699	151	8	9	168	1339
Apprch %	4.5	95.2	0.3		43.8	8.2	47.9		0	94.7	5.3		89.9	4.8	5.4		
Total %	1.3	28.4	0.1	29.8	2.4	0.4	2.6	5.5	0	49.4	2.8	52.2	11.3	0.6	0.7	12.5	
Passenger Vehicles	15	189	0	204	28	5	30	63	0	318	28	346	103	7	7	117	730
% Passenger Vehicles	83.3	49.7	0	51.1	87.5	83.3	85.7	86.3	0	48	75.7	49.5	68.2	87.5	77.8	69.6	54.5
Bobtail Trucks	0	53	1	54	1	1	2	4	0	129	0	129	14	0	0	14	201
% Bobtail Trucks	0	13.9	100	13.5	3.1	16.7	5.7	5.5	0	19.5	0	18.5	9.3	0	0	8.3	15
Chasis	0	18	0	18	1	0	0	1	0	22	0	22	2	0	0	2	43
% Chasis	0	4.7	0	4.5	3.1	0	0	1.4	0	3.3	0	3.1	1.3	0	0	1.2	3.2
Container	0	97	0	97	0	0	0	0	0	127	0	127	11	0	0	11	235
% Container	0	25.5	0	24.3	0	0	0	0	0	19.2	0	18.2	7.3	0	0	6.5	17.6
Other Trucks	3	23	0	26	2	0	3	5	0	66	9	75	21	1	2	24	130
% Other Trucks	16.7	6.1	0	6.5	6.2	0	8.6	6.8	0	10	24.3	10.7	13.9	12.5	22.2	14.3	9.7

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	36	0	38	0	0	2	2	0	91	6	97	17	3	0	20	157
02:00 PM	1	54	0	55	7	1	1	9	0	96	4	100	13	1	0	14	178
02:15 PM	0	48	0	48	3	2	6	11	0	93	5	98	17	0	0	17	174
02:30 PM	2	66	0	68	7	1	11	19	0	101	6	107	25	0	3	28	222
Total Volume	5	204	0	209	17	4	20	41	0	381	21	402	72	4	3	79	731
% App. Total	2.4	97.6	0		41.5	9.8	48.8		0	94.8	5.2		91.1	5.1	3.8		
PHF	.625	.773	.000	.768	.607	.500	.455	.539	.000	.943	.875	.939	.720	.333	.250	.705	.823

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				02:00 PM				01:45 PM				02:00 PM			
+0 mins.	2	36	0	38	7	1	1	9	0	91	6	97	13	1	0	14
+15 mins.	1	54	0	55	3	2	6	11	0	96	4	100	17	0	0	17
+30 mins.	0	48	0	48	7	1	11	19	0	93	5	98	25	0	3	28
+45 mins.	2	66	0	68	4	0	7	11	0	101	6	107	23	1	4	28
Total Volume	5	204	0	209	21	4	25	50	0	381	21	402	78	2	7	87
% App. Total	2.4	97.6	0		42	8	50		0	94.8	5.2		89.7	2.3	8	
PHF	.625	.773	.000	.768	.750	.500	.568	.658	.000	.943	.875	.939	.780	.500	.438	.777

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

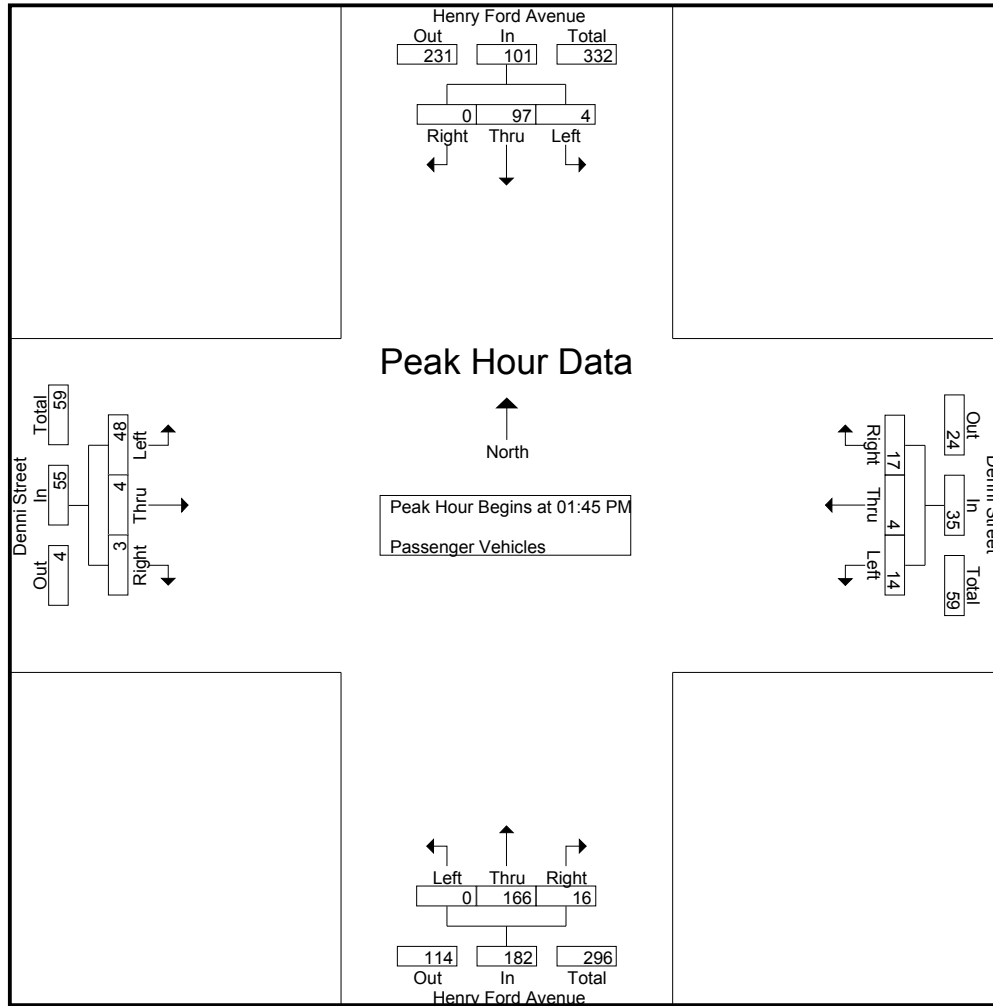
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	5	18	0	23	7	1	3	11	0	42	2	44	12	1	0	13	91
01:15 PM	2	24	0	26	1	0	3	4	0	38	5	43	13	1	0	14	87
01:30 PM	1	38	0	39	2	0	1	3	0	36	2	38	13	0	1	14	94
01:45 PM	2	17	0	19	0	0	2	2	0	42	6	48	11	3	0	14	83
Total	10	97	0	107	10	1	9	20	0	158	15	173	49	5	1	55	355
02:00 PM	0	30	0	30	5	1	0	6	0	37	4	41	11	1	0	12	89
02:15 PM	0	22	0	22	2	2	6	10	0	41	4	45	10	0	0	10	87
02:30 PM	2	28	0	30	7	1	9	17	0	46	2	48	16	0	3	19	114
02:45 PM	3	12	0	15	4	0	6	10	0	36	3	39	17	1	3	21	85
Total	5	92	0	97	18	4	21	43	0	160	13	173	54	2	6	62	375
Grand Total	15	189	0	204	28	5	30	63	0	318	28	346	103	7	7	117	730
Apprch %	7.4	92.6	0		44.4	7.9	47.6		0	91.9	8.1		88	6	6		
Total %	2.1	25.9	0	27.9	3.8	0.7	4.1	8.6	0	43.6	3.8	47.4	14.1	1	1	16	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	17	0	19	0	0	2	2	0	42	6	48	11	3	0	14	83
02:00 PM	0	30	0	30	5	1	0	6	0	37	4	41	11	1	0	12	89
02:15 PM	0	22	0	22	2	2	6	10	0	41	4	45	10	0	0	10	87
02:30 PM	2	28	0	30	7	1	9	17	0	46	2	48	16	0	3	19	114
Total Volume	4	97	0	101	14	4	17	35	0	166	16	182	48	4	3	55	373
% App. Total	4	96	0		40	11.4	48.6		0	91.2	8.8		87.3	7.3	5.5		
PHF	.500	.808	.000	.842	.500	.500	.472	.515	.000	.902	.667	.948	.750	.333	.250	.724	.818

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	2	17	0	19	0	0	2	2	0	42	6	48	11	3	0	14
+15 mins.	0	30	0	30	5	1	0	6	0	37	4	41	11	1	0	12
+30 mins.	0	22	0	22	2	2	6	10	0	41	4	45	10	0	0	10
+45 mins.	2	28	0	30	7	1	9	17	0	46	2	48	16	0	3	19
Total Volume	4	97	0	101	14	4	17	35	0	166	16	182	48	4	3	55
% App. Total	4	96	0		40	11.4	48.6		0	91.2	8.8		87.3	7.3	5.5	
PHF	.500	.808	.000	.842	.500	.500	.472	.515	.000	.902	.667	.948	.750	.333	.250	.724

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

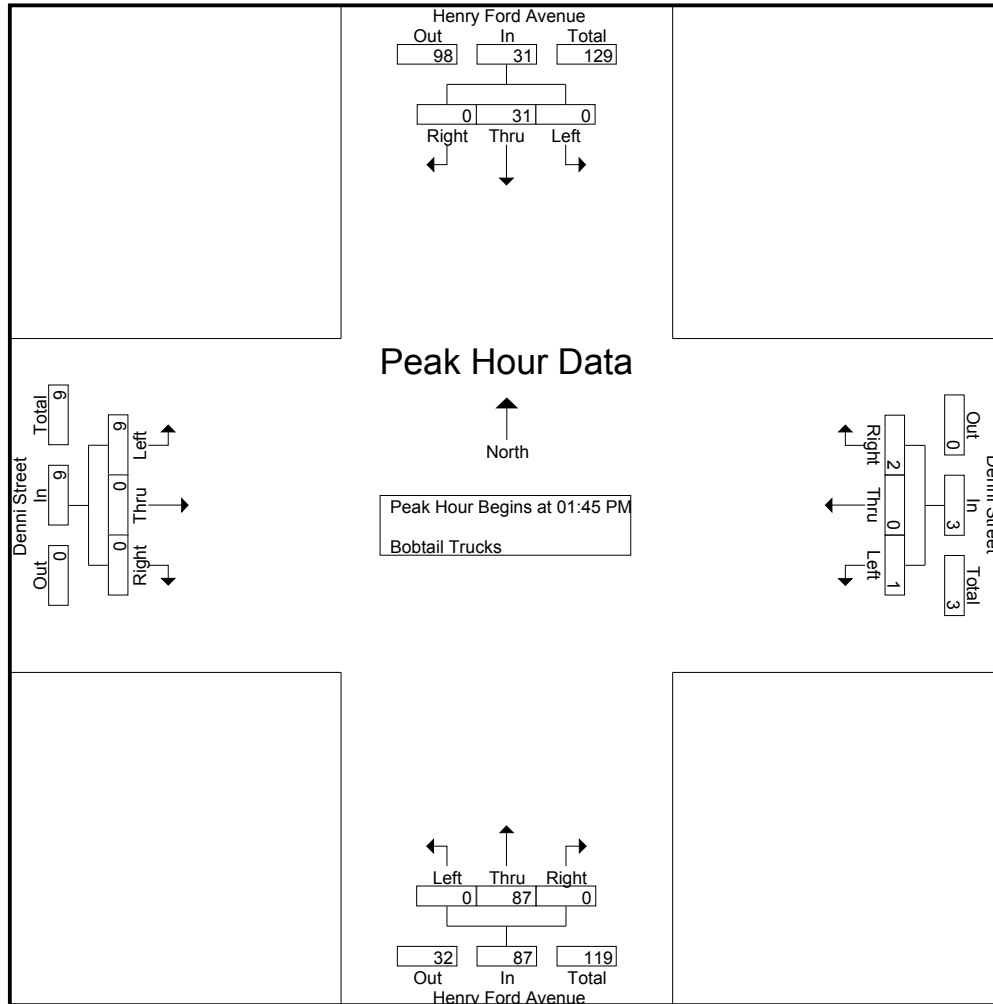
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	0	4	0	1	0	1	0	10	0	10	2	0	0	2	17
01:15 PM	0	6	0	6	0	0	0	0	0	10	0	10	1	0	0	1	17
01:30 PM	0	5	0	5	0	0	0	0	0	15	0	15	1	0	0	1	21
01:45 PM	0	6	0	6	0	0	0	0	0	19	0	19	2	0	0	2	27
Total	0	21	0	21	0	1	0	1	0	54	0	54	6	0	0	6	82
02:00 PM	0	6	0	6	1	0	0	1	0	32	0	32	1	0	0	1	40
02:15 PM	0	7	0	7	0	0	0	0	0	23	0	23	5	0	0	5	35
02:30 PM	0	12	0	12	0	0	2	2	0	13	0	13	1	0	0	1	28
02:45 PM	0	7	1	8	0	0	0	0	0	7	0	7	1	0	0	1	16
Total	0	32	1	33	1	0	2	3	0	75	0	75	8	0	0	8	119
Grand Total	0	53	1	54	1	1	2	4	0	129	0	129	14	0	0	14	201
Apprch %	0	98.1	1.9		25	25	50		0	100	0		100	0	0		
Total %	0	26.4	0.5	26.9	0.5	0.5	1	2	0	64.2	0	64.2	7	0	0	7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	6	0	6	0	0	0	0	0	19	0	19	2	0	0	2	27
02:00 PM	0	6	0	6	1	0	0	1	0	32	0	32	1	0	0	1	40
02:15 PM	0	7	0	7	0	0	0	0	0	23	0	23	5	0	0	5	35
02:30 PM	0	12	0	12	0	0	2	2	0	13	0	13	1	0	0	1	28
Total Volume	0	31	0	31	1	0	2	3	0	87	0	87	9	0	0	9	130
% App. Total	0	100	0		33.3	0	66.7		0	100	0		100	0	0		
PHF	.000	.646	.000	.646	.250	.000	.250	.375	.000	.680	.000	.680	.450	.000	.000	.450	.813

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	6	0	6	0	0	0	0	0	19	0	19	2	0	0	2
+15 mins.	0	6	0	6	1	0	0	1	0	32	0	32	1	0	0	1
+30 mins.	0	7	0	7	0	0	0	0	0	23	0	23	5	0	0	5
+45 mins.	0	12	0	12	0	0	2	2	0	13	0	13	1	0	0	1
Total Volume	0	31	0	31	1	0	2	3	0	87	0	87	9	0	0	9
% App. Total	0	100	0		33.3	0	66.7		0	100	0		100	0	0	
PHF	.000	.646	.000	.646	.250	.000	.250	.375	.000	.680	.000	.680	.450	.000	.000	.450

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

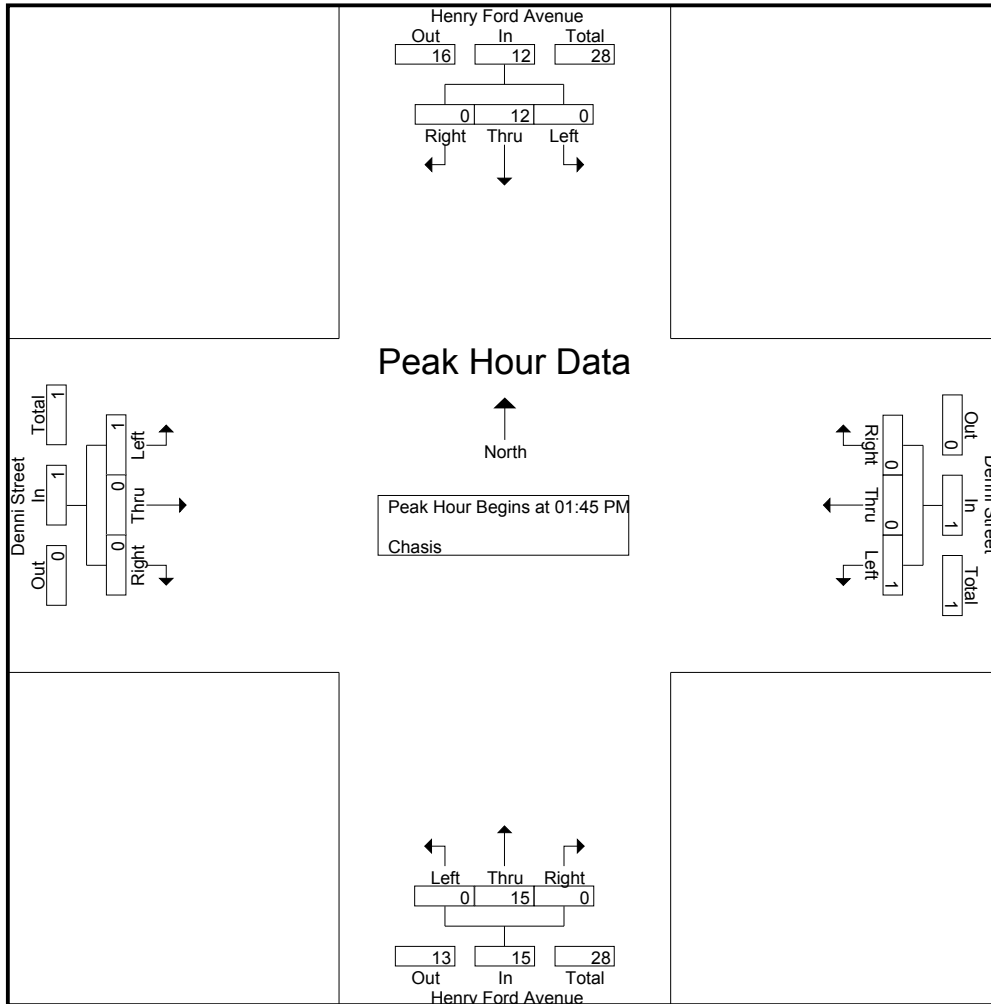
Groups Printed- Chasis

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
01:15 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
01:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	7	0	7	1	0	0	1	12
02:00 PM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
02:15 PM	0	7	0	7	1	0	0	1	0	6	0	6	1	0	0	1	15
02:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
02:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	14	0	14	1	0	0	1	0	15	0	15	1	0	0	1	31
Grand Total	0	18	0	18	1	0	0	1	0	22	0	22	2	0	0	2	43
Apprch %	0	100	0		100	0	0		0	100	0		100	0	0		
Total %	0	41.9	0	41.9	2.3	0	0	2.3	0	51.2	0	51.2	4.7	0	0	4.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
02:00 PM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
02:15 PM	0	7	0	7	1	0	0	1	0	6	0	6	1	0	0	1	15
02:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	12	0	12	1	0	0	1	0	15	0	15	1	0	0	1	29
% App. Total	0	100	0		100	0	0		0	100	0		100	0	0		
PHF	.000	.429	.000	.429	.250	.000	.000	.250	.000	.536	.000	.536	.250	.000	.000	.250	.483

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0
+30 mins.	0	7	0	7	1	0	0	1	0	6	0	6	1	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	12	0	12	1	0	0	1	0	15	0	15	1	0	0	1
% App. Total	0	100	0	100	100	0	0	100	0	100	0	100	100	0	0	100
PHF	.000	.429	.000	.429	.250	.000	.000	.250	.000	.536	.000	.536	.250	.000	.000	.250

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

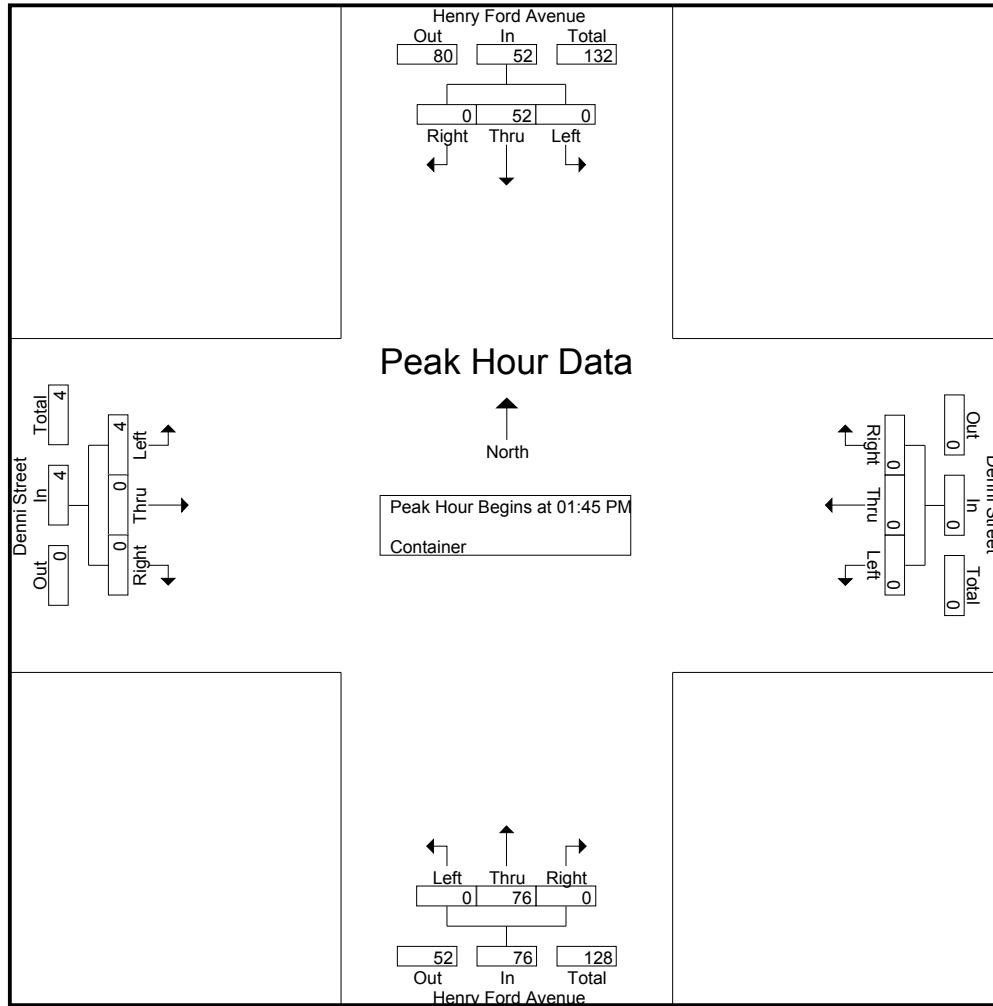
Groups Printed- Container

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	11	0	11	0	0	0	0	0	10	0	10	3	0	0	3	24
01:15 PM	0	9	0	9	0	0	0	0	0	10	0	10	0	0	0	0	19
01:30 PM	0	13	0	13	0	0	0	0	0	20	0	20	1	0	0	1	34
01:45 PM	0	10	0	10	0	0	0	0	0	14	0	14	2	0	0	2	26
Total	0	43	0	43	0	0	0	0	0	54	0	54	6	0	0	6	103
02:00 PM	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
02:15 PM	0	11	0	11	0	0	0	0	0	17	0	17	0	0	0	0	28
02:30 PM	0	23	0	23	0	0	0	0	0	33	0	33	2	0	0	2	58
02:45 PM	0	12	0	12	0	0	0	0	0	11	0	11	3	0	0	3	26
Total	0	54	0	54	0	0	0	0	0	73	0	73	5	0	0	5	132
Grand Total	0	97	0	97	0	0	0	0	0	127	0	127	11	0	0	11	235
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	41.3	0	41.3	0	0	0	0	0	54	0	54	4.7	0	0	4.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	10	0	10	0	0	0	0	0	14	0	14	2	0	0	2	26
02:00 PM	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
02:15 PM	0	11	0	11	0	0	0	0	0	17	0	17	0	0	0	0	28
02:30 PM	0	23	0	23	0	0	0	0	0	33	0	33	2	0	0	2	58
Total Volume	0	52	0	52	0	0	0	0	0	76	0	76	4	0	0	4	132
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.565	.000	.565	.000	.000	.000	.000	.000	.576	.000	.576	.500	.000	.000	.500	.569

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	10	0	10	0	0	0	0	0	14	0	14	2	0	0	2
+15 mins.	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0
+30 mins.	0	11	0	11	0	0	0	0	0	17	0	17	0	0	0	0
+45 mins.	0	23	0	23	0	0	0	0	0	33	0	33	2	0	0	2
Total Volume	0	52	0	52	0	0	0	0	0	76	0	76	4	0	0	4
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.565	.000	.565	.000	.000	.000	.000	.000	.576	.000	.576	.500	.000	.000	.500

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

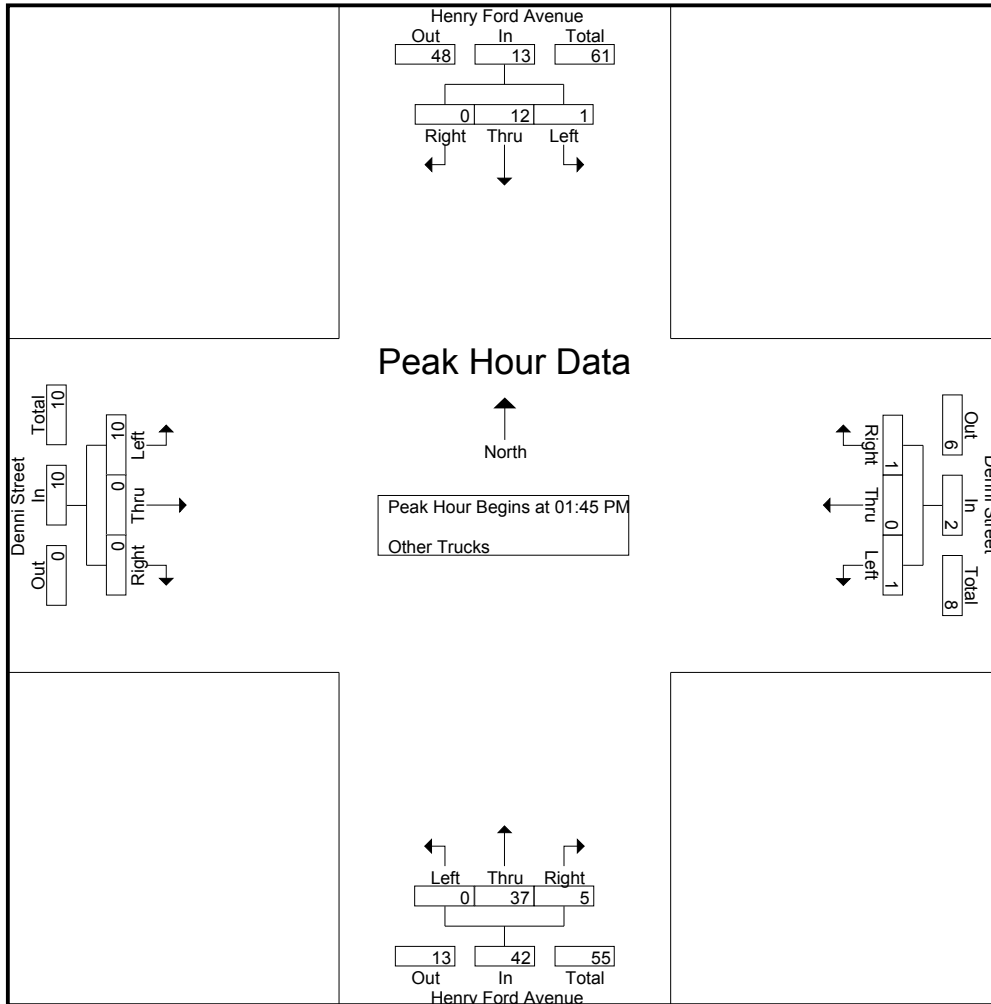
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	0	4	0	0	1	1	0	6	2	8	3	1	0	4	17
01:15 PM	0	2	0	2	0	0	0	0	0	11	1	12	5	0	1	6	20
01:30 PM	2	4	0	6	1	0	0	1	0	8	1	9	1	0	0	1	17
01:45 PM	0	3	0	3	0	0	0	0	0	15	0	15	2	0	0	2	20
Total	2	13	0	15	1	0	1	2	0	40	4	44	11	1	1	13	74
02:00 PM	1	6	0	7	1	0	1	2	0	8	0	8	1	0	0	1	18
02:15 PM	0	1	0	1	0	0	0	0	0	6	1	7	1	0	0	1	9
02:30 PM	0	2	0	2	0	0	0	0	0	8	4	12	6	0	0	6	20
02:45 PM	0	1	0	1	0	0	1	1	0	4	0	4	2	0	1	3	9
Total	1	10	0	11	1	0	2	3	0	26	5	31	10	0	1	11	56
Grand Total	3	23	0	26	2	0	3	5	0	66	9	75	21	1	2	24	130
Apprch %	11.5	88.5	0		40	0	60		0	88	12		87.5	4.2	8.3		
Total %	2.3	17.7	0	20	1.5	0	2.3	3.8	0	50.8	6.9	57.7	16.2	0.8	1.5	18.5	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	3	0	3	0	0	0	0	0	15	0	15	2	0	0	2	20
02:00 PM	1	6	0	7	1	0	1	2	0	8	0	8	1	0	0	1	18
02:15 PM	0	1	0	1	0	0	0	0	0	6	1	7	1	0	0	1	9
02:30 PM	0	2	0	2	0	0	0	0	0	8	4	12	6	0	0	6	20
Total Volume	1	12	0	13	1	0	1	2	0	37	5	42	10	0	0	10	67
% App. Total	7.7	92.3	0		50	0	50		0	88.1	11.9		100	0	0		
PHF	.250	.500	.000	.464	.250	.000	.250	.250	.000	.617	.313	.700	.417	.000	.000	.417	.838

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	15	0	15	2	0	0	2
+15 mins.	1	6	0	7	1	0	1	2	0	8	0	8	1	0	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	6	1	7	1	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	8	4	12	6	0	0	6
Total Volume	1	12	0	13	1	0	1	2	0	37	5	42	10	0	0	10
% App. Total	7.7	92.3	0		50	0	50		0	88.1	11.9		100	0	0	
PHF	.250	.500	.000	.464	.250	.000	.250	.250	.000	.617	.313	.700	.417	.000	.000	.417

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 1

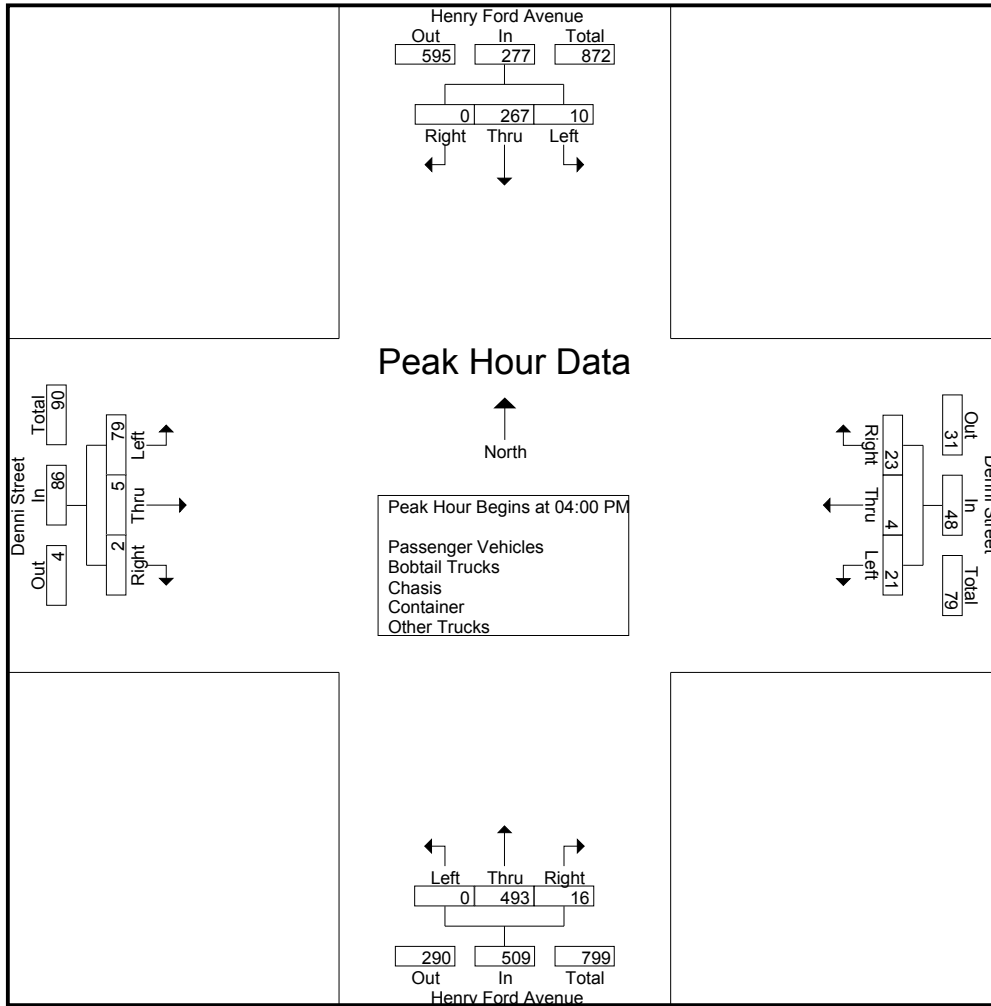
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis - Container - Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	83	0	88	6	1	6	13	0	121	5	126	26	1	1	28	255
04:15 PM	2	53	0	55	5	1	9	15	0	114	3	117	21	2	0	23	210
04:30 PM	1	49	0	50	5	0	5	10	0	133	4	137	14	0	0	14	211
04:45 PM	2	82	0	84	5	2	3	10	0	125	4	129	18	2	1	21	244
Total	10	267	0	277	21	4	23	48	0	493	16	509	79	5	2	86	920
05:00 PM	5	75	0	80	9	5	11	25	0	113	5	118	19	0	0	19	242
05:15 PM	2	73	0	75	1	0	6	7	0	82	3	85	21	0	0	21	188
05:30 PM	6	47	0	53	10	2	10	22	0	87	5	92	9	0	1	10	177
05:45 PM	1	46	0	47	4	0	4	8	0	54	0	54	10	0	0	10	119
Total	14	241	0	255	24	7	31	62	0	336	13	349	59	0	1	60	726
Grand Total	24	508	0	532	45	11	54	110	0	829	29	858	138	5	3	146	1646
Apprch %	4.5	95.5	0		40.9	10	49.1		0	96.6	3.4		94.5	3.4	2.1		
Total %	1.5	30.9	0	32.3	2.7	0.7	3.3	6.7	0	50.4	1.8	52.1	8.4	0.3	0.2	8.9	
Passenger Vehicles	21	261	0	282	39	7	33	79	0	611	20	631	104	4	3	111	1103
% Passenger Vehicles	87.5	51.4	0	53	86.7	63.6	61.1	71.8	0	73.7	69	73.5	75.4	80	100	76	67
Bobtail Trucks	1	91	0	92	0	0	2	2	0	107	0	107	10	0	0	10	211
% Bobtail Trucks	4.2	17.9	0	17.3	0	0	3.7	1.8	0	12.9	0	12.5	7.2	0	0	6.8	12.8
Chasis	0	10	0	10	2	0	0	2	0	12	0	12	2	0	0	2	26
% Chasis	0	2	0	1.9	4.4	0	0	1.8	0	1.4	0	1.4	1.4	0	0	1.4	1.6
Container	0	133	0	133	1	0	0	1	0	82	0	82	18	0	0	18	234
% Container	0	26.2	0	25	2.2	0	0	0.9	0	9.9	0	9.6	13	0	0	12.3	14.2
Other Trucks	2	13	0	15	3	4	19	26	0	17	9	26	4	1	0	5	72
% Other Trucks	8.3	2.6	0	2.8	6.7	36.4	35.2	23.6	0	2.1	31	3	2.9	20	0	3.4	4.4

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	83	0	88	6	1	6	13	0	121	5	126	26	1	1	28	255
04:15 PM	2	53	0	55	5	1	9	15	0	114	3	117	21	2	0	23	210
04:30 PM	1	49	0	50	5	0	5	10	0	133	4	137	14	0	0	14	211
04:45 PM	2	82	0	84	5	2	3	10	0	125	4	129	18	2	1	21	244
Total Volume	10	267	0	277	21	4	23	48	0	493	16	509	79	5	2	86	920
% App. Total	3.6	96.4	0		43.8	8.3	47.9		0	96.9	3.1		91.9	5.8	2.3		
PHF	.500	.804	.000	.787	.875	.500	.639	.800	.000	.927	.800	.929	.760	.625	.500	.768	.902

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	2	82	0	84	5	2	3	10	0	121	5	126	26	1	1	28
+15 mins.	5	75	0	80	9	5	11	25	0	114	3	117	21	2	0	23
+30 mins.	2	73	0	75	1	0	6	7	0	133	4	137	14	0	0	14
+45 mins.	6	47	0	53	10	2	10	22	0	125	4	129	18	2	1	21
Total Volume	15	277	0	292	25	9	30	64	0	493	16	509	79	5	2	86
% App. Total	5.1	94.9	0		39.1	14.1	46.9		0	96.9	3.1		91.9	5.8	2.3	
PHF	.625	.845	.000	.869	.625	.450	.682	.640	.000	.927	.800	.929	.760	.625	.500	.768

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

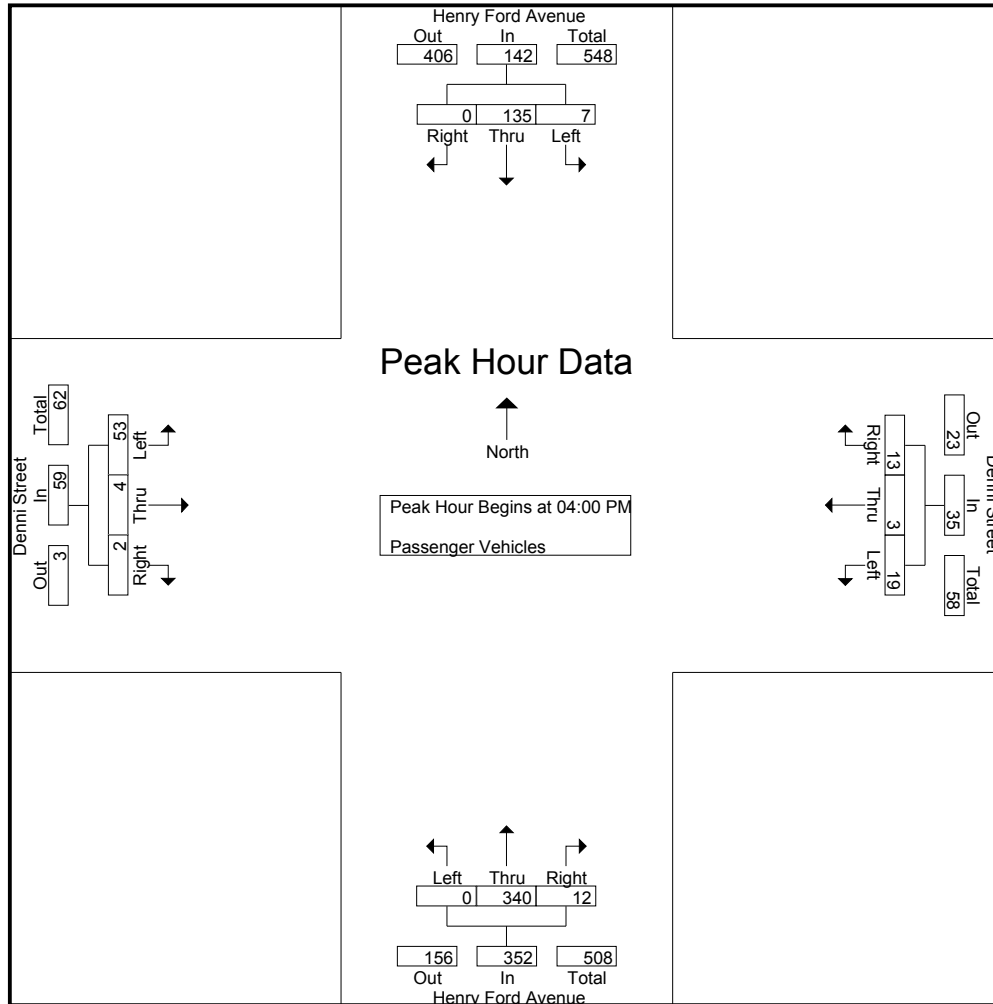
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	38	0	40	6	1	4	11	0	65	3	68	20	1	1	22	141
04:15 PM	2	29	0	31	5	1	4	10	0	74	2	76	12	2	0	14	131
04:30 PM	1	27	0	28	4	0	3	7	0	97	3	100	7	0	0	7	142
04:45 PM	2	41	0	43	4	1	2	7	0	104	4	108	14	1	1	16	174
Total	7	135	0	142	19	3	13	35	0	340	12	352	53	4	2	59	588
05:00 PM	5	39	0	44	8	2	6	16	0	98	5	103	17	0	0	17	180
05:15 PM	2	38	0	40	1	0	3	4	0	66	2	68	19	0	0	19	131
05:30 PM	6	28	0	34	9	2	8	19	0	69	1	70	6	0	1	7	130
05:45 PM	1	21	0	22	2	0	3	5	0	38	0	38	9	0	0	9	74
Total	14	126	0	140	20	4	20	44	0	271	8	279	51	0	1	52	515
Grand Total	21	261	0	282	39	7	33	79	0	611	20	631	104	4	3	111	1103
Apprch %	7.4	92.6	0		49.4	8.9	41.8		0	96.8	3.2		93.7	3.6	2.7		
Total %	1.9	23.7	0	25.6	3.5	0.6	3	7.2	0	55.4	1.8	57.2	9.4	0.4	0.3	10.1	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	38	0	40	6	1	4	11	0	65	3	68	20	1	1	22	141
04:15 PM	2	29	0	31	5	1	4	10	0	74	2	76	12	2	0	14	131
04:30 PM	1	27	0	28	4	0	3	7	0	97	3	100	7	0	0	7	142
04:45 PM	2	41	0	43	4	1	2	7	0	104	4	108	14	1	1	16	174
Total Volume	7	135	0	142	19	3	13	35	0	340	12	352	53	4	2	59	588
% App. Total	4.9	95.1	0		54.3	8.6	37.1		0	96.6	3.4		89.8	6.8	3.4		
PHF	.875	.823	.000	.826	.792	.750	.813	.795	.000	.817	.750	.815	.663	.500	.500	.670	.845

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	38	0	40	6	1	4	11	0	65	3	68	20	1	1	22
+15 mins.	2	29	0	31	5	1	4	10	0	74	2	76	12	2	0	14
+30 mins.	1	27	0	28	4	0	3	7	0	97	3	100	7	0	0	7
+45 mins.	2	41	0	43	4	1	2	7	0	104	4	108	14	1	1	16
Total Volume	7	135	0	142	19	3	13	35	0	340	12	352	53	4	2	59
% App. Total	4.9	95.1	0		54.3	8.6	37.1		0	96.6	3.4		89.8	6.8	3.4	
PHF	.875	.823	.000	.826	.792	.750	.813	.795	.000	.817	.750	.815	.663	.500	.500	.670

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

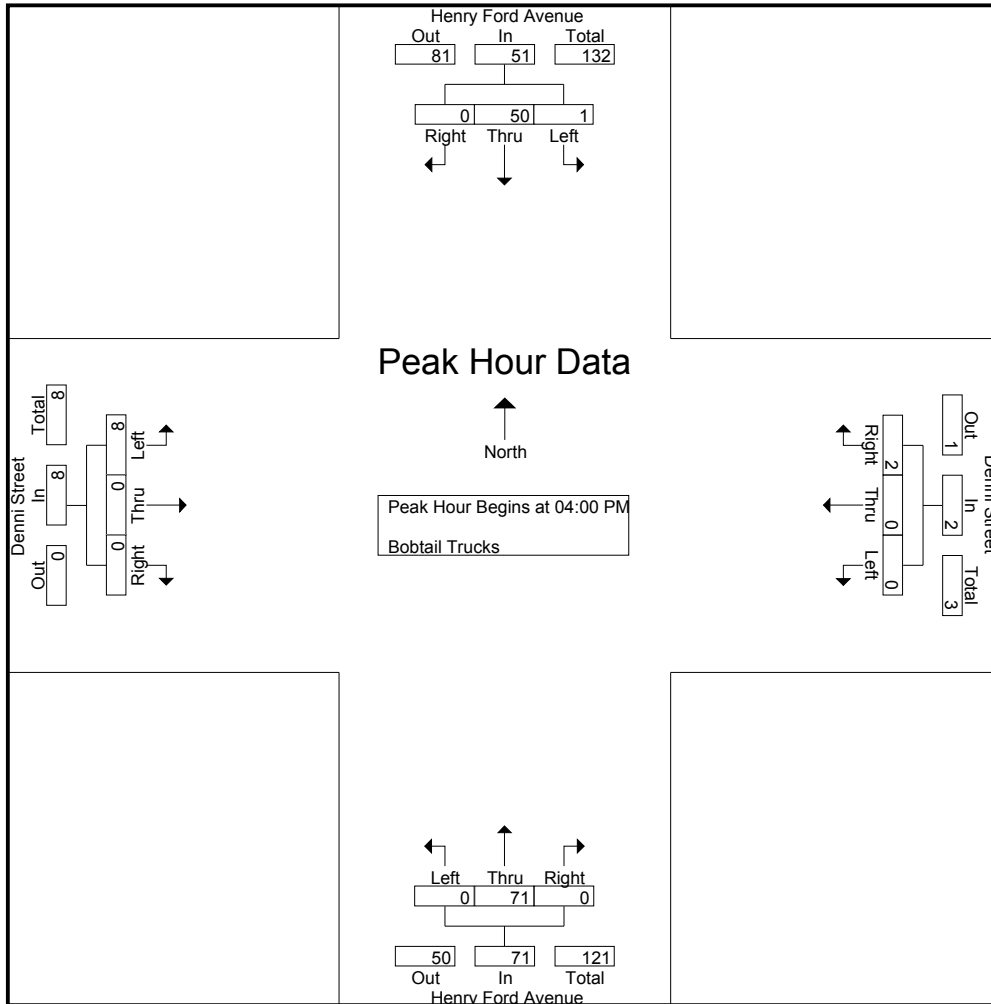
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	14	0	15	0	0	0	0	0	21	0	21	3	0	0	3	39
04:15 PM	0	5	0	5	0	0	2	2	0	22	0	22	1	0	0	1	30
04:30 PM	0	10	0	10	0	0	0	0	0	19	0	19	3	0	0	3	32
04:45 PM	0	21	0	21	0	0	0	0	0	9	0	9	1	0	0	1	31
Total	1	50	0	51	0	0	2	2	0	71	0	71	8	0	0	8	132
05:00 PM	0	17	0	17	0	0	0	0	0	9	0	9	0	0	0	0	26
05:15 PM	0	11	0	11	0	0	0	0	0	12	0	12	1	0	0	1	24
05:30 PM	0	6	0	6	0	0	0	0	0	9	0	9	1	0	0	1	16
05:45 PM	0	7	0	7	0	0	0	0	0	6	0	6	0	0	0	0	13
Total	0	41	0	41	0	0	0	0	0	36	0	36	2	0	0	2	79
Grand Total	1	91	0	92	0	0	2	2	0	107	0	107	10	0	0	10	211
Apprch %	1.1	98.9	0		0	0	100		0	100	0		100	0	0		
Total %	0.5	43.1	0	43.6	0	0	0.9	0.9	0	50.7	0	50.7	4.7	0	0	4.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	14	0	15	0	0	0	0	0	21	0	21	3	0	0	3	39
04:15 PM	0	5	0	5	0	0	2	2	0	22	0	22	1	0	0	1	30
04:30 PM	0	10	0	10	0	0	0	0	0	19	0	19	3	0	0	3	32
04:45 PM	0	21	0	21	0	0	0	0	0	9	0	9	1	0	0	1	31
Total Volume	1	50	0	51	0	0	2	2	0	71	0	71	8	0	0	8	132
% App. Total	2	98	0		0	0	100		0	100	0		100	0	0		
PHF	.250	.595	.000	.607	.000	.000	.250	.250	.000	.807	.000	.807	.667	.000	.000	.667	.846

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	14	0	15	0	0	0	0	0	21	0	21	3	0	0	3
+15 mins.	0	5	0	5	0	0	2	2	0	22	0	22	1	0	0	1
+30 mins.	0	10	0	10	0	0	0	0	0	19	0	19	3	0	0	3
+45 mins.	0	21	0	21	0	0	0	0	0	9	0	9	1	0	0	1
Total Volume	1	50	0	51	0	0	2	2	0	71	0	71	8	0	0	8
% App. Total	2	98	0	100	0	0	100	100	0	100	0	100	100	0	0	100
PHF	.250	.595	.000	.607	.000	.000	.250	.250	.000	.807	.000	.807	.667	.000	.000	.667

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

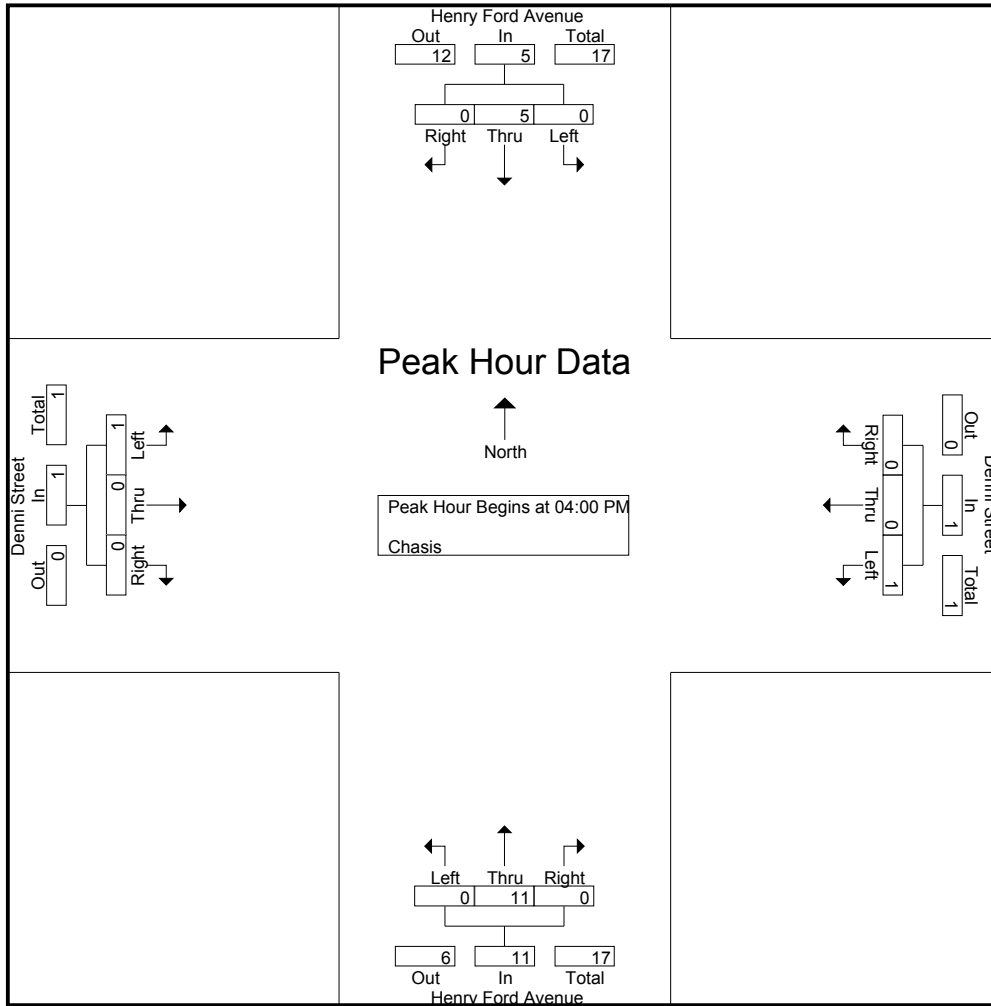
Groups Printed- Chasis

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
04:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:30 PM	0	2	0	2	1	0	0	1	0	2	0	2	1	0	0	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	5	0	5	1	0	0	1	0	11	0	11	1	0	0	1	18
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	5	1	0	0	1	0	1	0	1	1	0	0	1	8
Grand Total	0	10	0	10	2	0	0	2	0	12	0	12	2	0	0	2	26
Apprch %	0	100	0		100	0	0		0	100	0		100	0	0		
Total %	0	38.5	0	38.5	7.7	0	0	7.7	0	46.2	0	46.2	7.7	0	0	7.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
04:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:30 PM	0	2	0	2	1	0	0	1	0	2	0	2	1	0	0	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	5	0	5	1	0	0	1	0	11	0	11	1	0	0	1	18
% App. Total	0	100	0		100	0	0		0	100	0		100	0	0		
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.550	.000	.550	.250	.000	.000	.250	.750

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	2	0	2	1	0	0	1	0	2	0	2	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	1	0	0	1	0	11	0	11	1	0	0	1
% App. Total	0	100	0	100	100	0	0	100	0	100	0	100	100	0	0	100
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.550	.000	.550	.250	.000	.000	.250

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

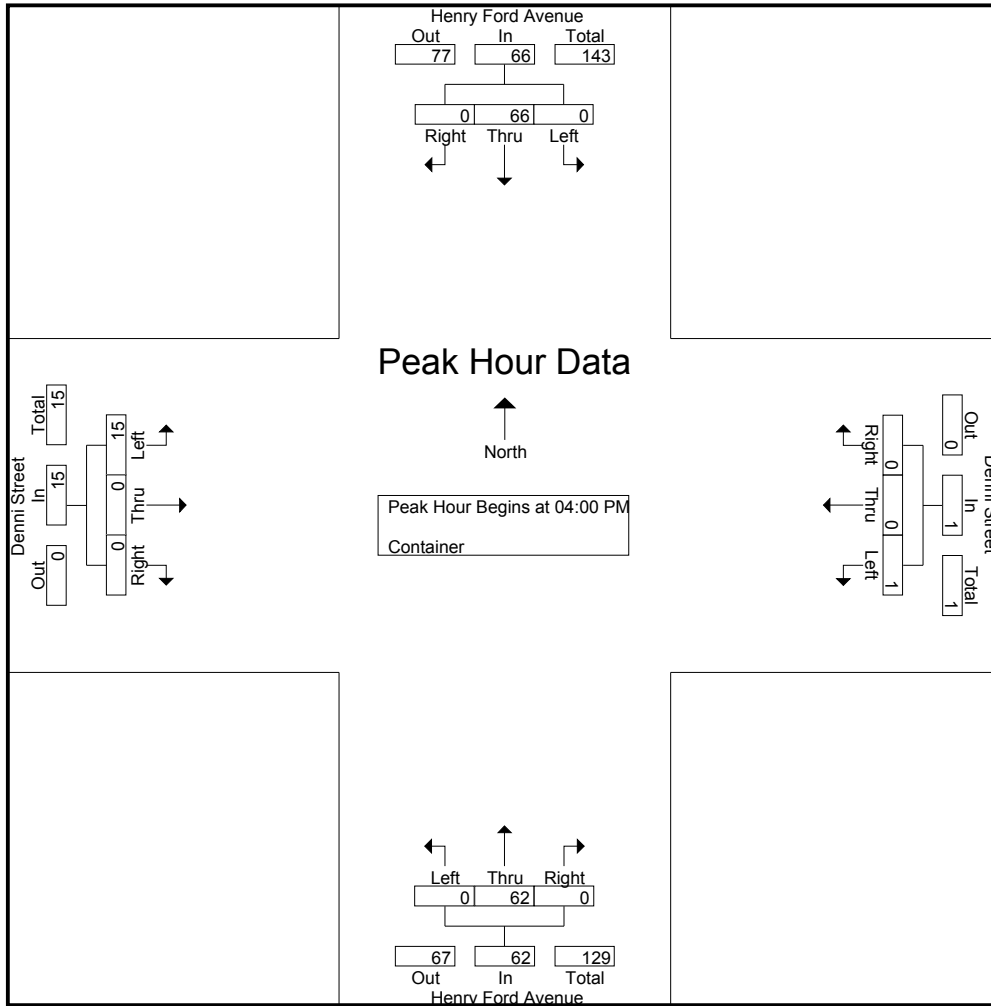
Groups Printed- Container

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	24	0	24	0	0	0	0	0	27	0	27	2	0	0	2	53
04:15 PM	0	16	0	16	0	0	0	0	0	13	0	13	8	0	0	8	37
04:30 PM	0	8	0	8	0	0	0	0	0	13	0	13	3	0	0	3	24
04:45 PM	0	18	0	18	1	0	0	1	0	9	0	9	2	0	0	2	30
Total	0	66	0	66	1	0	0	1	0	62	0	62	15	0	0	15	144
05:00 PM	0	18	0	18	0	0	0	0	0	5	0	5	1	0	0	1	24
05:15 PM	0	21	0	21	0	0	0	0	0	1	0	1	0	0	0	0	22
05:30 PM	0	11	0	11	0	0	0	0	0	6	0	6	2	0	0	2	19
05:45 PM	0	17	0	17	0	0	0	0	0	8	0	8	0	0	0	0	25
Total	0	67	0	67	0	0	0	0	0	20	0	20	3	0	0	3	90
Grand Total	0	133	0	133	1	0	0	1	0	82	0	82	18	0	0	18	234
Apprch %	0	100	0		100	0	0		0	100	0		100	0	0		
Total %	0	56.8	0	56.8	0.4	0	0	0.4	0	35	0	35	7.7	0	0	7.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	24	0	24	0	0	0	0	0	27	0	27	2	0	0	2	53
04:15 PM	0	16	0	16	0	0	0	0	0	13	0	13	8	0	0	8	37
04:30 PM	0	8	0	8	0	0	0	0	0	13	0	13	3	0	0	3	24
04:45 PM	0	18	0	18	1	0	0	1	0	9	0	9	2	0	0	2	30
Total Volume	0	66	0	66	1	0	0	1	0	62	0	62	15	0	0	15	144
% App. Total	0	100	0		100	0	0		0	100	0		100	0	0		
PHF	.000	.688	.000	.688	.250	.000	.000	.250	.000	.574	.000	.574	.469	.000	.000	.469	.679

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	24	0	24	0	0	0	0	0	27	0	27	2	0	0	2
+15 mins.	0	16	0	16	0	0	0	0	0	13	0	13	8	0	0	8
+30 mins.	0	8	0	8	0	0	0	0	0	13	0	13	3	0	0	3
+45 mins.	0	18	0	18	1	0	0	1	0	9	0	9	2	0	0	2
Total Volume	0	66	0	66	1	0	0	1	0	62	0	62	15	0	0	15
% App. Total	0	100	0	100	100	0	0	100	0	100	0	100	100	0	0	100
PHF	.000	.688	.000	.688	.250	.000	.000	.250	.000	.574	.000	.574	.469	.000	.000	.469

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

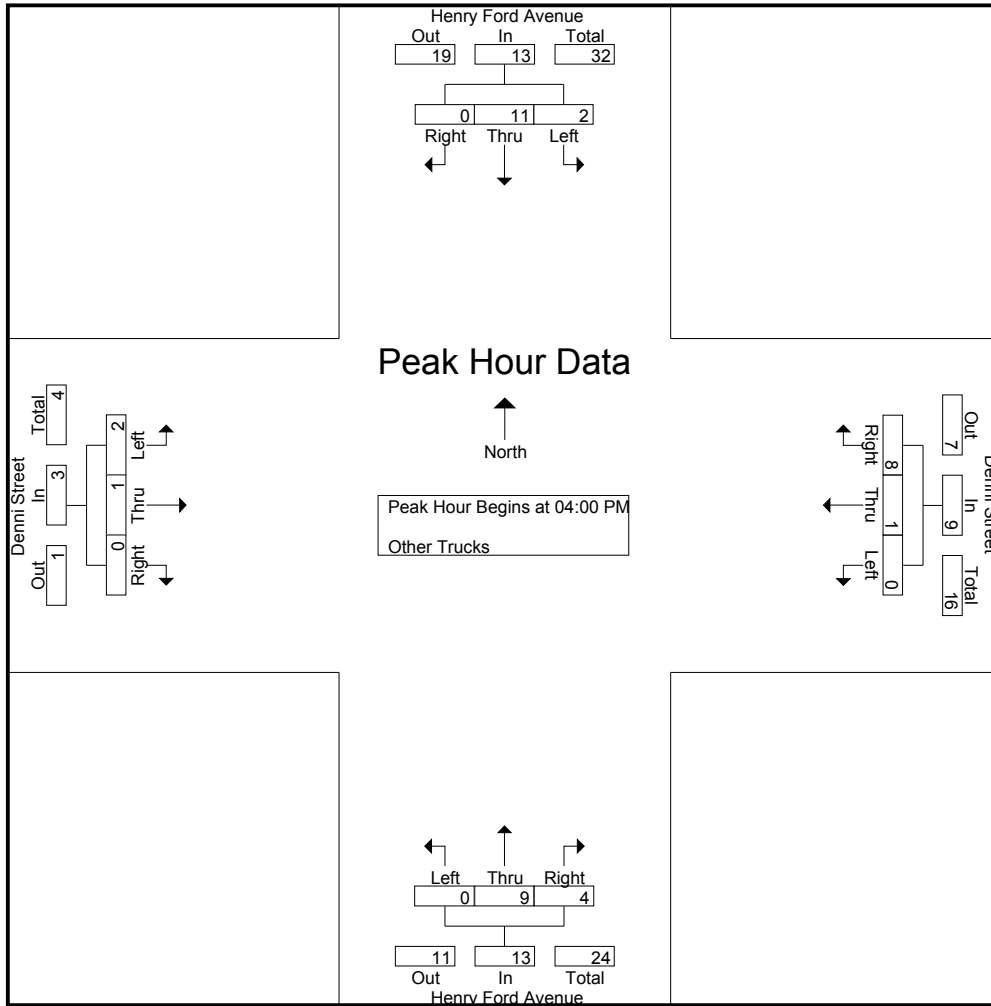
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	6	0	8	0	0	2	2	0	3	2	5	1	0	0	1	16
04:15 PM	0	1	0	1	0	0	3	3	0	2	1	3	0	0	0	0	7
04:30 PM	0	2	0	2	0	0	2	2	0	2	1	3	0	0	0	0	7
04:45 PM	0	2	0	2	0	1	1	2	0	2	0	2	1	1	0	2	8
Total	2	11	0	13	0	1	8	9	0	9	4	13	2	1	0	3	38
05:00 PM	0	1	0	1	0	3	5	8	0	0	0	0	1	0	0	1	10
05:15 PM	0	1	0	1	0	0	3	3	0	3	1	4	0	0	0	0	8
05:30 PM	0	0	0	0	1	0	2	3	0	3	4	7	0	0	0	0	10
05:45 PM	0	0	0	0	2	0	1	3	0	2	0	2	1	0	0	1	6
Total	0	2	0	2	3	3	11	17	0	8	5	13	2	0	0	2	34
Grand Total	2	13	0	15	3	4	19	26	0	17	9	26	4	1	0	5	72
Apprch %	13.3	86.7	0		11.5	15.4	73.1		0	65.4	34.6		80	20	0		
Total %	2.8	18.1	0	20.8	4.2	5.6	26.4	36.1	0	23.6	12.5	36.1	5.6	1.4	0	6.9	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	6	0	8	0	0	2	2	0	3	2	5	1	0	0	1	16
04:15 PM	0	1	0	1	0	0	3	3	0	2	1	3	0	0	0	0	7
04:30 PM	0	2	0	2	0	0	2	2	0	2	1	3	0	0	0	0	7
04:45 PM	0	2	0	2	0	1	1	2	0	2	0	2	1	1	0	2	8
Total Volume	2	11	0	13	0	1	8	9	0	9	4	13	2	1	0	3	38
% App. Total	15.4	84.6	0		0	11.1	88.9		0	69.2	30.8		66.7	33.3	0		
PHF	.250	.458	.000	.406	.000	.250	.667	.750	.000	.750	.500	.650	.500	.250	.000	.375	.594

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	6	0	8	0	0	2	2	0	3	2	5	1	0	0	1
+15 mins.	0	1	0	1	0	0	3	3	0	2	1	3	0	0	0	0
+30 mins.	0	2	0	2	0	0	2	2	0	2	1	3	0	0	0	0
+45 mins.	0	2	0	2	0	1	1	2	0	2	0	2	1	1	0	2
Total Volume	2	11	0	13	0	1	8	9	0	9	4	13	2	1	0	3
% App. Total	15.4	84.6	0		0	11.1	88.9		0	69.2	30.8		66.7	33.3	0	
PHF	.250	.458	.000	.406	.000	.250	.667	.750	.000	.750	.500	.650	.500	.250	.000	.375

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 1

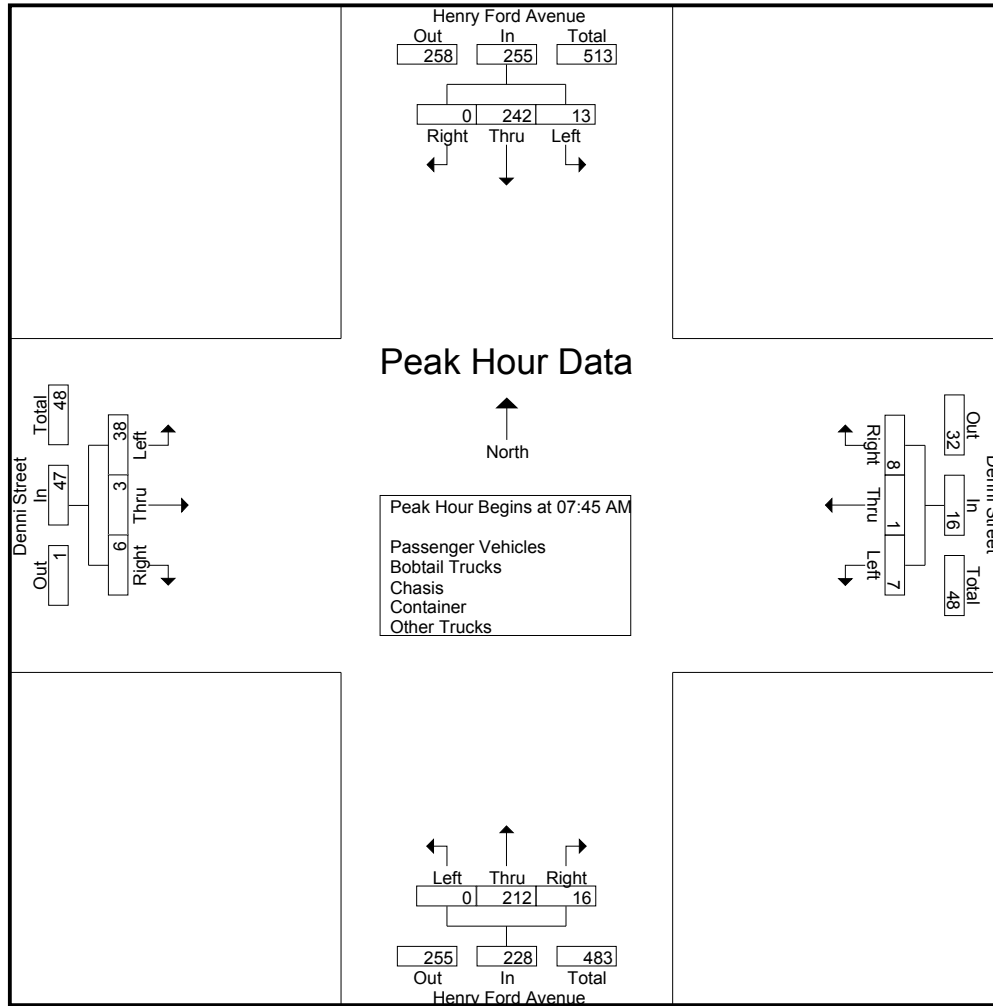
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis - Container - Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	32	0	34	1	0	3	4	0	38	2	40	1	0	0	1	79
07:15 AM	4	33	0	37	2	0	0	2	0	42	2	44	2	2	1	5	88
07:30 AM	0	64	0	64	0	1	1	2	0	35	2	37	4	1	0	5	108
07:45 AM	3	58	0	61	3	0	5	8	0	57	3	60	8	0	0	8	137
Total	9	187	0	196	6	1	9	16	0	172	9	181	15	3	1	19	412
08:00 AM	8	78	0	86	1	0	1	2	0	53	2	55	11	0	2	13	156
08:15 AM	1	62	0	63	2	0	0	2	0	52	2	54	9	2	3	14	133
08:30 AM	1	44	0	45	1	1	2	4	0	50	9	59	10	1	1	12	120
08:45 AM	4	43	0	47	3	0	0	3	0	52	5	57	9	0	0	9	116
Total	14	227	0	241	7	1	3	11	0	207	18	225	39	3	6	48	525
Grand Total	23	414	0	437	13	2	12	27	0	379	27	406	54	6	7	67	937
Apprch %	5.3	94.7	0		48.1	7.4	44.4		0	93.3	6.7		80.6	9	10.4		
Total %	2.5	44.2	0	46.6	1.4	0.2	1.3	2.9	0	40.4	2.9	43.3	5.8	0.6	0.7	7.2	
Passenger Vehicles	23	224	0	247	9	2	7	18	0	228	26	254	34	3	6	43	562
% Passenger Vehicles	100	54.1	0	56.5	69.2	100	58.3	66.7	0	60.2	96.3	62.6	63	50	85.7	64.2	60
Bobtail Trucks	0	68	0	68	0	0	0	0	0	70	0	70	1	0	1	2	140
% Bobtail Trucks	0	16.4	0	15.6	0	0	0	0	0	18.5	0	17.2	1.9	0	14.3	3	14.9
Chasis	0	20	0	20	0	0	0	0	0	12	0	12	2	1	0	3	35
% Chasis	0	4.8	0	4.6	0	0	0	0	0	3.2	0	3	3.7	16.7	0	4.5	3.7
Container	0	82	0	82	0	0	0	0	0	48	1	49	5	0	0	5	136
% Container	0	19.8	0	18.8	0	0	0	0	0	12.7	3.7	12.1	9.3	0	0	7.5	14.5
Other Trucks	0	20	0	20	4	0	5	9	0	21	0	21	12	2	0	14	64
% Other Trucks	0	4.8	0	4.6	30.8	0	41.7	33.3	0	5.5	0	5.2	22.2	33.3	0	20.9	6.8

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	58	0	61	3	0	5	8	0	57	3	60	8	0	0	8	137
08:00 AM	8	78	0	86	1	0	1	2	0	53	2	55	11	0	2	13	156
08:15 AM	1	62	0	63	2	0	0	2	0	52	2	54	9	2	3	14	133
08:30 AM	1	44	0	45	1	1	2	4	0	50	9	59	10	1	1	12	120
Total Volume	13	242	0	255	7	1	8	16	0	212	16	228	38	3	6	47	546
% App. Total	5.1	94.9	0		43.8	6.2	50		0	93	7		80.9	6.4	12.8		
PHF	.406	.776	.000	.741	.583	.250	.400	.500	.000	.930	.444	.950	.864	.375	.500	.839	.875

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 0000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	3	58	0	61	3	0	5	8	0	57	3	60	8	0	0	8
+15 mins.	8	78	0	86	1	0	1	2	0	53	2	55	11	0	2	13
+30 mins.	1	62	0	63	2	0	0	2	0	52	2	54	9	2	3	14
+45 mins.	1	44	0	45	1	1	2	4	0	50	9	59	10	1	1	12
Total Volume	13	242	0	255	7	1	8	16	0	212	16	228	38	3	6	47
% App. Total	5.1	94.9	0		43.8	6.2	50		0	93	7		80.9	6.4	12.8	
PHF	.406	.776	.000	.741	.583	.250	.400	.500	.000	.930	.444	.950	.864	.375	.500	.839

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

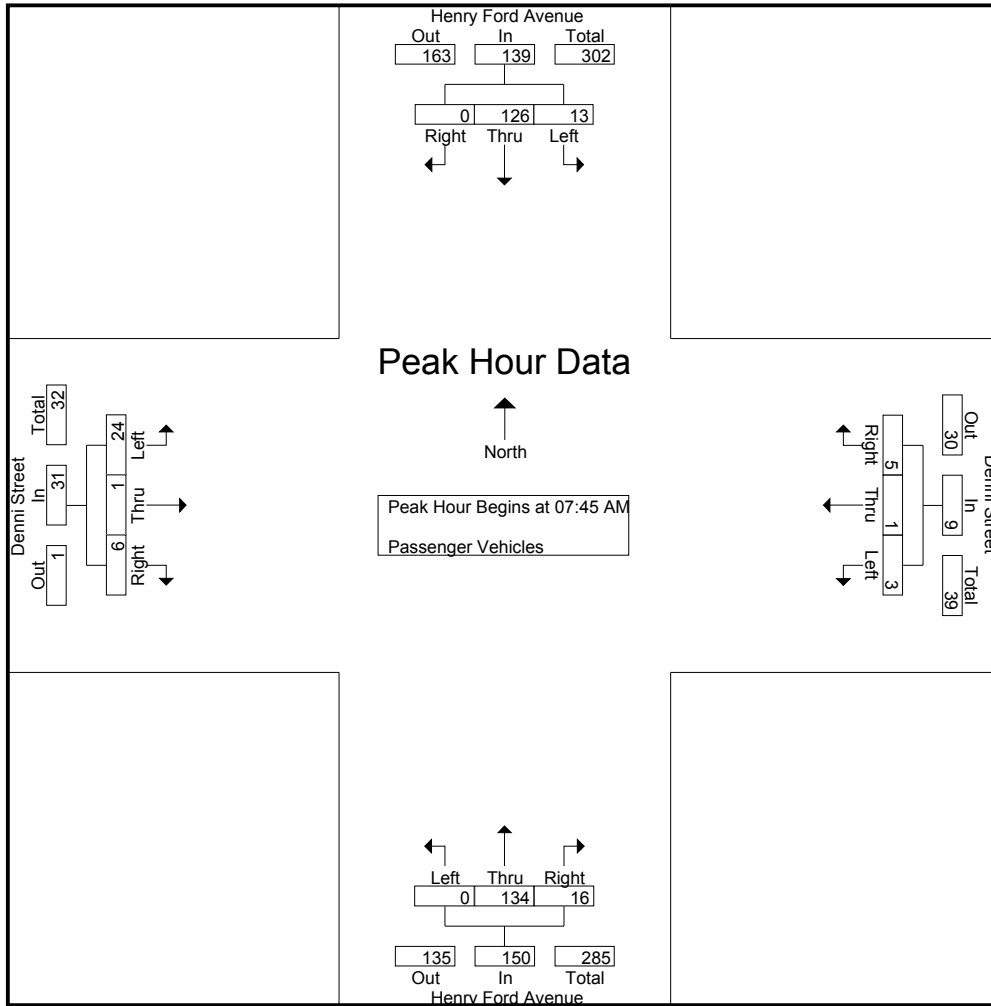
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	22	0	24	1	0	2	3	0	24	1	25	0	0	0	0	52
07:15 AM	4	17	0	21	2	0	0	2	0	23	2	25	1	1	0	2	50
07:30 AM	0	39	0	39	0	1	0	1	0	21	2	23	4	1	0	5	68
07:45 AM	3	33	0	36	2	0	5	7	0	42	3	45	4	0	0	4	92
Total	9	111	0	120	5	1	7	13	0	110	8	118	9	2	0	11	262
08:00 AM	8	44	0	52	1	0	0	1	0	33	2	35	7	0	2	9	97
08:15 AM	1	29	0	30	0	0	0	0	0	33	2	35	7	1	3	11	76
08:30 AM	1	20	0	21	0	1	0	1	0	26	9	35	6	0	1	7	64
08:45 AM	4	20	0	24	3	0	0	3	0	26	5	31	5	0	0	5	63
Total	14	113	0	127	4	1	0	5	0	118	18	136	25	1	6	32	300
Grand Total	23	224	0	247	9	2	7	18	0	228	26	254	34	3	6	43	562
Apprch %	9.3	90.7	0		50	11.1	38.9		0	89.8	10.2		79.1	7	14		
Total %	4.1	39.9	0	44	1.6	0.4	1.2	3.2	0	40.6	4.6	45.2	6	0.5	1.1	7.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	33	0	36	2	0	5	7	0	42	3	45	4	0	0	4	92
08:00 AM	8	44	0	52	1	0	0	1	0	33	2	35	7	0	2	9	97
08:15 AM	1	29	0	30	0	0	0	0	0	33	2	35	7	1	3	11	76
08:30 AM	1	20	0	21	0	1	0	1	0	26	9	35	6	0	1	7	64
Total Volume	13	126	0	139	3	1	5	9	0	134	16	150	24	1	6	31	329
% App. Total	9.4	90.6	0		33.3	11.1	55.6		0	89.3	10.7		77.4	3.2	19.4		
PHF	.406	.716	.000	.668	.375	.250	.250	.321	.000	.798	.444	.833	.857	.250	.500	.705	.848

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	3	33	0	36	2	0	5	7	0	42	3	45	4	0	0	4
+15 mins.	8	44	0	52	1	0	0	1	0	33	2	35	7	0	2	9
+30 mins.	1	29	0	30	0	0	0	0	0	33	2	35	7	1	3	11
+45 mins.	1	20	0	21	0	1	0	1	0	26	9	35	6	0	1	7
Total Volume	13	126	0	139	3	1	5	9	0	134	16	150	24	1	6	31
% App. Total	9.4	90.6	0		33.3	11.1	55.6		0	89.3	10.7		77.4	3.2	19.4	
PHF	.406	.716	.000	.668	.375	.250	.250	.321	.000	.798	.444	.833	.857	.250	.500	.705

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

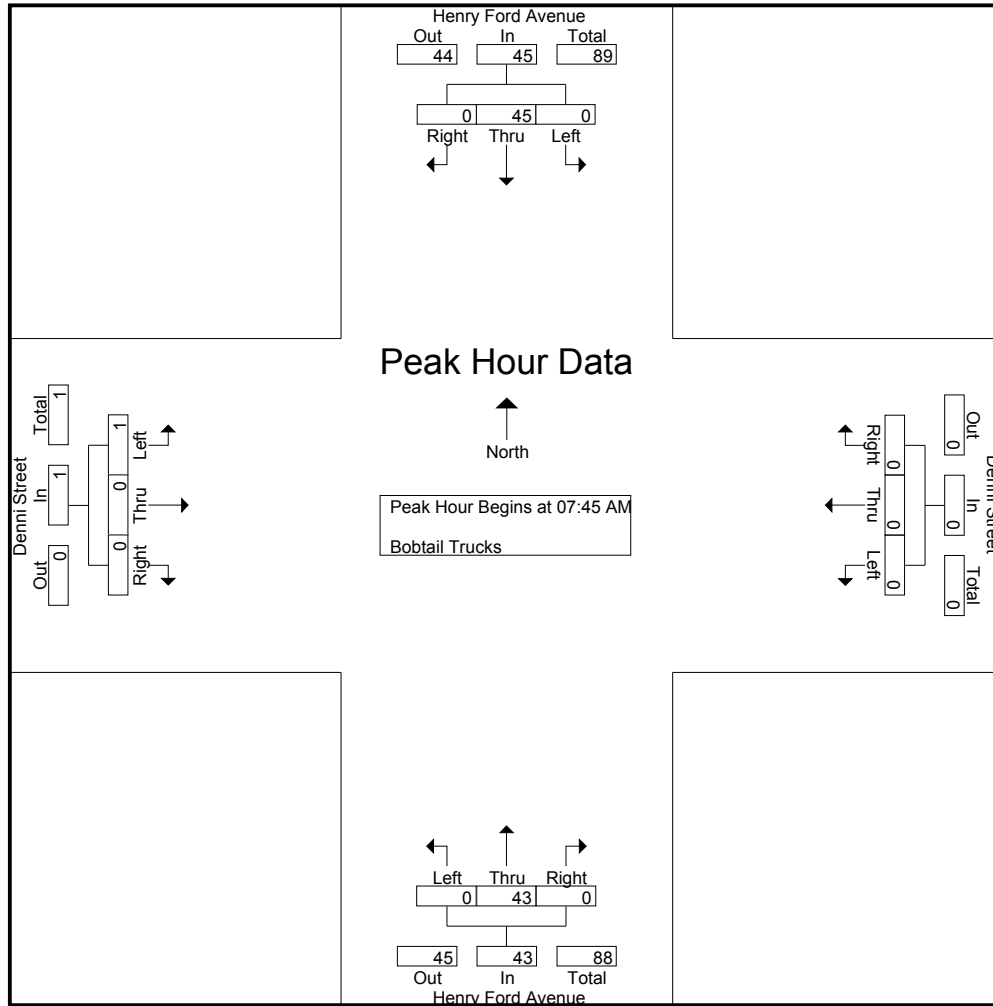
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
07:15 AM	0	8	0	8	0	0	0	0	0	9	0	9	0	0	1	1	18
07:30 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
07:45 AM	0	12	0	12	0	0	0	0	0	7	0	7	0	0	0	0	19
Total	0	28	0	28	0	0	0	0	0	24	0	24	0	0	1	1	53
08:00 AM	0	14	0	14	0	0	0	0	0	12	0	12	0	0	0	0	26
08:15 AM	0	12	0	12	0	0	0	0	0	13	0	13	0	0	0	0	25
08:30 AM	0	7	0	7	0	0	0	0	0	11	0	11	1	0	0	1	19
08:45 AM	0	7	0	7	0	0	0	0	0	10	0	10	0	0	0	0	17
Total	0	40	0	40	0	0	0	0	0	46	0	46	1	0	0	1	87
Grand Total	0	68	0	68	0	0	0	0	0	70	0	70	1	0	1	2	140
Apprch %	0	100	0		0	0	0		0	100	0		50	0	50		
Total %	0	48.6	0	48.6	0	0	0	0	0	50	0	50	0.7	0	0.7	1.4	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	12	0	12	0	0	0	0	0	7	0	7	0	0	0	0	19
08:00 AM	0	14	0	14	0	0	0	0	0	12	0	12	0	0	0	0	26
08:15 AM	0	12	0	12	0	0	0	0	0	13	0	13	0	0	0	0	25
08:30 AM	0	7	0	7	0	0	0	0	0	11	0	11	1	0	0	1	19
Total Volume	0	45	0	45	0	0	0	0	0	43	0	43	1	0	0	1	89
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.804	.000	.804	.000	.000	.000	.000	.000	.827	.000	.827	.250	.000	.000	.250	.856

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 0000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	12	0	12	0	0	0	0	0	7	0	7	0	0	0	0
+15 mins.	0	14	0	14	0	0	0	0	0	12	0	12	0	0	0	0
+30 mins.	0	12	0	12	0	0	0	0	0	13	0	13	0	0	0	0
+45 mins.	0	7	0	7	0	0	0	0	0	11	0	11	1	0	0	1
Total Volume	0	45	0	45	0	0	0	0	0	43	0	43	1	0	0	1
% App. Total	0	100	0	100	0	0	0	0	0	100	0	100	100	0	0	100
PHF	.000	.804	.000	.804	.000	.000	.000	.000	.000	.827	.000	.827	.250	.000	.000	.250

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

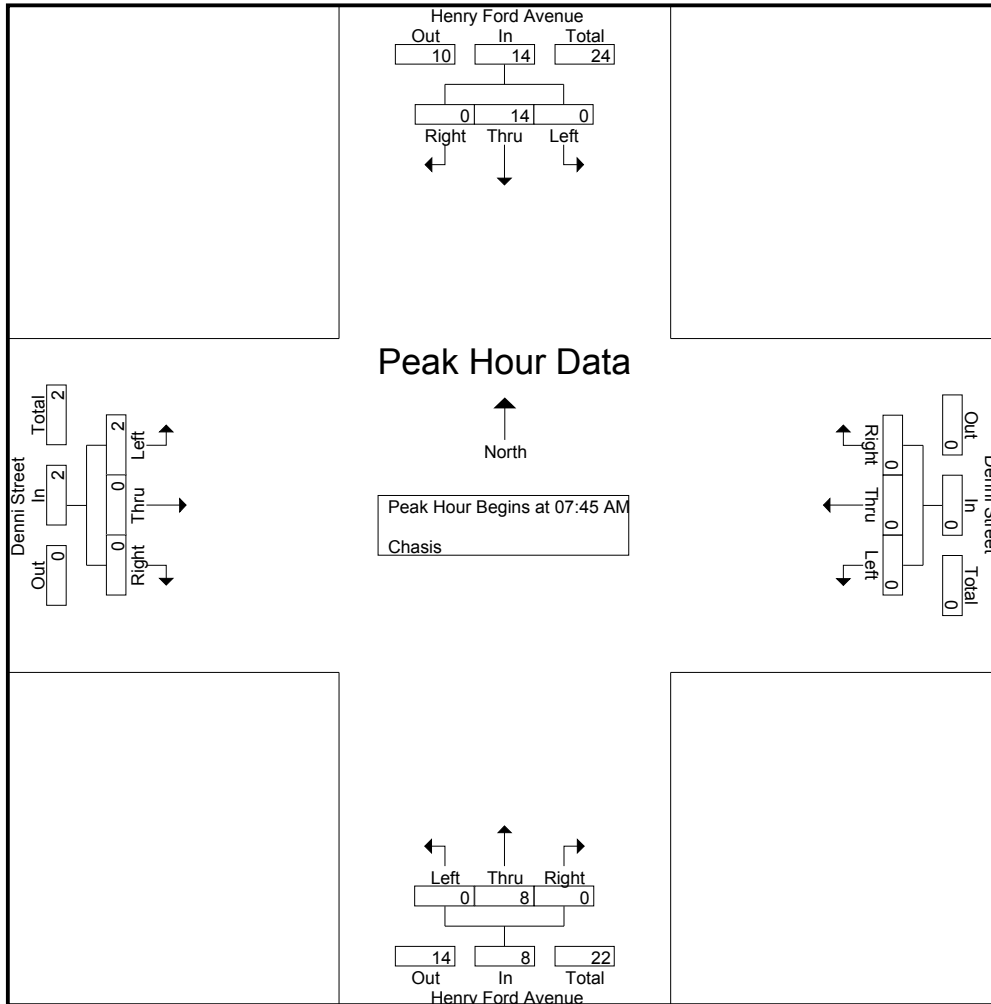
Groups Printed- Chasis

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	0	1	3
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	1	0	0	0	1	6
Total	0	7	0	7	0	0	0	0	0	2	0	2	1	1	0	2		11
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	7	0	7	0	0	0	0	0	2	0	2	1	0	0	0	1	10
08:30 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	0	7
08:45 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	0	6
Total	0	13	0	13	0	0	0	0	0	10	0	10	1	0	0	1		24
Grand Total	0	20	0	20	0	0	0	0	0	12	0	12	2	1	0	3		35
Apprch %	0	100	0		0	0	0		0	100	0		66.7	33.3	0			
Total %	0	57.1	0	57.1	0	0	0	0	0	34.3	0	34.3	5.7	2.9	0	8.6		

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	1	0	0	1		6
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		1
08:15 AM	0	7	0	7	0	0	0	0	0	2	0	2	1	0	0	1		10
08:30 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0		7
Total Volume	0	14	0	14	0	0	0	0	0	8	0	8	2	0	0	2		24
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0			
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.400	.000	.400	.500	.000	.000	.500		.600

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	1	0	1	1	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	7	0	7	0	0	0	0	0	2	0	2	1	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	14	0	14	0	0	0	0	0	8	0	8	2	0	0	2
% App. Total	0	100	0	100	0	0	0	0	0	100	0	100	100	0	0	100
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.400	.000	.400	.500	.000	.000	.500

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

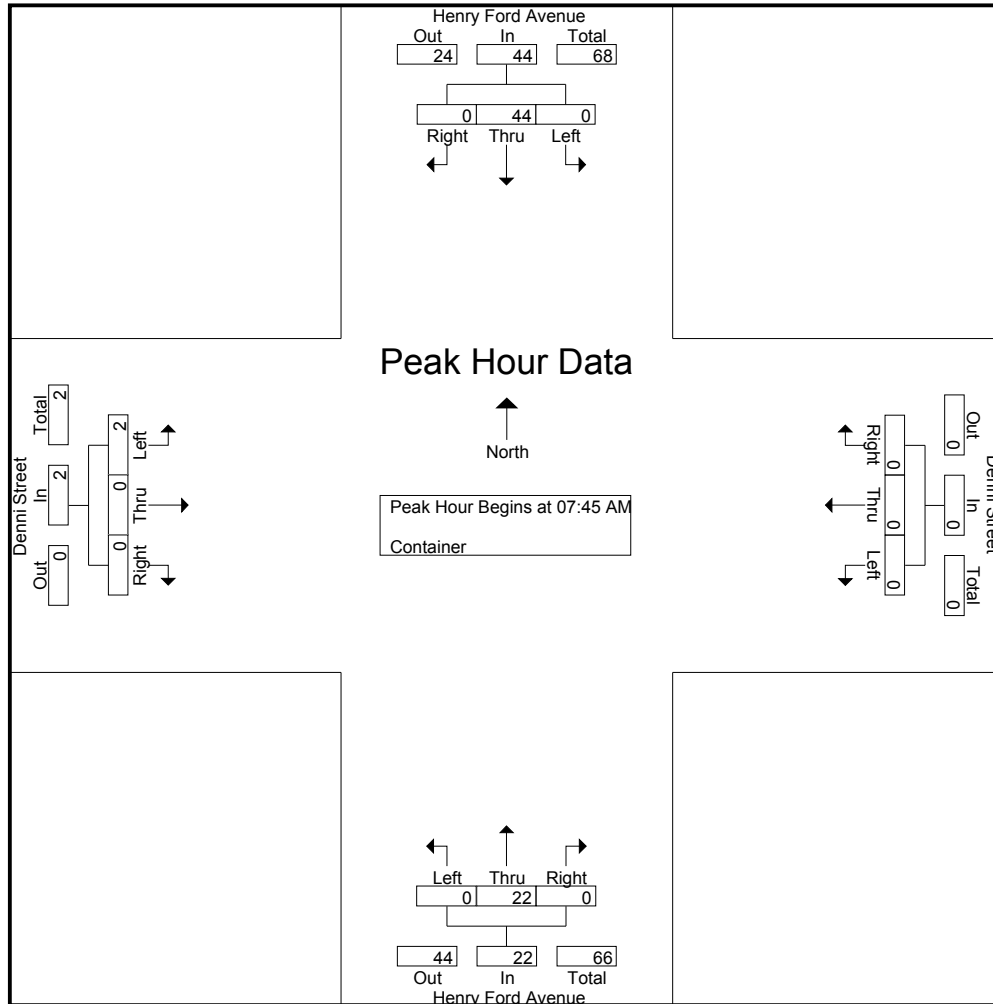
Groups Printed- Container

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	0	5	0	0	0	0	0	7	1	8	0	0	0	0	13
07:15 AM	0	7	0	7	0	0	0	0	0	7	0	7	1	0	0	1	15
07:30 AM	0	15	0	15	0	0	0	0	0	2	0	2	0	0	0	0	17
07:45 AM	0	5	0	5	0	0	0	0	0	7	0	7	1	0	0	1	13
Total	0	32	0	32	0	0	0	0	0	23	1	24	2	0	0	2	58
08:00 AM	0	15	0	15	0	0	0	0	0	6	0	6	1	0	0	1	22
08:15 AM	0	12	0	12	0	0	0	0	0	4	0	4	0	0	0	0	16
08:30 AM	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
08:45 AM	0	11	0	11	0	0	0	0	0	10	0	10	2	0	0	2	23
Total	0	50	0	50	0	0	0	0	0	25	0	25	3	0	0	3	78
Grand Total	0	82	0	82	0	0	0	0	0	48	1	49	5	0	0	5	136
Apprch %	0	100	0		0	0	0		0	98	2		100	0	0		
Total %	0	60.3	0	60.3	0	0	0	0	0	35.3	0.7	36	3.7	0	0	3.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	5	0	5	0	0	0	0	0	7	0	7	1	0	0	1	13
08:00 AM	0	15	0	15	0	0	0	0	0	6	0	6	1	0	0	1	22
08:15 AM	0	12	0	12	0	0	0	0	0	4	0	4	0	0	0	0	16
08:30 AM	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
Total Volume	0	44	0	44	0	0	0	0	0	22	0	22	2	0	0	2	68
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.733	.000	.733	.000	.000	.000	.000	.000	.786	.000	.786	.500	.000	.000	.500	.773

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	5	0	5	0	0	0	0	0	7	0	7	1	0	0	1
+15 mins.	0	15	0	15	0	0	0	0	0	6	0	6	1	0	0	1
+30 mins.	0	12	0	12	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	44	0	44	0	0	0	0	0	22	0	22	2	0	0	2
% App. Total	0	100	0	100	0	0	0	0	0	100	0	100	100	0	0	100
PHF	.000	.733	.000	.733	.000	.000	.000	.000	.000	.786	.000	.786	.500	.000	.000	.500

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 00000001
 Start Date : 2/29/2012
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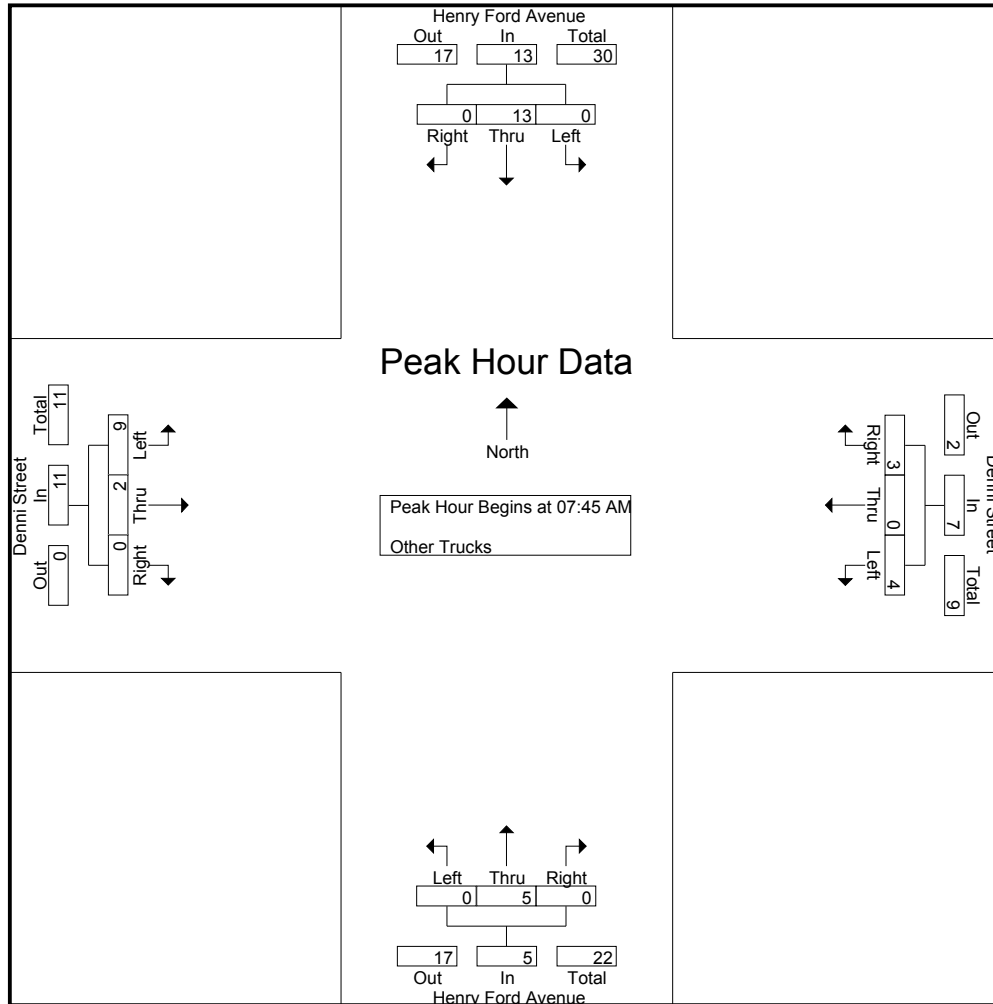
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	1	1	0	4	0	4	1	0	0	1	7
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	4	0	4	0	0	1	1	0	7	0	7	0	0	0	0	12
07:45 AM	0	4	0	4	1	0	0	1	0	0	0	0	2	0	0	2	7
Total	0	9	0	9	1	0	2	3	0	13	0	13	3	0	0	3	28
08:00 AM	0	4	0	4	0	0	1	1	0	2	0	2	3	0	0	3	10
08:15 AM	0	2	0	2	2	0	0	2	0	0	0	0	1	1	0	2	6
08:30 AM	0	3	0	3	1	0	2	3	0	3	0	3	3	1	0	4	13
08:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	2	0	0	2	7
Total	0	11	0	11	3	0	3	6	0	8	0	8	9	2	0	11	36
Grand Total	0	20	0	20	4	0	5	9	0	21	0	21	12	2	0	14	64
Apprch %	0	100	0		44.4	0	55.6		0	100	0		85.7	14.3	0		
Total %	0	31.2	0	31.2	6.2	0	7.8	14.1	0	32.8	0	32.8	18.8	3.1	0	21.9	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	4	0	4	1	0	0	1	0	0	0	0	2	0	0	2	7
08:00 AM	0	4	0	4	0	0	1	1	0	2	0	2	3	0	0	3	10
08:15 AM	0	2	0	2	2	0	0	2	0	0	0	0	1	1	0	2	6
08:30 AM	0	3	0	3	1	0	2	3	0	3	0	3	3	1	0	4	13
Total Volume	0	13	0	13	4	0	3	7	0	5	0	5	9	2	0	11	36
% App. Total	0	100	0		57.1	0	42.9		0	100	0		81.8	18.2	0		
PHF	.000	.813	.000	.813	.500	.000	.375	.583	.000	.417	.000	.417	.750	.500	.000	.688	.692

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEAM
 Site Code : 0000001
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	4	0	4	1	0	0	1	0	0	0	0	2	0	0	2
+15 mins.	0	4	0	4	0	0	1	1	0	2	0	2	3	0	0	3
+30 mins.	0	2	0	2	2	0	0	2	0	0	0	0	1	1	0	2
+45 mins.	0	3	0	3	1	0	2	3	0	3	0	3	3	1	0	4
Total Volume	0	13	0	13	4	0	3	7	0	5	0	5	9	2	0	11
% App. Total	0	100	0		57.1	0	42.9		0	100	0		81.8	18.2	0	
PHF	.000	.813	.000	.813	.500	.000	.375	.583	.000	.417	.000	.417	.750	.500	.000	.688

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

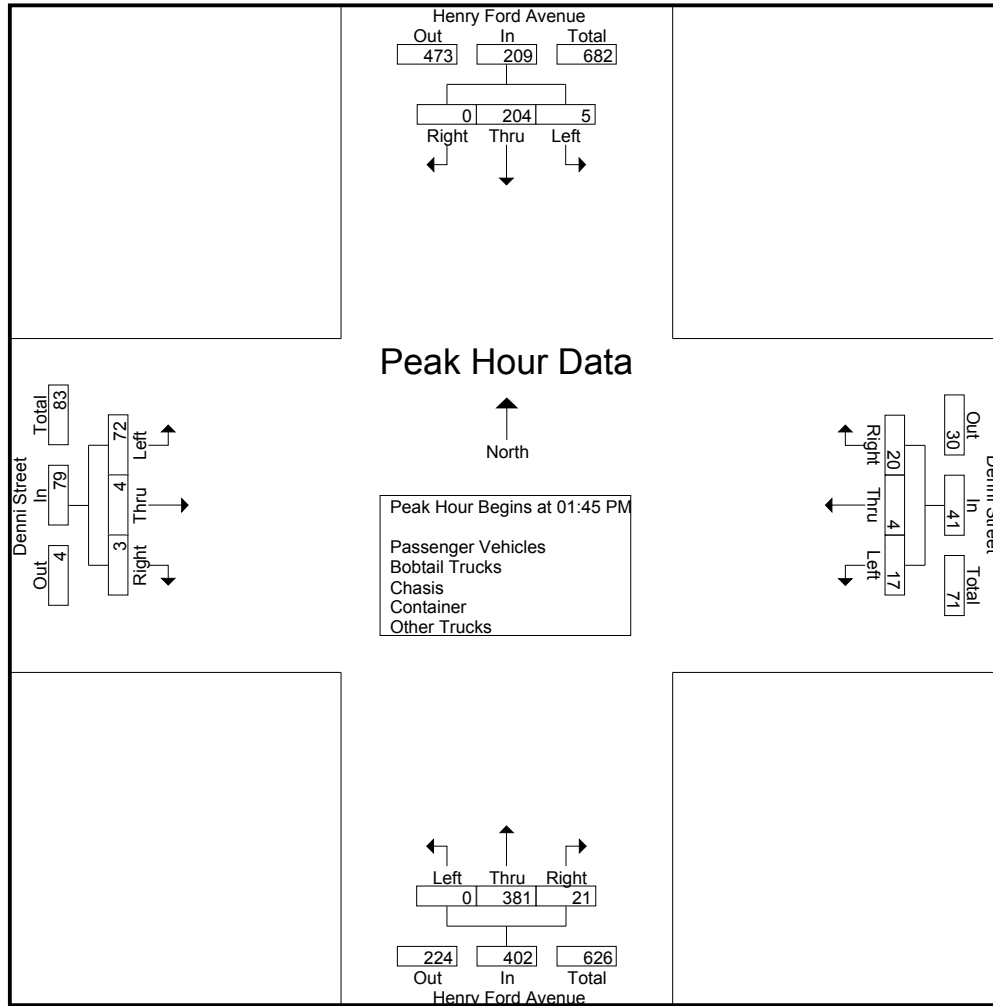
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis - Container - Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	5	39	0	44	7	2	4	13	0	69	4	73	20	2	0	22	152
01:15 PM	2	43	0	45	1	0	3	4	0	73	6	79	19	1	1	21	149
01:30 PM	3	60	0	63	3	0	1	4	0	80	3	83	17	0	1	18	168
01:45 PM	2	36	0	38	0	0	2	2	0	91	6	97	17	3	0	20	157
Total	12	178	0	190	11	2	10	23	0	313	19	332	73	6	2	81	626
02:00 PM	1	54	0	55	7	1	1	9	0	96	4	100	13	1	0	14	178
02:15 PM	0	48	0	48	3	2	6	11	0	93	5	98	17	0	0	17	174
02:30 PM	2	66	0	68	7	1	11	19	0	101	6	107	25	0	3	28	222
02:45 PM	3	34	1	38	4	0	7	11	0	59	3	62	23	1	4	28	139
Total	6	202	1	209	21	4	25	50	0	349	18	367	78	2	7	87	713
Grand Total	18	380	1	399	32	6	35	73	0	662	37	699	151	8	9	168	1339
Apprch %	4.5	95.2	0.3		43.8	8.2	47.9		0	94.7	5.3		89.9	4.8	5.4		
Total %	1.3	28.4	0.1	29.8	2.4	0.4	2.6	5.5	0	49.4	2.8	52.2	11.3	0.6	0.7	12.5	
Passenger Vehicles	15	189	0	204	28	5	30	63	0	318	28	346	103	7	7	117	730
% Passenger Vehicles	83.3	49.7	0	51.1	87.5	83.3	85.7	86.3	0	48	75.7	49.5	68.2	87.5	77.8	69.6	54.5
Bobtail Trucks	0	53	1	54	1	1	2	4	0	129	0	129	14	0	0	14	201
% Bobtail Trucks	0	13.9	100	13.5	3.1	16.7	5.7	5.5	0	19.5	0	18.5	9.3	0	0	8.3	15
Chasis	0	18	0	18	1	0	0	1	0	22	0	22	2	0	0	2	43
% Chasis	0	4.7	0	4.5	3.1	0	0	1.4	0	3.3	0	3.1	1.3	0	0	1.2	3.2
Container	0	97	0	97	0	0	0	0	0	127	0	127	11	0	0	11	235
% Container	0	25.5	0	24.3	0	0	0	0	0	19.2	0	18.2	7.3	0	0	6.5	17.6
Other Trucks	3	23	0	26	2	0	3	5	0	66	9	75	21	1	2	24	130
% Other Trucks	16.7	6.1	0	6.5	6.2	0	8.6	6.8	0	10	24.3	10.7	13.9	12.5	22.2	14.3	9.7

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	36	0	38	0	0	2	2	0	91	6	97	17	3	0	20	157
02:00 PM	1	54	0	55	7	1	1	9	0	96	4	100	13	1	0	14	178
02:15 PM	0	48	0	48	3	2	6	11	0	93	5	98	17	0	0	17	174
02:30 PM	2	66	0	68	7	1	11	19	0	101	6	107	25	0	3	28	222
Total Volume	5	204	0	209	17	4	20	41	0	381	21	402	72	4	3	79	731
% App. Total	2.4	97.6	0		41.5	9.8	48.8		0	94.8	5.2		91.1	5.1	3.8		
PHF	.625	.773	.000	.768	.607	.500	.455	.539	.000	.943	.875	.939	.720	.333	.250	.705	.823

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				02:00 PM				01:45 PM				02:00 PM			
+0 mins.	2	36	0	38	7	1	1	9	0	91	6	97	13	1	0	14
+15 mins.	1	54	0	55	3	2	6	11	0	96	4	100	17	0	0	17
+30 mins.	0	48	0	48	7	1	11	19	0	93	5	98	25	0	3	28
+45 mins.	2	66	0	68	4	0	7	11	0	101	6	107	23	1	4	28
Total Volume	5	204	0	209	21	4	25	50	0	381	21	402	78	2	7	87
% App. Total	2.4	97.6	0		42	8	50		0	94.8	5.2		89.7	2.3	8	
PHF	.625	.773	.000	.768	.750	.500	.568	.658	.000	.943	.875	.939	.780	.500	.438	.777

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

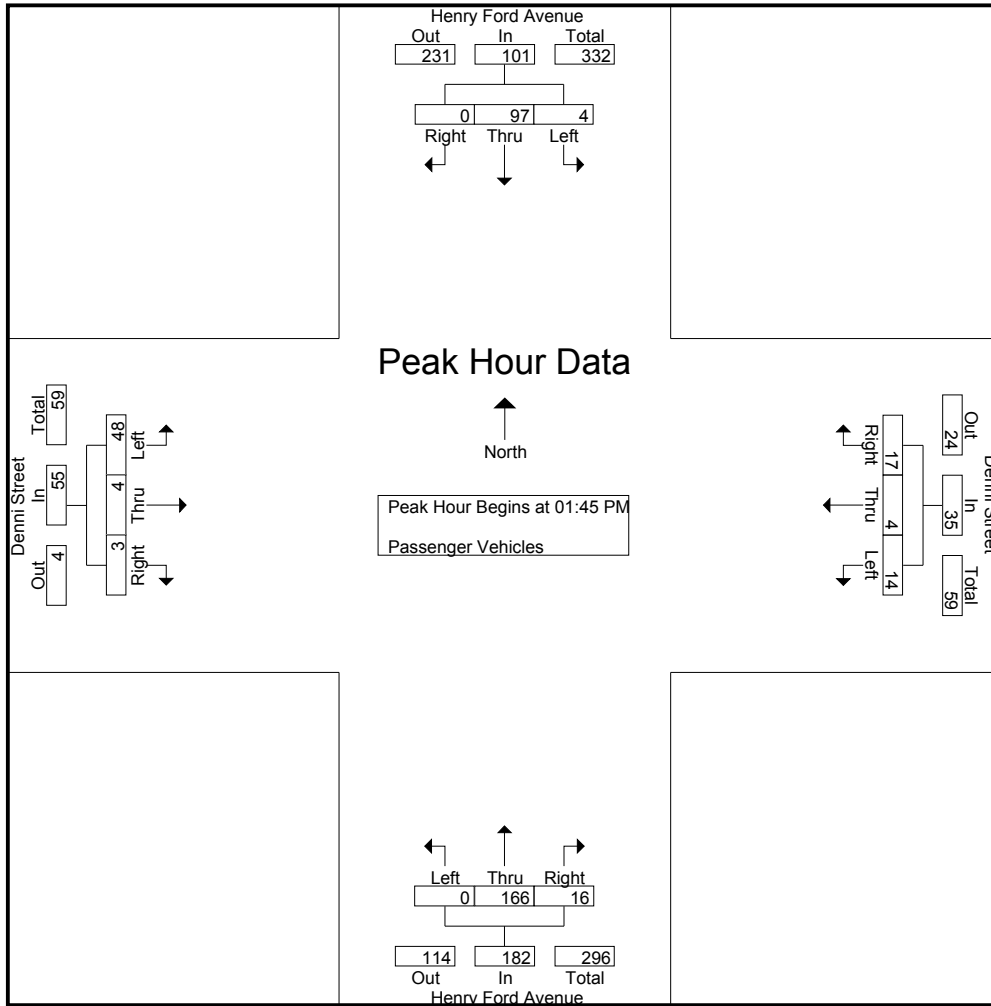
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	5	18	0	23	7	1	3	11	0	42	2	44	12	1	0	13	91
01:15 PM	2	24	0	26	1	0	3	4	0	38	5	43	13	1	0	14	87
01:30 PM	1	38	0	39	2	0	1	3	0	36	2	38	13	0	1	14	94
01:45 PM	2	17	0	19	0	0	2	2	0	42	6	48	11	3	0	14	83
Total	10	97	0	107	10	1	9	20	0	158	15	173	49	5	1	55	355
02:00 PM	0	30	0	30	5	1	0	6	0	37	4	41	11	1	0	12	89
02:15 PM	0	22	0	22	2	2	6	10	0	41	4	45	10	0	0	10	87
02:30 PM	2	28	0	30	7	1	9	17	0	46	2	48	16	0	3	19	114
02:45 PM	3	12	0	15	4	0	6	10	0	36	3	39	17	1	3	21	85
Total	5	92	0	97	18	4	21	43	0	160	13	173	54	2	6	62	375
Grand Total	15	189	0	204	28	5	30	63	0	318	28	346	103	7	7	117	730
Apprch %	7.4	92.6	0		44.4	7.9	47.6		0	91.9	8.1		88	6	6		
Total %	2.1	25.9	0	27.9	3.8	0.7	4.1	8.6	0	43.6	3.8	47.4	14.1	1	1	16	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	17	0	19	0	0	2	2	0	42	6	48	11	3	0	14	83
02:00 PM	0	30	0	30	5	1	0	6	0	37	4	41	11	1	0	12	89
02:15 PM	0	22	0	22	2	2	6	10	0	41	4	45	10	0	0	10	87
02:30 PM	2	28	0	30	7	1	9	17	0	46	2	48	16	0	3	19	114
Total Volume	4	97	0	101	14	4	17	35	0	166	16	182	48	4	3	55	373
% App. Total	4	96	0		40	11.4	48.6		0	91.2	8.8		87.3	7.3	5.5		
PHF	.500	.808	.000	.842	.500	.500	.472	.515	.000	.902	.667	.948	.750	.333	.250	.724	.818

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	2	17	0	19	0	0	2	2	0	42	6	48	11	3	0	14
+15 mins.	0	30	0	30	5	1	0	6	0	37	4	41	11	1	0	12
+30 mins.	0	22	0	22	2	2	6	10	0	41	4	45	10	0	0	10
+45 mins.	2	28	0	30	7	1	9	17	0	46	2	48	16	0	3	19
Total Volume	4	97	0	101	14	4	17	35	0	166	16	182	48	4	3	55
% App. Total	4	96	0		40	11.4	48.6		0	91.2	8.8		87.3	7.3	5.5	
PHF	.500	.808	.000	.842	.500	.500	.472	.515	.000	.902	.667	.948	.750	.333	.250	.724

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

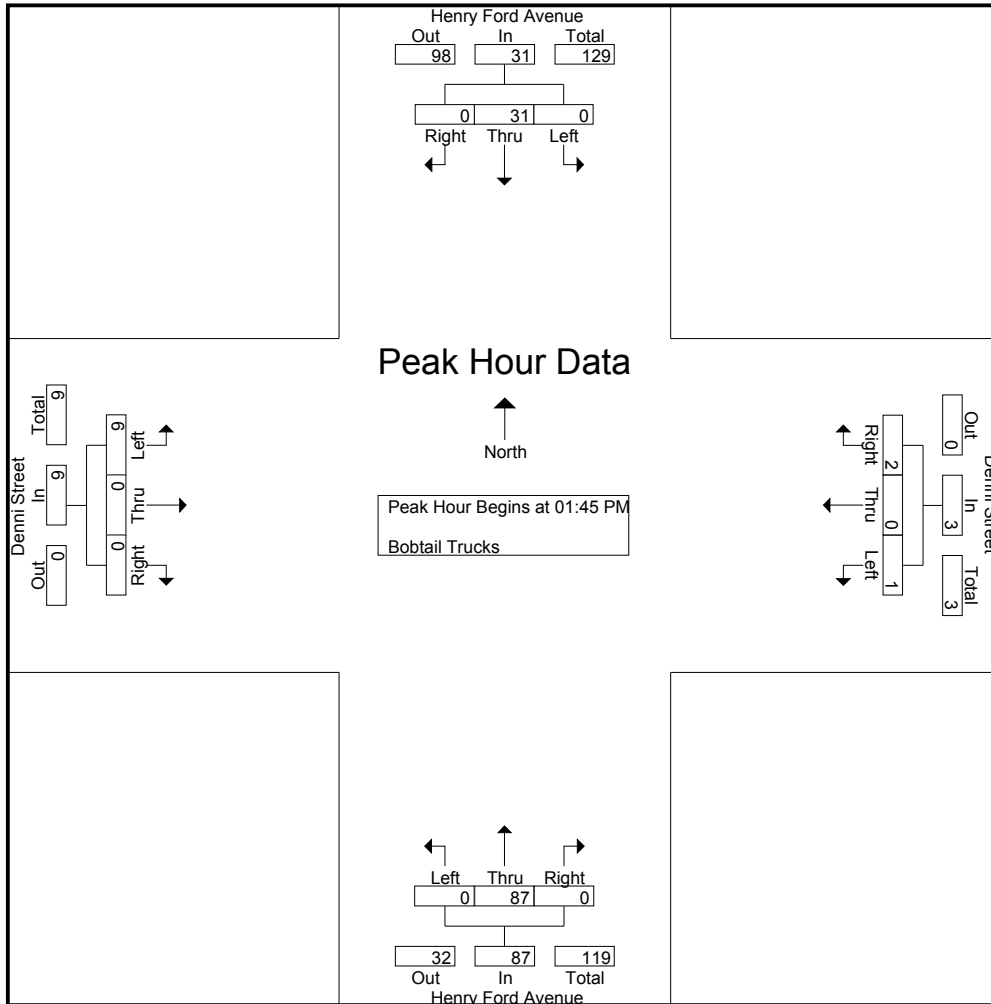
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	0	4	0	1	0	1	0	10	0	10	2	0	0	2	17
01:15 PM	0	6	0	6	0	0	0	0	0	10	0	10	1	0	0	1	17
01:30 PM	0	5	0	5	0	0	0	0	0	15	0	15	1	0	0	1	21
01:45 PM	0	6	0	6	0	0	0	0	0	19	0	19	2	0	0	2	27
Total	0	21	0	21	0	1	0	1	0	54	0	54	6	0	0	6	82
02:00 PM	0	6	0	6	1	0	0	1	0	32	0	32	1	0	0	1	40
02:15 PM	0	7	0	7	0	0	0	0	0	23	0	23	5	0	0	5	35
02:30 PM	0	12	0	12	0	0	2	2	0	13	0	13	1	0	0	1	28
02:45 PM	0	7	1	8	0	0	0	0	0	7	0	7	1	0	0	1	16
Total	0	32	1	33	1	0	2	3	0	75	0	75	8	0	0	8	119
Grand Total	0	53	1	54	1	1	2	4	0	129	0	129	14	0	0	14	201
Apprch %	0	98.1	1.9		25	25	50		0	100	0		100	0	0		
Total %	0	26.4	0.5	26.9	0.5	0.5	1	2	0	64.2	0	64.2	7	0	0	7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	6	0	6	0	0	0	0	0	19	0	19	2	0	0	2	27
02:00 PM	0	6	0	6	1	0	0	1	0	32	0	32	1	0	0	1	40
02:15 PM	0	7	0	7	0	0	0	0	0	23	0	23	5	0	0	5	35
02:30 PM	0	12	0	12	0	0	2	2	0	13	0	13	1	0	0	1	28
Total Volume	0	31	0	31	1	0	2	3	0	87	0	87	9	0	0	9	130
% App. Total	0	100	0		33.3	0	66.7		0	100	0		100	0	0		
PHF	.000	.646	.000	.646	.250	.000	.250	.375	.000	.680	.000	.680	.450	.000	.000	.450	.813

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	6	0	6	0	0	0	0	0	19	0	19	2	0	0	2
+15 mins.	0	6	0	6	1	0	0	1	0	32	0	32	1	0	0	1
+30 mins.	0	7	0	7	0	0	0	0	0	23	0	23	5	0	0	5
+45 mins.	0	12	0	12	0	0	2	2	0	13	0	13	1	0	0	1
Total Volume	0	31	0	31	1	0	2	3	0	87	0	87	9	0	0	9
% App. Total	0	100	0		33.3	0	66.7		0	100	0		100	0	0	
PHF	.000	.646	.000	.646	.250	.000	.250	.375	.000	.680	.000	.680	.450	.000	.000	.450

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
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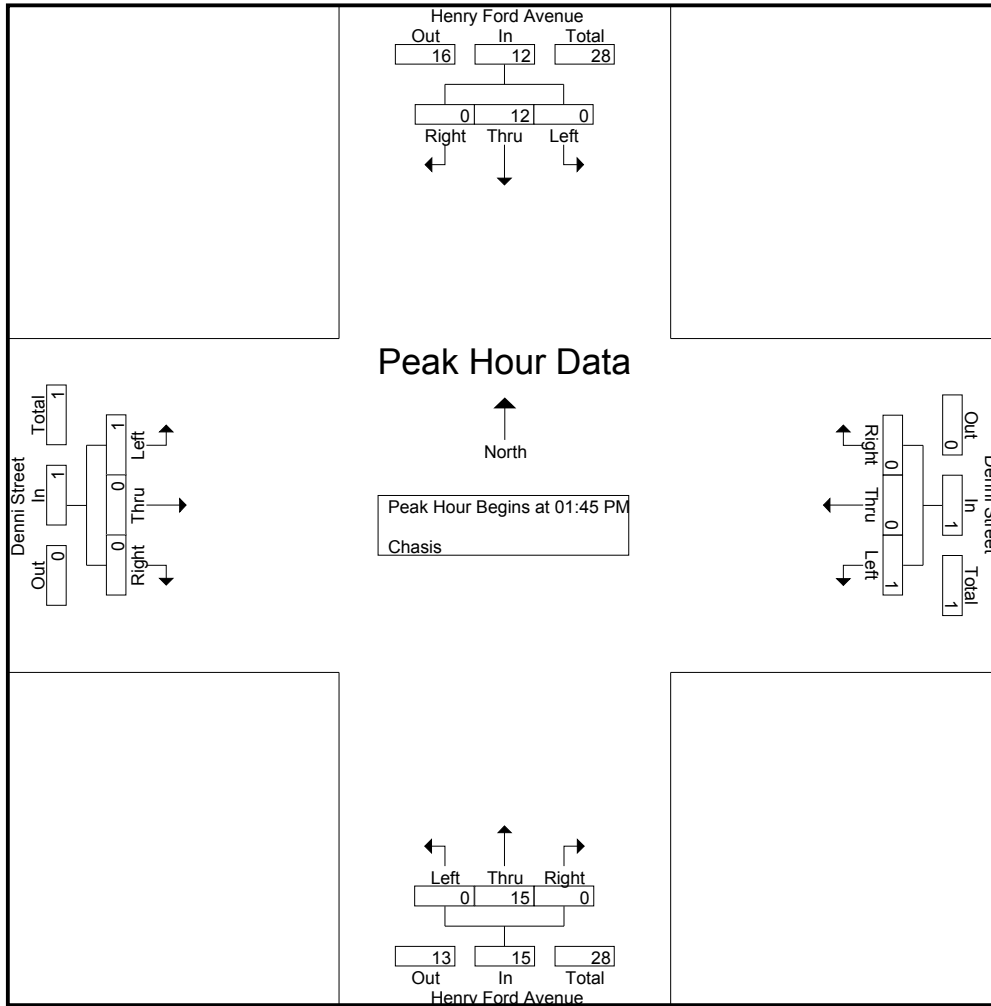
Groups Printed- Chasis

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
01:15 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
01:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	7	0	7	1	0	0	1	12
02:00 PM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
02:15 PM	0	7	0	7	1	0	0	1	0	6	0	6	1	0	0	1	15
02:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
02:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	14	0	14	1	0	0	1	0	15	0	15	1	0	0	1	31
Grand Total	0	18	0	18	1	0	0	1	0	22	0	22	2	0	0	2	43
Apprch %	0	100	0		100	0	0		0	100	0		100	0	0		
Total %	0	41.9	0	41.9	2.3	0	0	2.3	0	51.2	0	51.2	4.7	0	0	4.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
02:00 PM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
02:15 PM	0	7	0	7	1	0	0	1	0	6	0	6	1	0	0	1	15
02:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	12	0	12	1	0	0	1	0	15	0	15	1	0	0	1	29
% App. Total	0	100	0		100	0	0		0	100	0		100	0	0		
PHF	.000	.429	.000	.429	.250	.000	.000	.250	.000	.536	.000	.536	.250	.000	.000	.250	.483

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0
+30 mins.	0	7	0	7	1	0	0	1	0	6	0	6	1	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	12	0	12	1	0	0	1	0	15	0	15	1	0	0	1
% App. Total	0	100	0	100	100	0	0	100	0	100	0	100	100	0	0	100
PHF	.000	.429	.000	.429	.250	.000	.000	.250	.000	.536	.000	.536	.250	.000	.000	.250

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

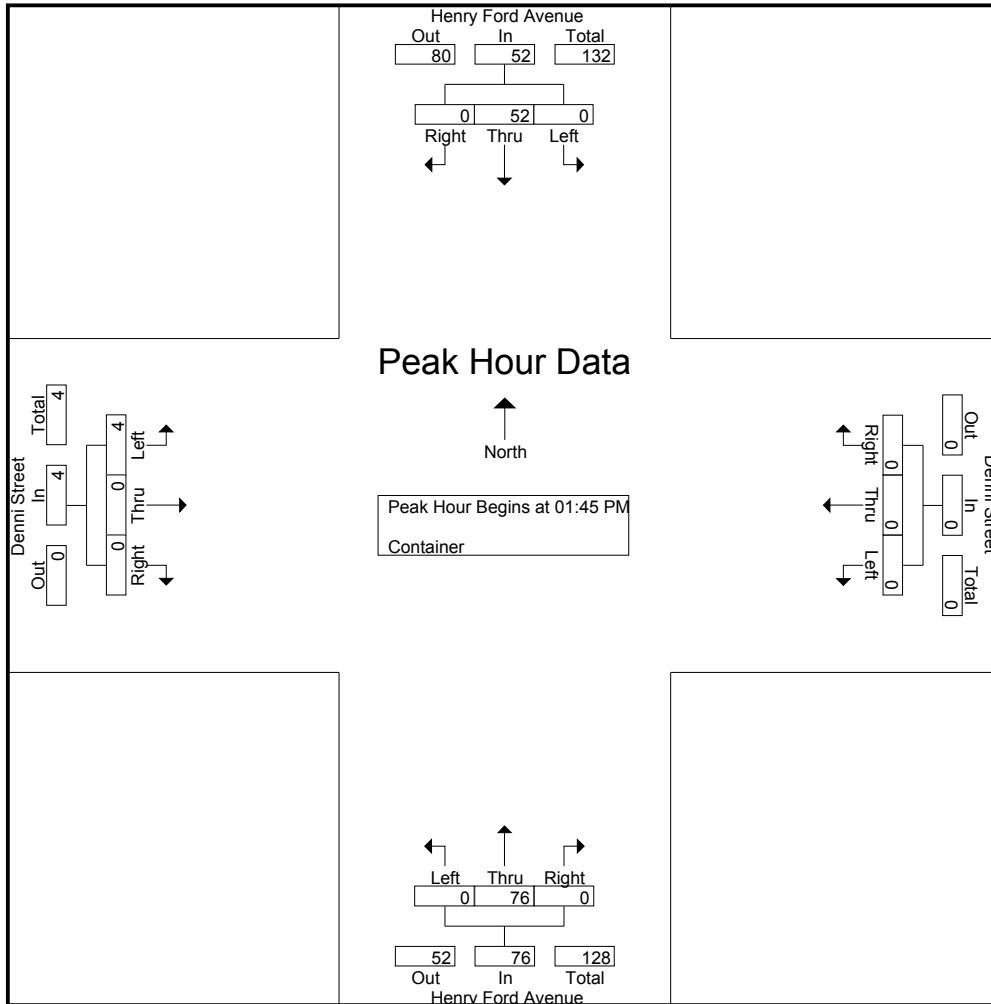
Groups Printed- Container

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	11	0	11	0	0	0	0	0	10	0	10	3	0	0	3	24
01:15 PM	0	9	0	9	0	0	0	0	0	10	0	10	0	0	0	0	19
01:30 PM	0	13	0	13	0	0	0	0	0	20	0	20	1	0	0	1	34
01:45 PM	0	10	0	10	0	0	0	0	0	14	0	14	2	0	0	2	26
Total	0	43	0	43	0	0	0	0	0	54	0	54	6	0	0	6	103
02:00 PM	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
02:15 PM	0	11	0	11	0	0	0	0	0	17	0	17	0	0	0	0	28
02:30 PM	0	23	0	23	0	0	0	0	0	33	0	33	2	0	0	2	58
02:45 PM	0	12	0	12	0	0	0	0	0	11	0	11	3	0	0	3	26
Total	0	54	0	54	0	0	0	0	0	73	0	73	5	0	0	5	132
Grand Total	0	97	0	97	0	0	0	0	0	127	0	127	11	0	0	11	235
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	41.3	0	41.3	0	0	0	0	0	54	0	54	4.7	0	0	4.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	10	0	10	0	0	0	0	0	14	0	14	2	0	0	2	26
02:00 PM	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
02:15 PM	0	11	0	11	0	0	0	0	0	17	0	17	0	0	0	0	28
02:30 PM	0	23	0	23	0	0	0	0	0	33	0	33	2	0	0	2	58
Total Volume	0	52	0	52	0	0	0	0	0	76	0	76	4	0	0	4	132
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.565	.000	.565	.000	.000	.000	.000	.000	.576	.000	.576	.500	.000	.000	.500	.569

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	10	0	10	0	0	0	0	0	14	0	14	2	0	0	2
+15 mins.	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0
+30 mins.	0	11	0	11	0	0	0	0	0	17	0	17	0	0	0	0
+45 mins.	0	23	0	23	0	0	0	0	0	33	0	33	2	0	0	2
Total Volume	0	52	0	52	0	0	0	0	0	76	0	76	4	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.565	.000	.565	.000	.000	.000	.000	.000	.576	.000	.576	.500	.000	.000	.500

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

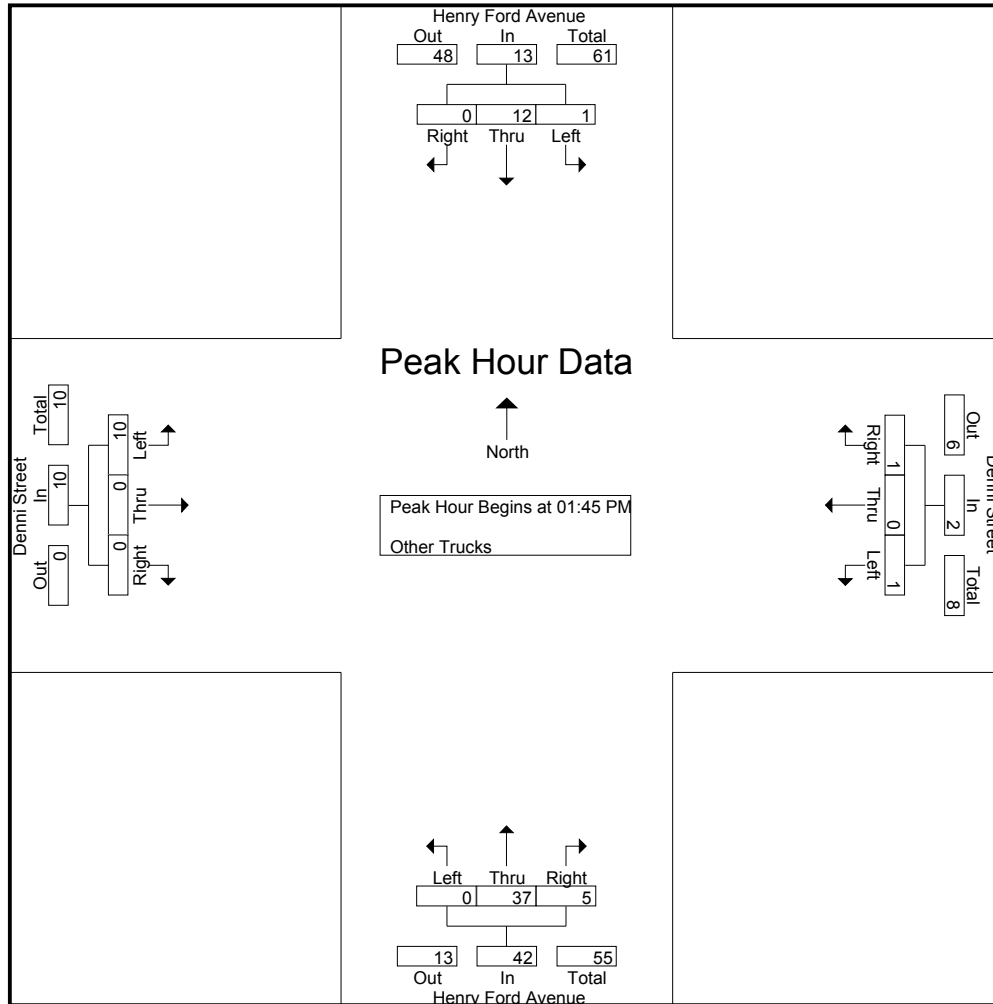
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	0	4	0	0	1	1	0	6	2	8	3	1	0	4	17
01:15 PM	0	2	0	2	0	0	0	0	0	11	1	12	5	0	1	6	20
01:30 PM	2	4	0	6	1	0	0	1	0	8	1	9	1	0	0	1	17
01:45 PM	0	3	0	3	0	0	0	0	0	15	0	15	2	0	0	2	20
Total	2	13	0	15	1	0	1	2	0	40	4	44	11	1	1	13	74
02:00 PM	1	6	0	7	1	0	1	2	0	8	0	8	1	0	0	1	18
02:15 PM	0	1	0	1	0	0	0	0	0	6	1	7	1	0	0	1	9
02:30 PM	0	2	0	2	0	0	0	0	0	8	4	12	6	0	0	6	20
02:45 PM	0	1	0	1	0	0	1	1	0	4	0	4	2	0	1	3	9
Total	1	10	0	11	1	0	2	3	0	26	5	31	10	0	1	11	56
Grand Total	3	23	0	26	2	0	3	5	0	66	9	75	21	1	2	24	130
Apprch %	11.5	88.5	0		40	0	60		0	88	12		87.5	4.2	8.3		
Total %	2.3	17.7	0	20	1.5	0	2.3	3.8	0	50.8	6.9	57.7	16.2	0.8	1.5	18.5	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	3	0	3	0	0	0	0	0	15	0	15	2	0	0	2	20
02:00 PM	1	6	0	7	1	0	1	2	0	8	0	8	1	0	0	1	18
02:15 PM	0	1	0	1	0	0	0	0	0	6	1	7	1	0	0	1	9
02:30 PM	0	2	0	2	0	0	0	0	0	8	4	12	6	0	0	6	20
Total Volume	1	12	0	13	1	0	1	2	0	37	5	42	10	0	0	10	67
% App. Total	7.7	92.3	0		50	0	50		0	88.1	11.9		100	0	0		
PHF	.250	.500	.000	.464	.250	.000	.250	.250	.000	.617	.313	.700	.417	.000	.000	.417	.838

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEMD
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	15	0	15	2	0	0	2
+15 mins.	1	6	0	7	1	0	1	2	0	8	0	8	1	0	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	6	1	7	1	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	8	4	12	6	0	0	6
Total Volume	1	12	0	13	1	0	1	2	0	37	5	42	10	0	0	10
% App. Total	7.7	92.3	0		50	0	50		0	88.1	11.9		100	0	0	
PHF	.250	.500	.000	.464	.250	.000	.250	.250	.000	.617	.313	.700	.417	.000	.000	.417

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 1

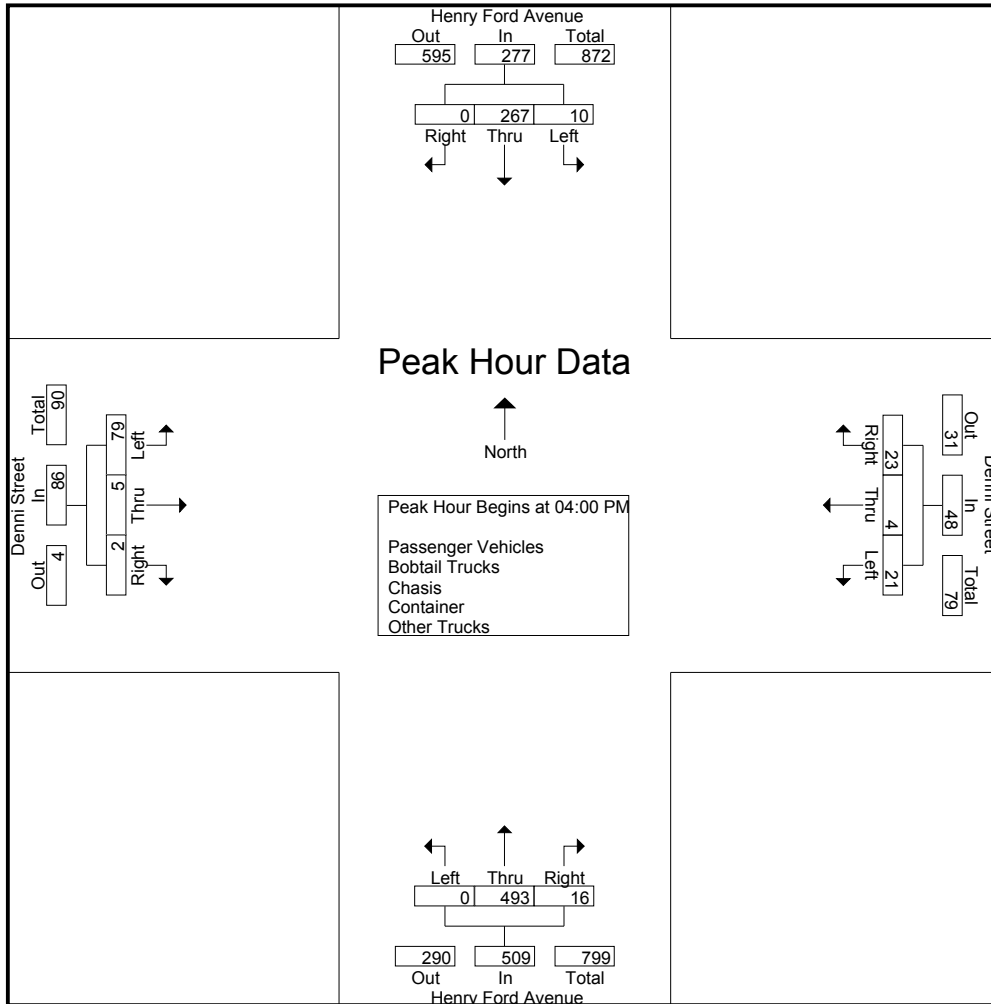
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis - Container - Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	83	0	88	6	1	6	13	0	121	5	126	26	1	1	28	255
04:15 PM	2	53	0	55	5	1	9	15	0	114	3	117	21	2	0	23	210
04:30 PM	1	49	0	50	5	0	5	10	0	133	4	137	14	0	0	14	211
04:45 PM	2	82	0	84	5	2	3	10	0	125	4	129	18	2	1	21	244
Total	10	267	0	277	21	4	23	48	0	493	16	509	79	5	2	86	920
05:00 PM	5	75	0	80	9	5	11	25	0	113	5	118	19	0	0	19	242
05:15 PM	2	73	0	75	1	0	6	7	0	82	3	85	21	0	0	21	188
05:30 PM	6	47	0	53	10	2	10	22	0	87	5	92	9	0	1	10	177
05:45 PM	1	46	0	47	4	0	4	8	0	54	0	54	10	0	0	10	119
Total	14	241	0	255	24	7	31	62	0	336	13	349	59	0	1	60	726
Grand Total	24	508	0	532	45	11	54	110	0	829	29	858	138	5	3	146	1646
Apprch %	4.5	95.5	0		40.9	10	49.1		0	96.6	3.4		94.5	3.4	2.1		
Total %	1.5	30.9	0	32.3	2.7	0.7	3.3	6.7	0	50.4	1.8	52.1	8.4	0.3	0.2	8.9	
Passenger Vehicles	21	261	0	282	39	7	33	79	0	611	20	631	104	4	3	111	1103
% Passenger Vehicles	87.5	51.4	0	53	86.7	63.6	61.1	71.8	0	73.7	69	73.5	75.4	80	100	76	67
Bobtail Trucks	1	91	0	92	0	0	2	2	0	107	0	107	10	0	0	10	211
% Bobtail Trucks	4.2	17.9	0	17.3	0	0	3.7	1.8	0	12.9	0	12.5	7.2	0	0	6.8	12.8
Chasis	0	10	0	10	2	0	0	2	0	12	0	12	2	0	0	2	26
% Chasis	0	2	0	1.9	4.4	0	0	1.8	0	1.4	0	1.4	1.4	0	0	1.4	1.6
Container	0	133	0	133	1	0	0	1	0	82	0	82	18	0	0	18	234
% Container	0	26.2	0	25	2.2	0	0	0.9	0	9.9	0	9.6	13	0	0	12.3	14.2
Other Trucks	2	13	0	15	3	4	19	26	0	17	9	26	4	1	0	5	72
% Other Trucks	8.3	2.6	0	2.8	6.7	36.4	35.2	23.6	0	2.1	31	3	2.9	20	0	3.4	4.4

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	83	0	88	6	1	6	13	0	121	5	126	26	1	1	28	255
04:15 PM	2	53	0	55	5	1	9	15	0	114	3	117	21	2	0	23	210
04:30 PM	1	49	0	50	5	0	5	10	0	133	4	137	14	0	0	14	211
04:45 PM	2	82	0	84	5	2	3	10	0	125	4	129	18	2	1	21	244
Total Volume	10	267	0	277	21	4	23	48	0	493	16	509	79	5	2	86	920
% App. Total	3.6	96.4	0		43.8	8.3	47.9		0	96.9	3.1		91.9	5.8	2.3		
PHF	.500	.804	.000	.787	.875	.500	.639	.800	.000	.927	.800	.929	.760	.625	.500	.768	.902

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	2	82	0	84	5	2	3	10	0	121	5	126	26	1	1	28
+15 mins.	5	75	0	80	9	5	11	25	0	114	3	117	21	2	0	23
+30 mins.	2	73	0	75	1	0	6	7	0	133	4	137	14	0	0	14
+45 mins.	6	47	0	53	10	2	10	22	0	125	4	129	18	2	1	21
Total Volume	15	277	0	292	25	9	30	64	0	493	16	509	79	5	2	86
% App. Total	5.1	94.9	0		39.1	14.1	46.9		0	96.9	3.1		91.9	5.8	2.3	
PHF	.625	.845	.000	.869	.625	.450	.682	.640	.000	.927	.800	.929	.760	.625	.500	.768

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

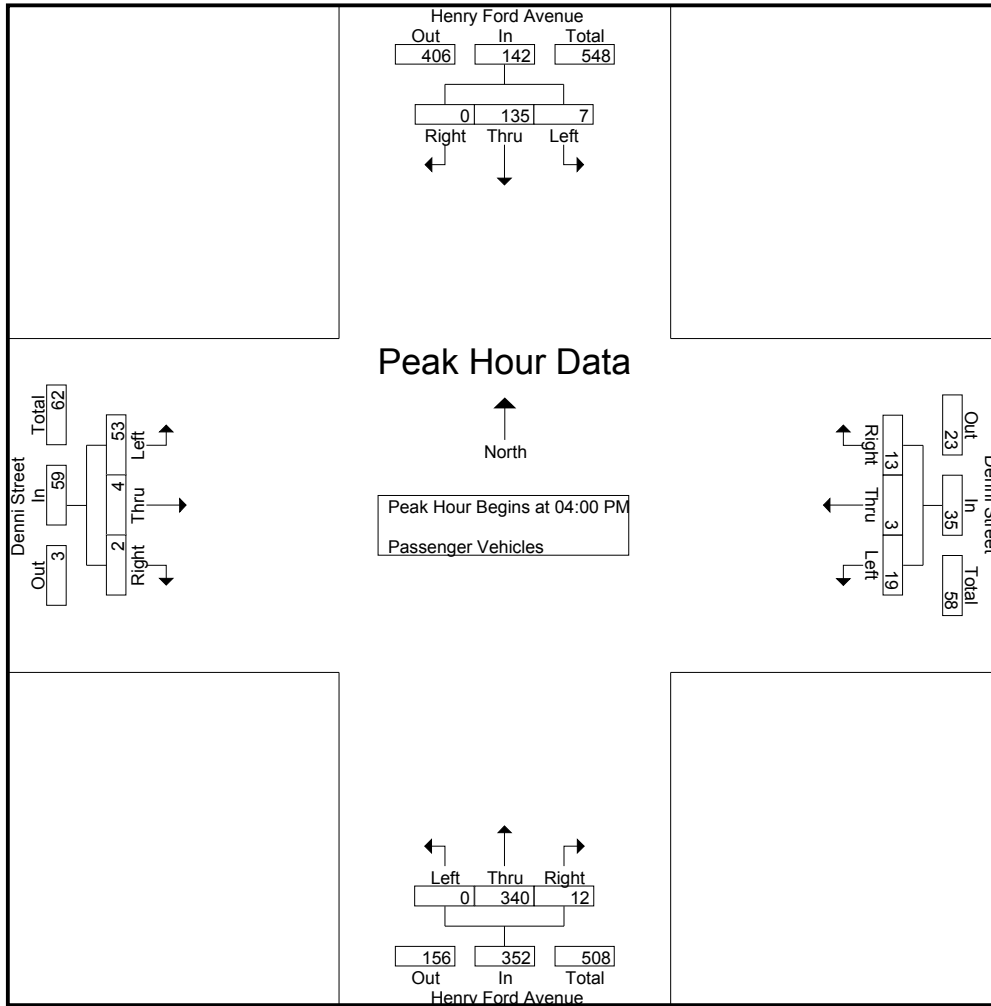
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	38	0	40	6	1	4	11	0	65	3	68	20	1	1	22	141
04:15 PM	2	29	0	31	5	1	4	10	0	74	2	76	12	2	0	14	131
04:30 PM	1	27	0	28	4	0	3	7	0	97	3	100	7	0	0	7	142
04:45 PM	2	41	0	43	4	1	2	7	0	104	4	108	14	1	1	16	174
Total	7	135	0	142	19	3	13	35	0	340	12	352	53	4	2	59	588
05:00 PM	5	39	0	44	8	2	6	16	0	98	5	103	17	0	0	17	180
05:15 PM	2	38	0	40	1	0	3	4	0	66	2	68	19	0	0	19	131
05:30 PM	6	28	0	34	9	2	8	19	0	69	1	70	6	0	1	7	130
05:45 PM	1	21	0	22	2	0	3	5	0	38	0	38	9	0	0	9	74
Total	14	126	0	140	20	4	20	44	0	271	8	279	51	0	1	52	515
Grand Total	21	261	0	282	39	7	33	79	0	611	20	631	104	4	3	111	1103
Apprch %	7.4	92.6	0		49.4	8.9	41.8		0	96.8	3.2		93.7	3.6	2.7		
Total %	1.9	23.7	0	25.6	3.5	0.6	3	7.2	0	55.4	1.8	57.2	9.4	0.4	0.3	10.1	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	38	0	40	6	1	4	11	0	65	3	68	20	1	1	22	141
04:15 PM	2	29	0	31	5	1	4	10	0	74	2	76	12	2	0	14	131
04:30 PM	1	27	0	28	4	0	3	7	0	97	3	100	7	0	0	7	142
04:45 PM	2	41	0	43	4	1	2	7	0	104	4	108	14	1	1	16	174
Total Volume	7	135	0	142	19	3	13	35	0	340	12	352	53	4	2	59	588
% App. Total	4.9	95.1	0		54.3	8.6	37.1		0	96.6	3.4		89.8	6.8	3.4		
PHF	.875	.823	.000	.826	.792	.750	.813	.795	.000	.817	.750	.815	.663	.500	.500	.670	.845

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	38	0	40	6	1	4	11	0	65	3	68	20	1	1	22
+15 mins.	2	29	0	31	5	1	4	10	0	74	2	76	12	2	0	14
+30 mins.	1	27	0	28	4	0	3	7	0	97	3	100	7	0	0	7
+45 mins.	2	41	0	43	4	1	2	7	0	104	4	108	14	1	1	16
Total Volume	7	135	0	142	19	3	13	35	0	340	12	352	53	4	2	59
% App. Total	4.9	95.1	0		54.3	8.6	37.1		0	96.6	3.4		89.8	6.8	3.4	
PHF	.875	.823	.000	.826	.792	.750	.813	.795	.000	.817	.750	.815	.663	.500	.500	.670

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

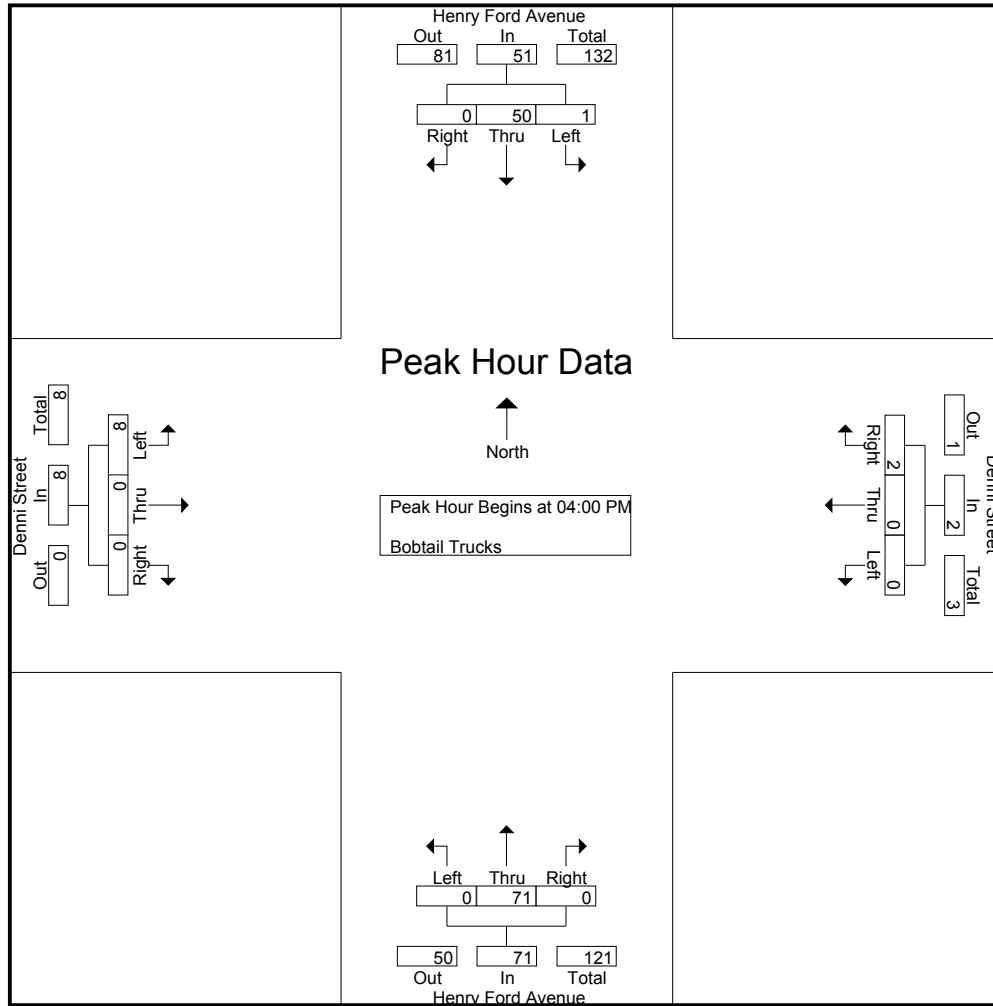
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	14	0	15	0	0	0	0	0	21	0	21	3	0	0	3	39
04:15 PM	0	5	0	5	0	0	2	2	0	22	0	22	1	0	0	1	30
04:30 PM	0	10	0	10	0	0	0	0	0	19	0	19	3	0	0	3	32
04:45 PM	0	21	0	21	0	0	0	0	0	9	0	9	1	0	0	1	31
Total	1	50	0	51	0	0	2	2	0	71	0	71	8	0	0	8	132
05:00 PM	0	17	0	17	0	0	0	0	0	9	0	9	0	0	0	0	26
05:15 PM	0	11	0	11	0	0	0	0	0	12	0	12	1	0	0	1	24
05:30 PM	0	6	0	6	0	0	0	0	0	9	0	9	1	0	0	1	16
05:45 PM	0	7	0	7	0	0	0	0	0	6	0	6	0	0	0	0	13
Total	0	41	0	41	0	0	0	0	0	36	0	36	2	0	0	2	79
Grand Total	1	91	0	92	0	0	2	2	0	107	0	107	10	0	0	10	211
Apprch %	1.1	98.9	0		0	0	100		0	100	0		100	0	0		
Total %	0.5	43.1	0	43.6	0	0	0.9	0.9	0	50.7	0	50.7	4.7	0	0	4.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	14	0	15	0	0	0	0	0	21	0	21	3	0	0	3	39
04:15 PM	0	5	0	5	0	0	2	2	0	22	0	22	1	0	0	1	30
04:30 PM	0	10	0	10	0	0	0	0	0	19	0	19	3	0	0	3	32
04:45 PM	0	21	0	21	0	0	0	0	0	9	0	9	1	0	0	1	31
Total Volume	1	50	0	51	0	0	2	2	0	71	0	71	8	0	0	8	132
% App. Total	2	98	0		0	0	100		0	100	0		100	0	0		
PHF	.250	.595	.000	.607	.000	.000	.250	.250	.000	.807	.000	.807	.667	.000	.000	.667	.846

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	14	0	15	0	0	0	0	0	21	0	21	3	0	0	3
+15 mins.	0	5	0	5	0	0	2	2	0	22	0	22	1	0	0	1
+30 mins.	0	10	0	10	0	0	0	0	0	19	0	19	3	0	0	3
+45 mins.	0	21	0	21	0	0	0	0	0	9	0	9	1	0	0	1
Total Volume	1	50	0	51	0	0	2	2	0	71	0	71	8	0	0	8
% App. Total	2	98	0	100	0	0	100	100	0	100	0	100	100	0	0	100
PHF	.250	.595	.000	.607	.000	.000	.250	.250	.000	.807	.000	.807	.667	.000	.000	.667

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

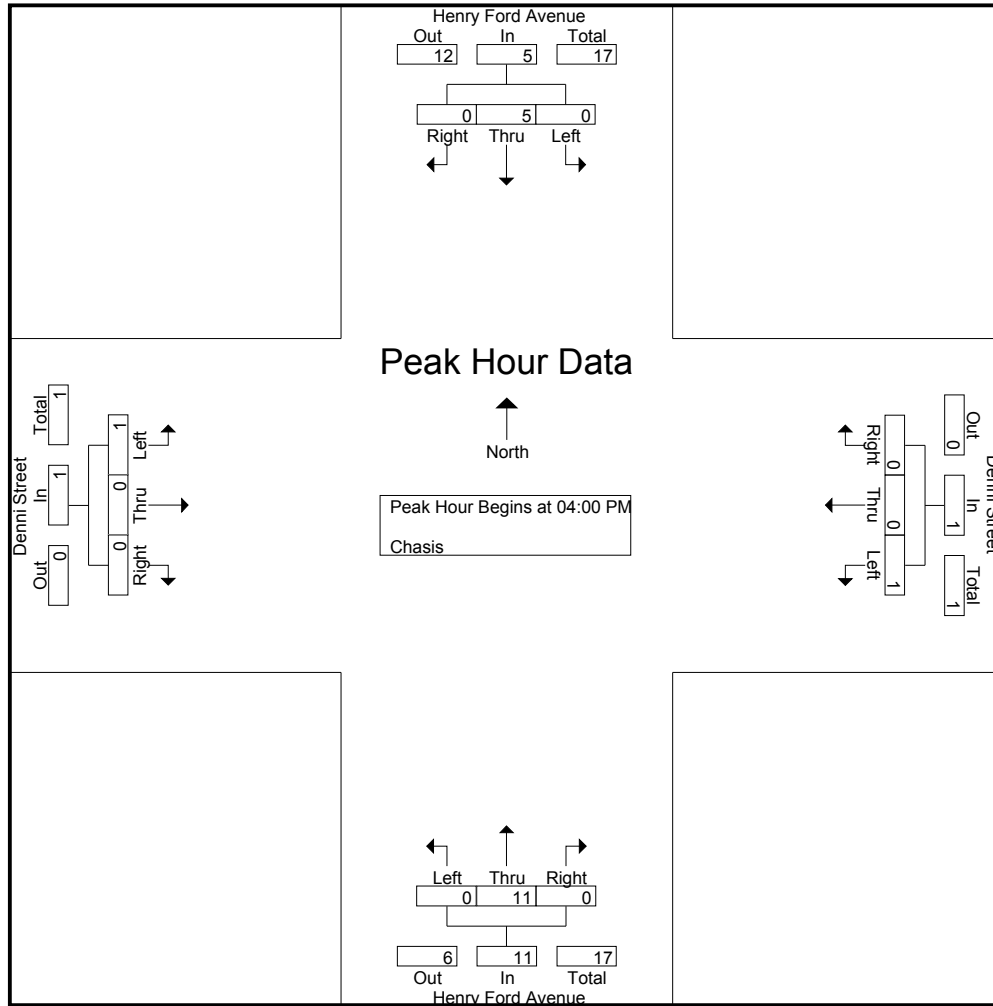
Groups Printed- Chasis

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
04:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:30 PM	0	2	0	2	1	0	0	1	0	2	0	2	1	0	0	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	5	0	5	1	0	0	1	0	11	0	11	1	0	0	1	18
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	5	1	0	0	1	0	1	0	1	1	0	0	1	8
Grand Total	0	10	0	10	2	0	0	2	0	12	0	12	2	0	0	2	26
Apprch %	0	100	0		100	0	0		0	100	0		100	0	0		
Total %	0	38.5	0	38.5	7.7	0	0	7.7	0	46.2	0	46.2	7.7	0	0	7.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
04:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:30 PM	0	2	0	2	1	0	0	1	0	2	0	2	1	0	0	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	5	0	5	1	0	0	1	0	11	0	11	1	0	0	1	18
% App. Total	0	100	0		100	0	0		0	100	0		100	0	0		
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.550	.000	.550	.250	.000	.000	.250	.750

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	2	0	2	1	0	0	1	0	2	0	2	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	1	0	0	1	0	11	0	11	1	0	0	1
% App. Total	0	100	0	100	100	0	0	100	0	100	0	100	100	0	0	100
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.550	.000	.550	.250	.000	.000	.250

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

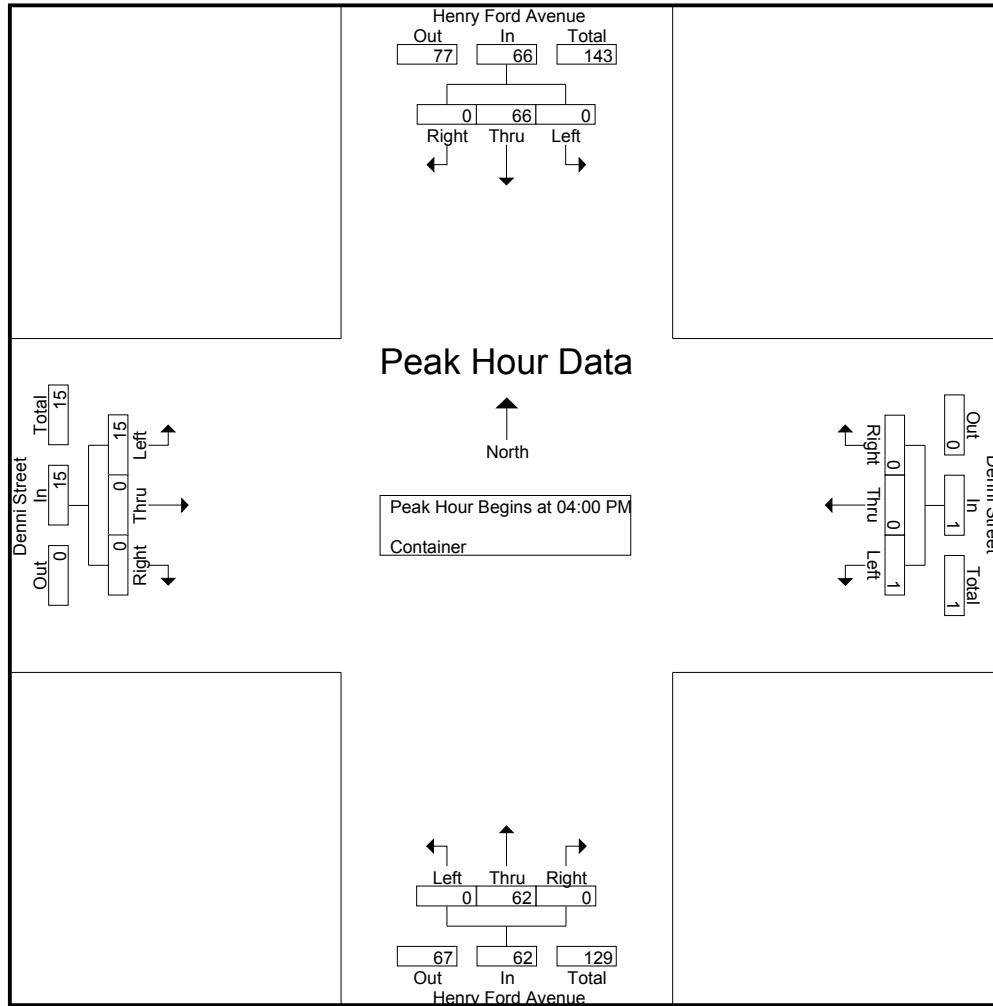
Groups Printed- Container

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	24	0	24	0	0	0	0	0	27	0	27	2	0	0	2	53
04:15 PM	0	16	0	16	0	0	0	0	0	13	0	13	8	0	0	8	37
04:30 PM	0	8	0	8	0	0	0	0	0	13	0	13	3	0	0	3	24
04:45 PM	0	18	0	18	1	0	0	1	0	9	0	9	2	0	0	2	30
Total	0	66	0	66	1	0	0	1	0	62	0	62	15	0	0	15	144
05:00 PM	0	18	0	18	0	0	0	0	0	5	0	5	1	0	0	1	24
05:15 PM	0	21	0	21	0	0	0	0	0	1	0	1	0	0	0	0	22
05:30 PM	0	11	0	11	0	0	0	0	0	6	0	6	2	0	0	2	19
05:45 PM	0	17	0	17	0	0	0	0	0	8	0	8	0	0	0	0	25
Total	0	67	0	67	0	0	0	0	0	20	0	20	3	0	0	3	90
Grand Total	0	133	0	133	1	0	0	1	0	82	0	82	18	0	0	18	234
Apprch %	0	100	0		100	0	0		0	100	0		100	0	0		
Total %	0	56.8	0	56.8	0.4	0	0	0.4	0	35	0	35	7.7	0	0	7.7	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	24	0	24	0	0	0	0	0	27	0	27	2	0	0	2	53
04:15 PM	0	16	0	16	0	0	0	0	0	13	0	13	8	0	0	8	37
04:30 PM	0	8	0	8	0	0	0	0	0	13	0	13	3	0	0	3	24
04:45 PM	0	18	0	18	1	0	0	1	0	9	0	9	2	0	0	2	30
Total Volume	0	66	0	66	1	0	0	1	0	62	0	62	15	0	0	15	144
% App. Total	0	100	0		100	0	0		0	100	0		100	0	0		
PHF	.000	.688	.000	.688	.250	.000	.000	.250	.000	.574	.000	.574	.469	.000	.000	.469	.679

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	24	0	24	0	0	0	0	0	27	0	27	2	0	0	2
+15 mins.	0	16	0	16	0	0	0	0	0	13	0	13	8	0	0	8
+30 mins.	0	8	0	8	0	0	0	0	0	13	0	13	3	0	0	3
+45 mins.	0	18	0	18	1	0	0	1	0	9	0	9	2	0	0	2
Total Volume	0	66	0	66	1	0	0	1	0	62	0	62	15	0	0	15
% App. Total	0	100	0	100	100	0	0	100	0	100	0	100	100	0	0	100
PHF	.000	.688	.000	.688	.250	.000	.000	.250	.000	.574	.000	.574	.469	.000	.000	.469

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 00000001
 Start Date : 2/29/2012
 Page No : 1

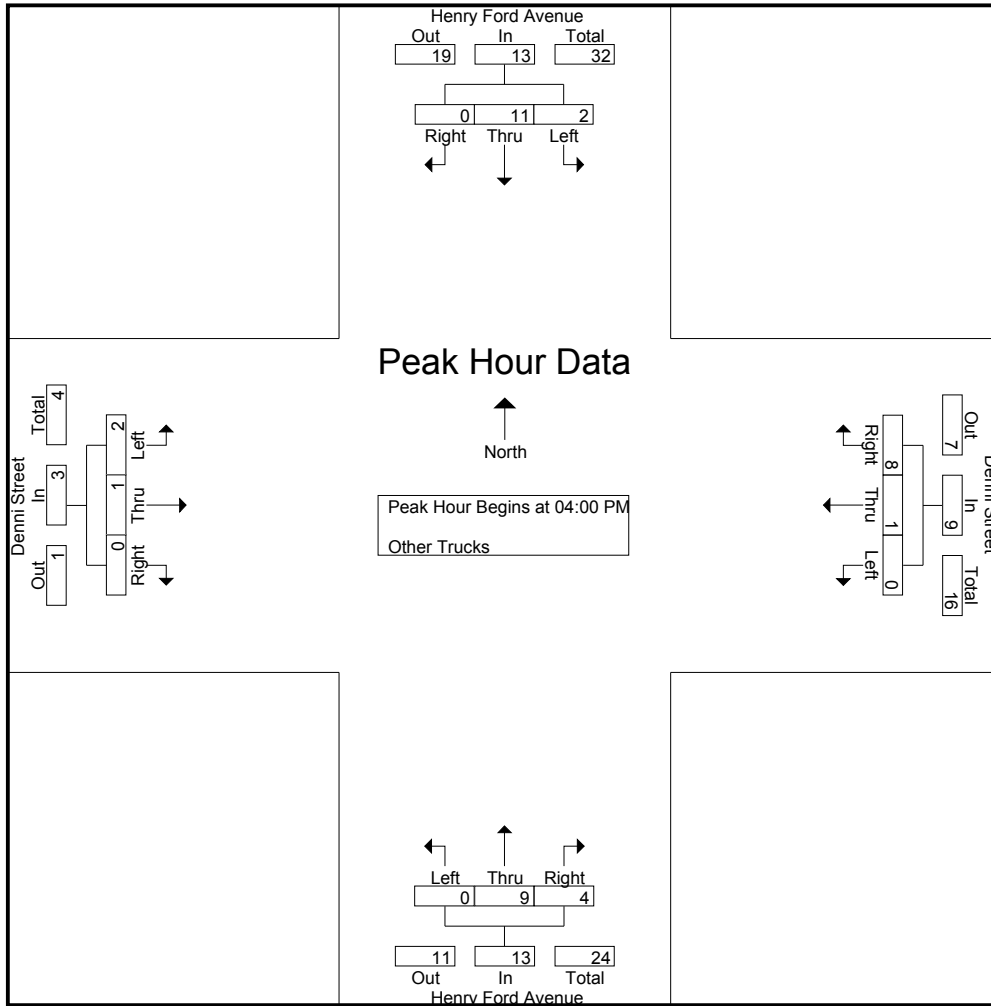
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	6	0	8	0	0	2	2	0	3	2	5	1	0	0	1	16
04:15 PM	0	1	0	1	0	0	3	3	0	2	1	3	0	0	0	0	7
04:30 PM	0	2	0	2	0	0	2	2	0	2	1	3	0	0	0	0	7
04:45 PM	0	2	0	2	0	1	1	2	0	2	0	2	1	1	0	2	8
Total	2	11	0	13	0	1	8	9	0	9	4	13	2	1	0	3	38
05:00 PM	0	1	0	1	0	3	5	8	0	0	0	0	1	0	0	1	10
05:15 PM	0	1	0	1	0	0	3	3	0	3	1	4	0	0	0	0	8
05:30 PM	0	0	0	0	1	0	2	3	0	3	4	7	0	0	0	0	10
05:45 PM	0	0	0	0	2	0	1	3	0	2	0	2	1	0	0	1	6
Total	0	2	0	2	3	3	11	17	0	8	5	13	2	0	0	2	34
Grand Total	2	13	0	15	3	4	19	26	0	17	9	26	4	1	0	5	72
Apprch %	13.3	86.7	0		11.5	15.4	73.1		0	65.4	34.6		80	20	0		
Total %	2.8	18.1	0	20.8	4.2	5.6	26.4	36.1	0	23.6	12.5	36.1	5.6	1.4	0	6.9	

Start Time	Henry Ford Avenue Southbound				Denni Street Westbound				Henry Ford Avenue Northbound				Denni Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	6	0	8	0	0	2	2	0	3	2	5	1	0	0	1	16
04:15 PM	0	1	0	1	0	0	3	3	0	2	1	3	0	0	0	0	7
04:30 PM	0	2	0	2	0	0	2	2	0	2	1	3	0	0	0	0	7
04:45 PM	0	2	0	2	0	1	1	2	0	2	0	2	1	1	0	2	8
Total Volume	2	11	0	13	0	1	8	9	0	9	4	13	2	1	0	3	38
% App. Total	15.4	84.6	0		0	11.1	88.9		0	69.2	30.8		66.7	33.3	0		
PHF	.250	.458	.000	.406	.000	.250	.667	.750	.000	.750	.500	.650	.500	.250	.000	.375	.594

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Denni Street
 Weather: Sunny

File Name : LBCHFDEPM
 Site Code : 0000001
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	6	0	8	0	0	2	2	0	3	2	5	1	0	0	1
+15 mins.	0	1	0	1	0	0	3	3	0	2	1	3	0	0	0	0
+30 mins.	0	2	0	2	0	0	2	2	0	2	1	3	0	0	0	0
+45 mins.	0	2	0	2	0	1	1	2	0	2	0	2	1	1	0	2
Total Volume	2	11	0	13	0	1	8	9	0	9	4	13	2	1	0	3
% App. Total	15.4	84.6	0		0	11.1	88.9		0	69.2	30.8		66.7	33.3	0	
PHF	.250	.458	.000	.406	.000	.250	.667	.750	.000	.750	.500	.650	.500	.250	.000	.375

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

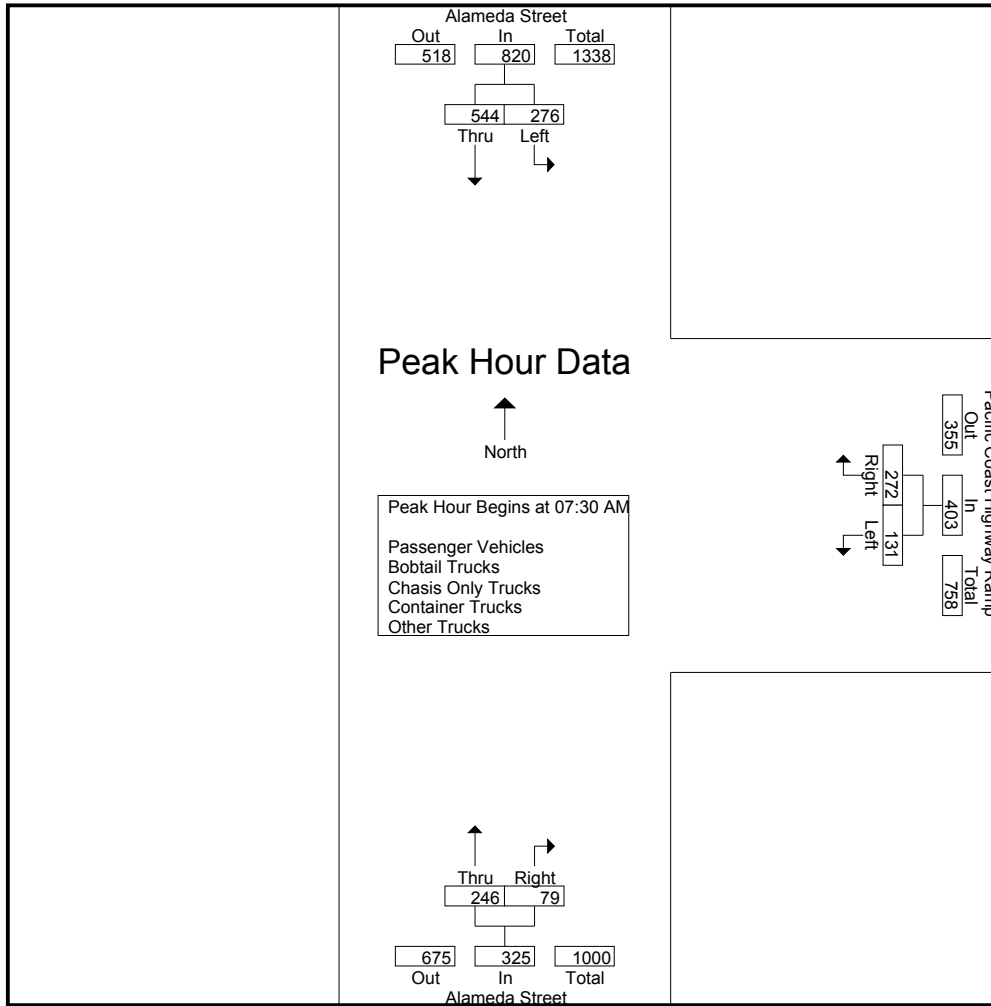
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	57	97	154	21	58	79	52	13	65	298
07:15 AM	64	99	163	14	52	66	48	13	61	290
07:30 AM	89	149	238	33	91	124	67	22	89	451
07:45 AM	78	141	219	37	72	109	50	19	69	397
Total	288	486	774	105	273	378	217	67	284	1436
08:00 AM	67	138	205	33	53	86	48	18	66	357
08:15 AM	42	116	158	28	56	84	81	20	101	343
08:30 AM	40	106	146	32	56	88	41	23	64	298
08:45 AM	49	97	146	28	45	73	60	28	88	307
Total	198	457	655	121	210	331	230	89	319	1305
Grand Total	486	943	1429	226	483	709	447	156	603	2741
Apprch %	34	66		31.9	68.1		74.1	25.9		
Total %	17.7	34.4	52.1	8.2	17.6	25.9	16.3	5.7	22	
Passenger Vehicles	405	643	1048	168	409	577	230	78	308	1933
% Passenger Vehicles	83.3	68.2	73.3	74.3	84.7	81.4	51.5	50	51.1	70.5
Bobtail Trucks	14	84	98	25	14	39	53	27	80	217
% Bobtail Trucks	2.9	8.9	6.9	11.1	2.9	5.5	11.9	17.3	13.3	7.9
Chasis Only Trucks	2	9	11	0	1	1	9	3	12	24
% Chasis Only Trucks	0.4	1	0.8	0	0.2	0.1	2	1.9	2	0.9
Container Trucks	11	107	118	6	2	8	77	27	104	230
% Container Trucks	2.3	11.3	8.3	2.7	0.4	1.1	17.2	17.3	17.2	8.4
Other Trucks	54	100	154	27	57	84	78	21	99	337
% Other Trucks	11.1	10.6	10.8	11.9	11.8	11.8	17.4	13.5	16.4	12.3

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	89	149	238	33	91	124	67	22	89	451
07:45 AM	78	141	219	37	72	109	50	19	69	397
08:00 AM	67	138	205	33	53	86	48	18	66	357
08:15 AM	42	116	158	28	56	84	81	20	101	343
Total Volume	276	544	820	131	272	403	246	79	325	1548
% App. Total	33.7	66.3		32.5	67.5		75.7	24.3		
PHF	.775	.913	.861	.885	.747	.813	.759	.898	.804	.858

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	89	149	238	33	91	124	67	22	89
+15 mins.	78	141	219	37	72	109	50	19	69
+30 mins.	67	138	205	33	53	86	48	18	66
+45 mins.	42	116	158	28	56	84	81	20	101
Total Volume	276	544	820	131	272	403	246	79	325
% App. Total	33.7	66.3		32.5	67.5		75.7	24.3	
PHF	.775	.913	.861	.885	.747	.813	.759	.898	.804

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

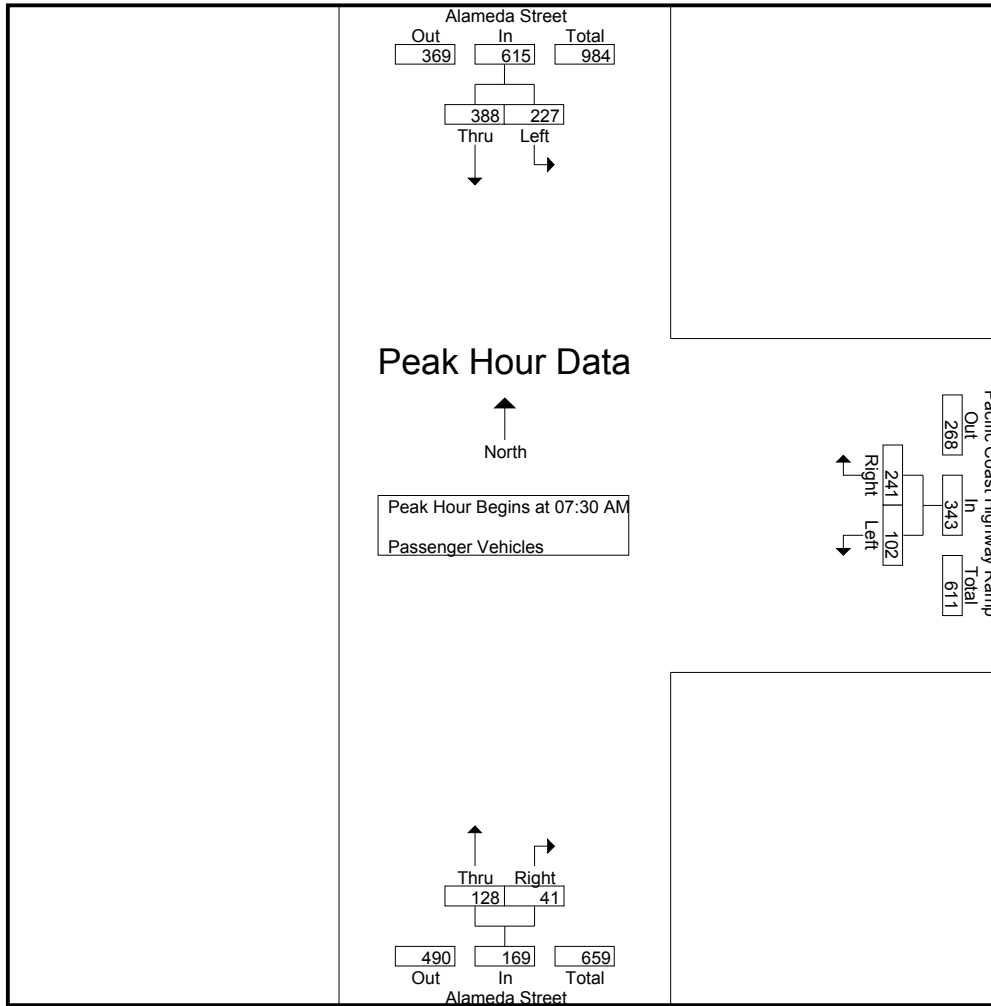
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	49	68	117	19	50	69	28	7	35	221
07:15 AM	56	73	129	9	45	54	26	6	32	215
07:30 AM	80	112	192	23	79	102	39	11	50	344
07:45 AM	69	111	180	31	67	98	25	11	36	314
Total	254	364	618	82	241	323	118	35	153	1094
08:00 AM	50	92	142	26	45	71	20	6	26	239
08:15 AM	28	73	101	22	50	72	44	13	57	230
08:30 AM	33	66	99	19	42	61	18	12	30	190
08:45 AM	40	48	88	19	31	50	30	12	42	180
Total	151	279	430	86	168	254	112	43	155	839
Grand Total	405	643	1048	168	409	577	230	78	308	1933
Apprch %	38.6	61.4		29.1	70.9		74.7	25.3		
Total %	21	33.3	54.2	8.7	21.2	29.8	11.9	4	15.9	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	80	112	192	23	79	102	39	11	50	344
07:45 AM	69	111	180	31	67	98	25	11	36	314
08:00 AM	50	92	142	26	45	71	20	6	26	239
08:15 AM	28	73	101	22	50	72	44	13	57	230
Total Volume	227	388	615	102	241	343	128	41	169	1127
% App. Total	36.9	63.1		29.7	70.3		75.7	24.3		
PHF	.709	.866	.801	.823	.763	.841	.727	.788	.741	.819

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	80	112	192	23	79	102	39	11	50
+15 mins.	69	111	180	31	67	98	25	11	36
+30 mins.	50	92	142	26	45	71	20	6	26
+45 mins.	28	73	101	22	50	72	44	13	57
Total Volume	227	388	615	102	241	343	128	41	169
% App. Total	36.9	63.1		29.7	70.3		75.7	24.3	
PHF	.709	.866	.801	.823	.763	.841	.727	.788	.741

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

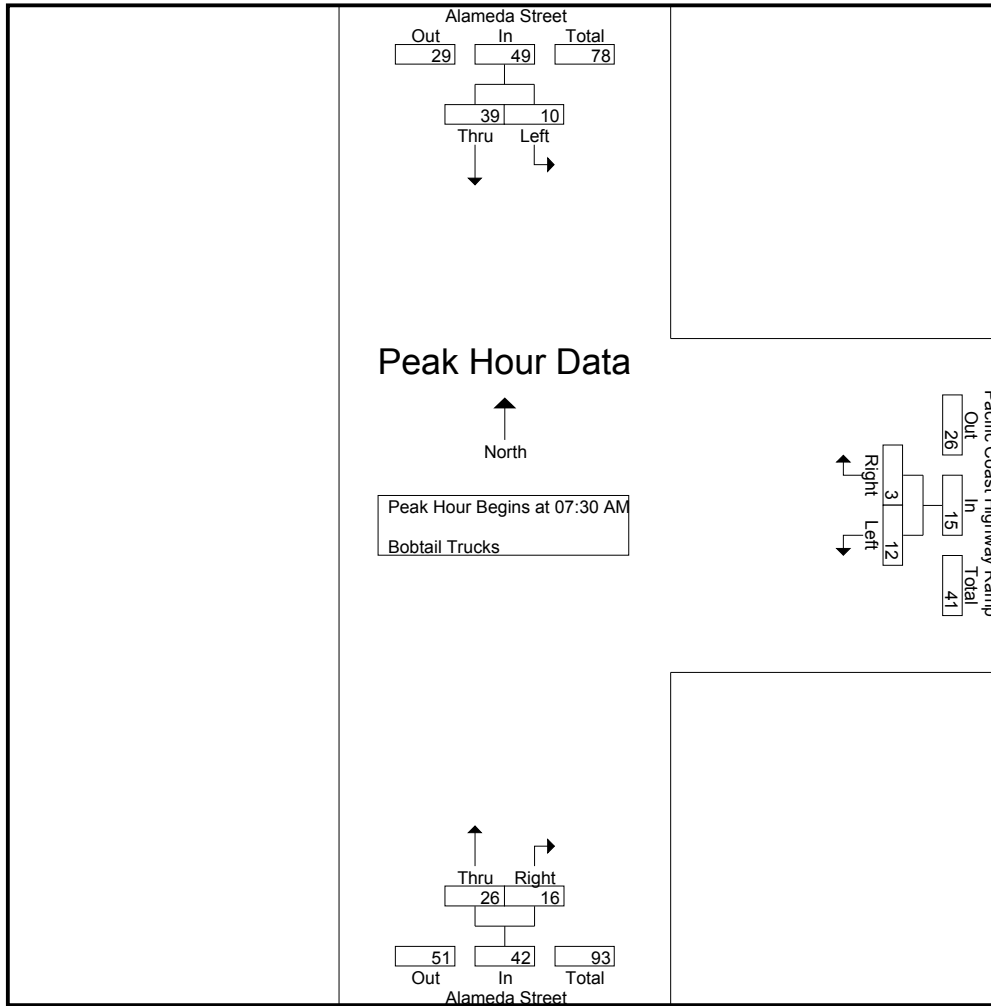
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	13	14	2	0	2	10	1	11	27
07:15 AM	1	5	6	4	1	5	5	5	10	21
07:30 AM	0	6	6	3	3	6	2	8	10	22
07:45 AM	1	6	7	3	0	3	2	5	7	17
Total	3	30	33	12	4	16	19	19	38	87
08:00 AM	4	6	10	3	0	3	4	2	6	19
08:15 AM	5	21	26	3	0	3	18	1	19	48
08:30 AM	2	12	14	6	6	12	3	2	5	31
08:45 AM	0	15	15	1	4	5	9	3	12	32
Total	11	54	65	13	10	23	34	8	42	130
Grand Total	14	84	98	25	14	39	53	27	80	217
Apprch %	14.3	85.7		64.1	35.9		66.2	33.8		
Total %	6.5	38.7	45.2	11.5	6.5	18	24.4	12.4	36.9	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	6	6	3	3	6	2	8	10	22
07:45 AM	1	6	7	3	0	3	2	5	7	17
08:00 AM	4	6	10	3	0	3	4	2	6	19
08:15 AM	5	21	26	3	0	3	18	1	19	48
Total Volume	10	39	49	12	3	15	26	16	42	106
% App. Total	20.4	79.6		80	20		61.9	38.1		
PHF	.500	.464	.471	1.00	.250	.625	.361	.500	.553	.552

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	6	6	3	3	6	2	8	10
+15 mins.	1	6	7	3	0	3	2	5	7
+30 mins.	4	6	10	3	0	3	4	2	6
+45 mins.	5	21	26	3	0	3	18	1	19
Total Volume	10	39	49	12	3	15	26	16	42
% App. Total	20.4	79.6		80	20		61.9	38.1	
PHF	.500	.464	.471	1.000	.250	.625	.361	.500	.553

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
 Site Code : 00000051
 Start Date : 2/29/2012
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Groups Printed- Chasis Only Trucks

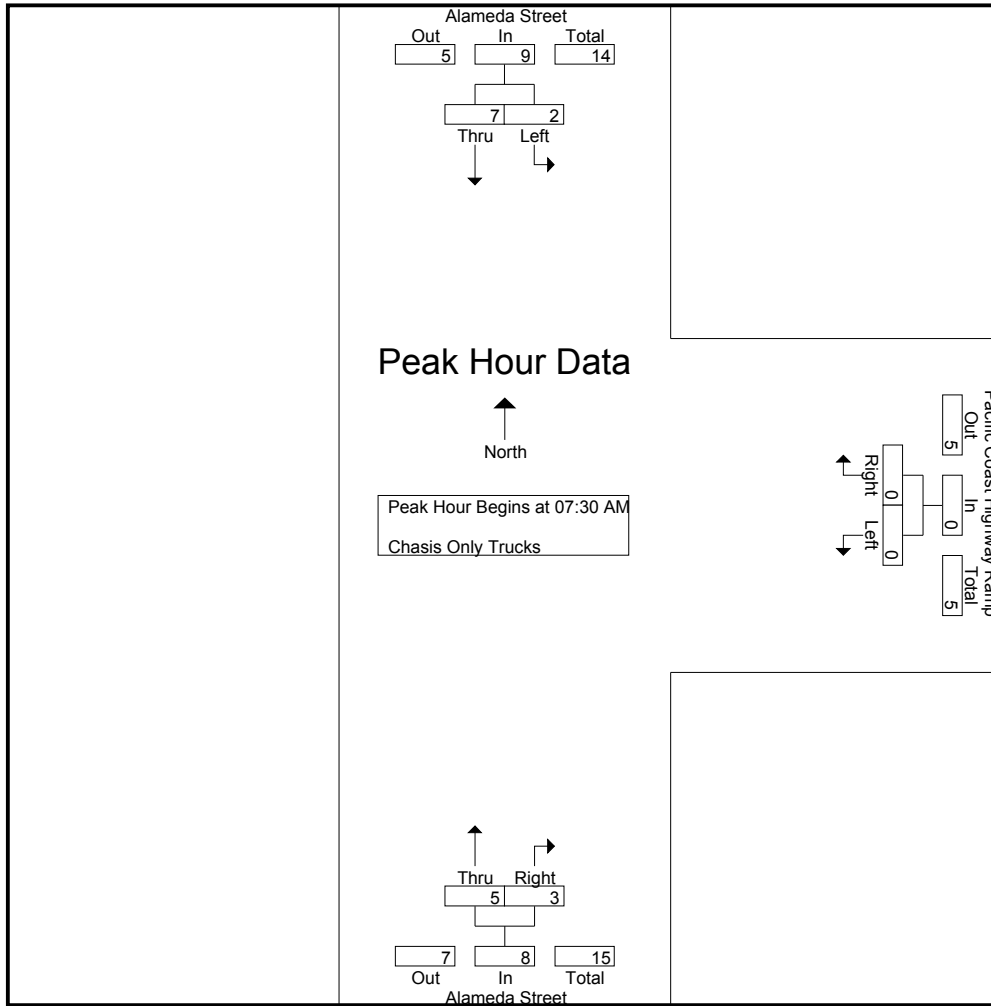
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	3	3	0	0	0	1	1	2	5
07:45 AM	0	0	0	0	0	0	1	1	2	2
Total	0	3	3	0	0	0	4	2	6	9
08:00 AM	2	4	6	0	0	0	3	1	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	2	0	1	1	2	0	2	5
Total	2	6	8	0	1	1	5	1	6	15
Grand Total	2	9	11	0	1	1	9	3	12	24
Apprch %	18.2	81.8		0	100		75	25		
Total %	8.3	37.5	45.8	0	4.2	4.2	37.5	12.5	50	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	3	3	0	0	0	1	1	2	5
07:45 AM	0	0	0	0	0	0	1	1	2	2
08:00 AM	2	4	6	0	0	0	3	1	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	2	7	9	0	0	0	5	3	8	17
% App. Total	22.2	77.8		0	0		62.5	37.5		
PHF	.250	.438	.375	.000	.000	.000	.417	.750	.500	.425

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	3	3	0	0	0	1	1	2
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	2	4	6	0	0	0	3	1	4
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	2	7	9	0	0	0	5	3	8
% App. Total	22.2	77.8		0	0		62.5	37.5	
PHF	.250	.438	.375	.000	.000	.000	.417	.750	.500

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
 Site Code : 00000051
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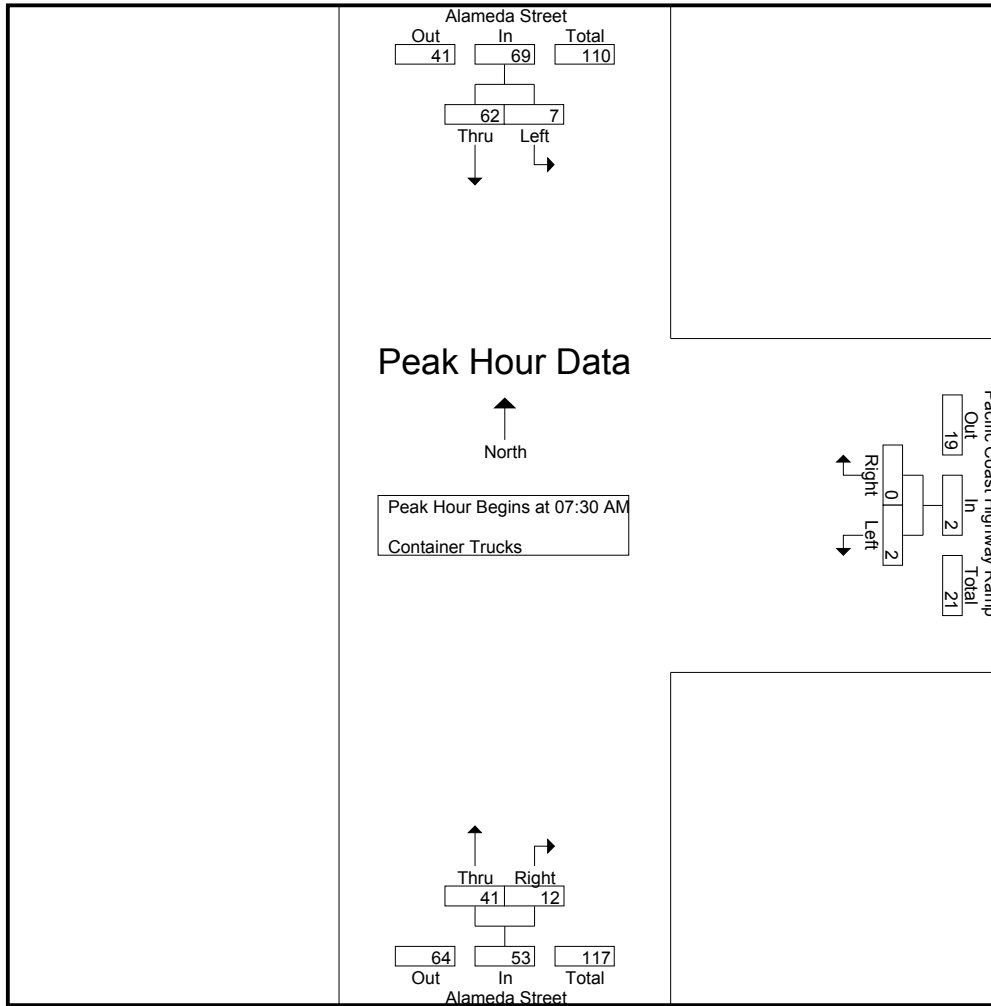
Groups Printed- Container Trucks

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	7	8	0	1	1	6	4	10	19
07:15 AM	1	10	11	0	0	0	11	1	12	23
07:30 AM	0	12	12	1	0	1	14	0	14	27
07:45 AM	2	15	17	0	0	0	11	2	13	30
Total	4	44	48	1	1	2	42	7	49	99
08:00 AM	3	23	26	0	0	0	8	6	14	40
08:15 AM	2	12	14	1	0	1	8	4	12	27
08:30 AM	1	15	16	1	0	1	10	4	14	31
08:45 AM	1	13	14	3	1	4	9	6	15	33
Total	7	63	70	5	1	6	35	20	55	131
Grand Total	11	107	118	6	2	8	77	27	104	230
Apprch %	9.3	90.7		75	25		74	26		
Total %	4.8	46.5	51.3	2.6	0.9	3.5	33.5	11.7	45.2	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	12	12	1	0	1	14	0	14	27
07:45 AM	2	15	17	0	0	0	11	2	13	30
08:00 AM	3	23	26	0	0	0	8	6	14	40
08:15 AM	2	12	14	1	0	1	8	4	12	27
Total Volume	7	62	69	2	0	2	41	12	53	124
% App. Total	10.1	89.9		100	0		77.4	22.6		
PHF	.583	.674	.663	.500	.000	.500	.732	.500	.946	.775

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	12	12	1	0	1	14	0	14
+15 mins.	2	15	17	0	0	0	11	2	13
+30 mins.	3	23	26	0	0	0	8	6	14
+45 mins.	2	12	14	1	0	1	8	4	12
Total Volume	7	62	69	2	0	2	41	12	53
% App. Total	10.1	89.9		100	0		77.4	22.6	
PHF	.583	.674	.663	.500	.000	.500	.732	.500	.946

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
 Site Code : 00000051
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Groups Printed- Other Trucks

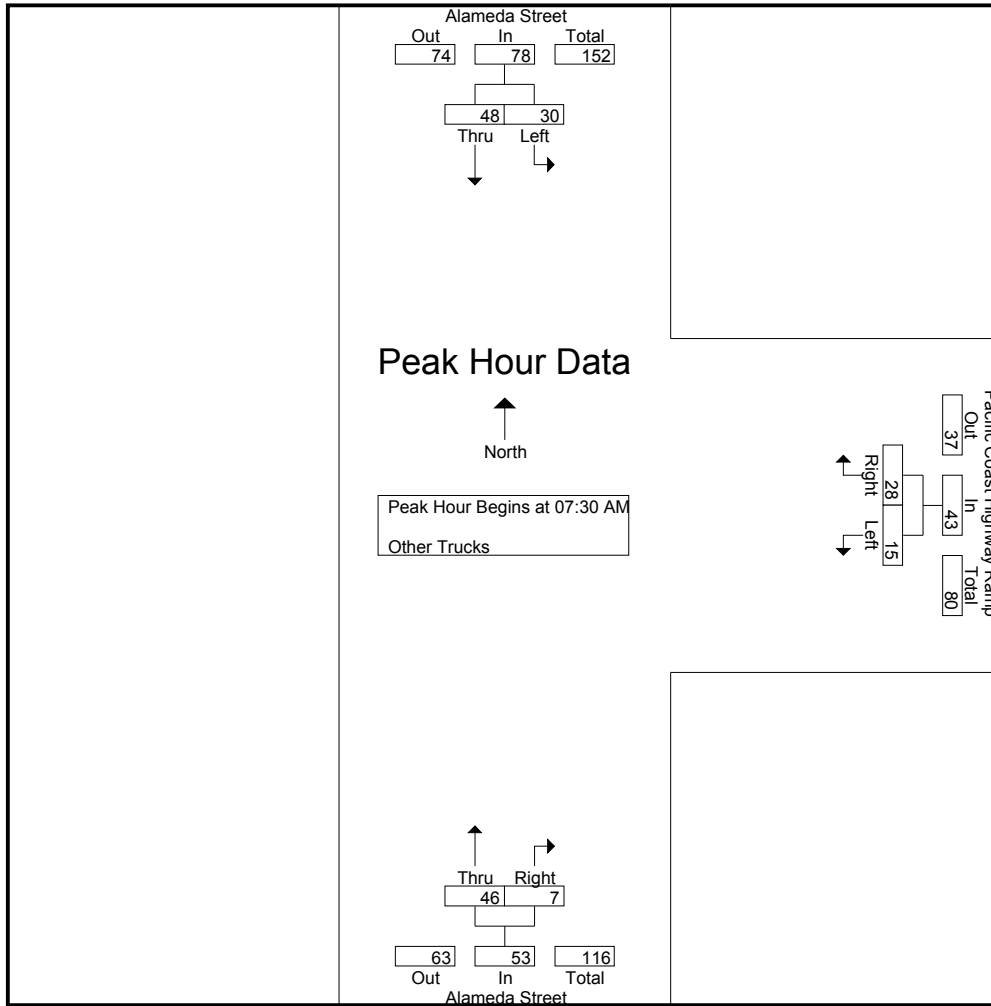
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	6	9	15	0	7	7	7	1	8	30
07:15 AM	6	11	17	1	6	7	5	1	6	30
07:30 AM	9	16	25	6	9	15	11	2	13	53
07:45 AM	6	9	15	3	5	8	11	0	11	34
Total	27	45	72	10	27	37	34	4	38	147
08:00 AM	8	13	21	4	8	12	13	3	16	49
08:15 AM	7	10	17	2	6	8	11	2	13	38
08:30 AM	4	13	17	6	8	14	10	5	15	46
08:45 AM	8	19	27	5	8	13	10	7	17	57
Total	27	55	82	17	30	47	44	17	61	190
Grand Total	54	100	154	27	57	84	78	21	99	337
Apprch %	35.1	64.9		32.1	67.9		78.8	21.2		
Total %	16	29.7	45.7	8	16.9	24.9	23.1	6.2	29.4	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	9	16	25	6	9	15	11	2	13	53
07:45 AM	6	9	15	3	5	8	11	0	11	34
08:00 AM	8	13	21	4	8	12	13	3	16	49
08:15 AM	7	10	17	2	6	8	11	2	13	38
Total Volume	30	48	78	15	28	43	46	7	53	174
% App. Total	38.5	61.5		34.9	65.1		86.8	13.2		
PHF	.833	.750	.780	.625	.778	.717	.885	.583	.828	.821

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRAM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	9	16	25	6	9	15	11	2	13
+15 mins.	6	9	15	3	5	8	11	0	11
+30 mins.	8	13	21	4	8	12	13	3	16
+45 mins.	7	10	17	2	6	8	11	2	13
Total Volume	30	48	78	15	28	43	46	7	53
% App. Total	38.5	61.5		34.9	65.1		86.8	13.2	
PHF	.833	.750	.780	.625	.778	.717	.885	.583	.828

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

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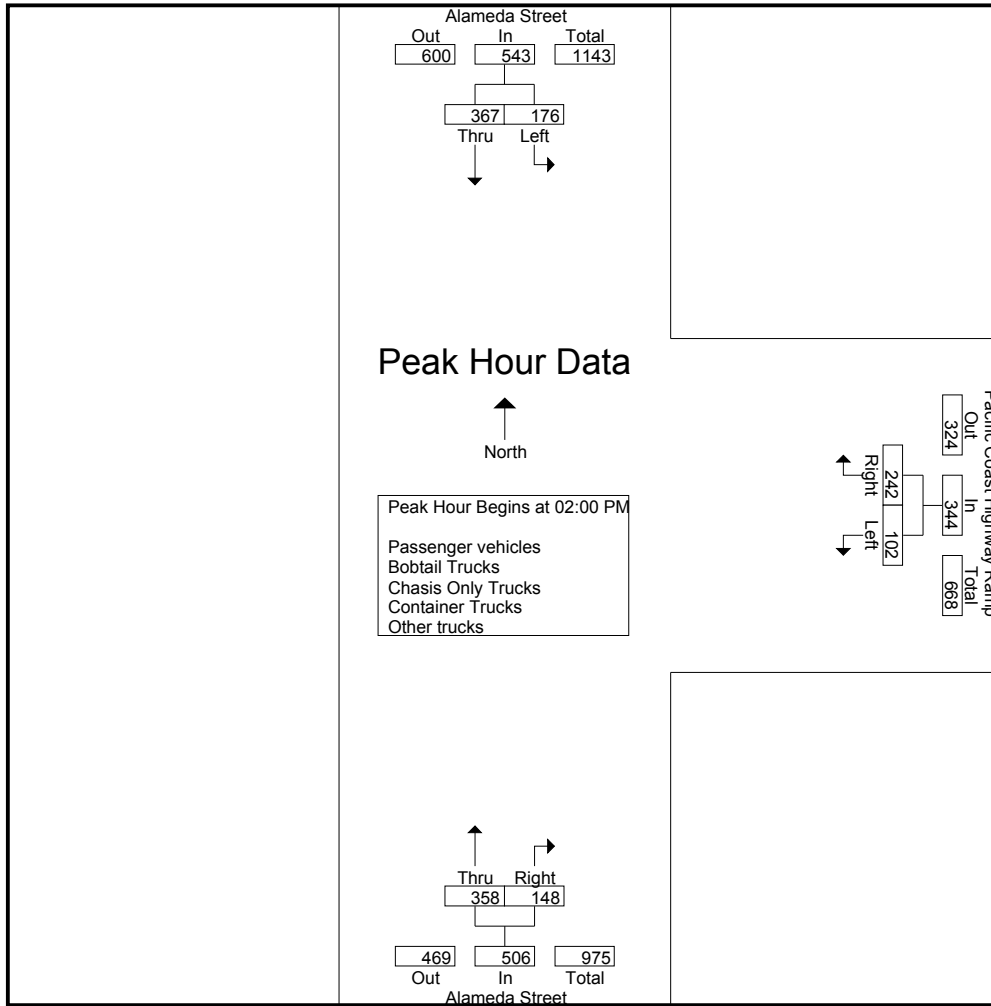
Groups Printed- Passenger vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other trucks

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	40	71	111	31	38	69	58	31	89	269
01:15 PM	30	100	130	22	39	61	89	35	124	315
01:30 PM	41	90	131	22	49	71	91	35	126	328
01:45 PM	51	94	145	27	50	77	78	27	105	327
Total	162	355	517	102	176	278	316	128	444	1239
02:00 PM	34	69	103	23	73	96	100	26	126	325
02:15 PM	41	93	134	31	54	85	90	23	113	332
02:30 PM	41	103	144	26	57	83	83	46	129	356
02:45 PM	60	102	162	22	58	80	85	53	138	380
Total	176	367	543	102	242	344	358	148	506	1393
Grand Total	338	722	1060	204	418	622	674	276	950	2632
Apprch %	31.9	68.1		32.8	67.2		70.9	29.1		
Total %	12.8	27.4	40.3	7.8	15.9	23.6	25.6	10.5	36.1	
Passenger vehicles	283	423	706	140	342	482	390	217	607	1795
% Passenger vehicles	83.7	58.6	66.6	68.6	81.8	77.5	57.9	78.6	63.9	68.2
Bobtail Trucks	17	87	104	21	24	45	94	28	122	271
% Bobtail Trucks	5	12	9.8	10.3	5.7	7.2	13.9	10.1	12.8	10.3
Chasis Only Trucks	2	7	9	7	9	16	19	3	22	47
% Chasis Only Trucks	0.6	1	0.8	3.4	2.2	2.6	2.8	1.1	2.3	1.8
Container Trucks	21	136	157	21	12	33	81	10	91	281
% Container Trucks	6.2	18.8	14.8	10.3	2.9	5.3	12	3.6	9.6	10.7
Other trucks	15	69	84	15	31	46	90	18	108	238
% Other trucks	4.4	9.6	7.9	7.4	7.4	7.4	13.4	6.5	11.4	9

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	34	69	103	23	73	96	100	26	126	325
02:15 PM	41	93	134	31	54	85	90	23	113	332
02:30 PM	41	103	144	26	57	83	83	46	129	356
02:45 PM	60	102	162	22	58	80	85	53	138	380
Total Volume	176	367	543	102	242	344	358	148	506	1393
% App. Total	32.4	67.6		29.7	70.3		70.8	29.2		
PHF	.733	.891	.838	.823	.829	.896	.895	.698	.917	.916

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	34	69	103	23	73	96	100	26	126
+15 mins.	41	93	134	31	54	85	90	23	113
+30 mins.	41	103	144	26	57	83	83	46	129
+45 mins.	60	102	162	22	58	80	85	53	138
Total Volume	176	367	543	102	242	344	358	148	506
% App. Total	32.4	67.6		29.7	70.3		70.8	29.2	
PHF	.733	.891	.838	.823	.829	.896	.895	.698	.917

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
 Site Code : 0000051
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Groups Printed- Passenger vehicles

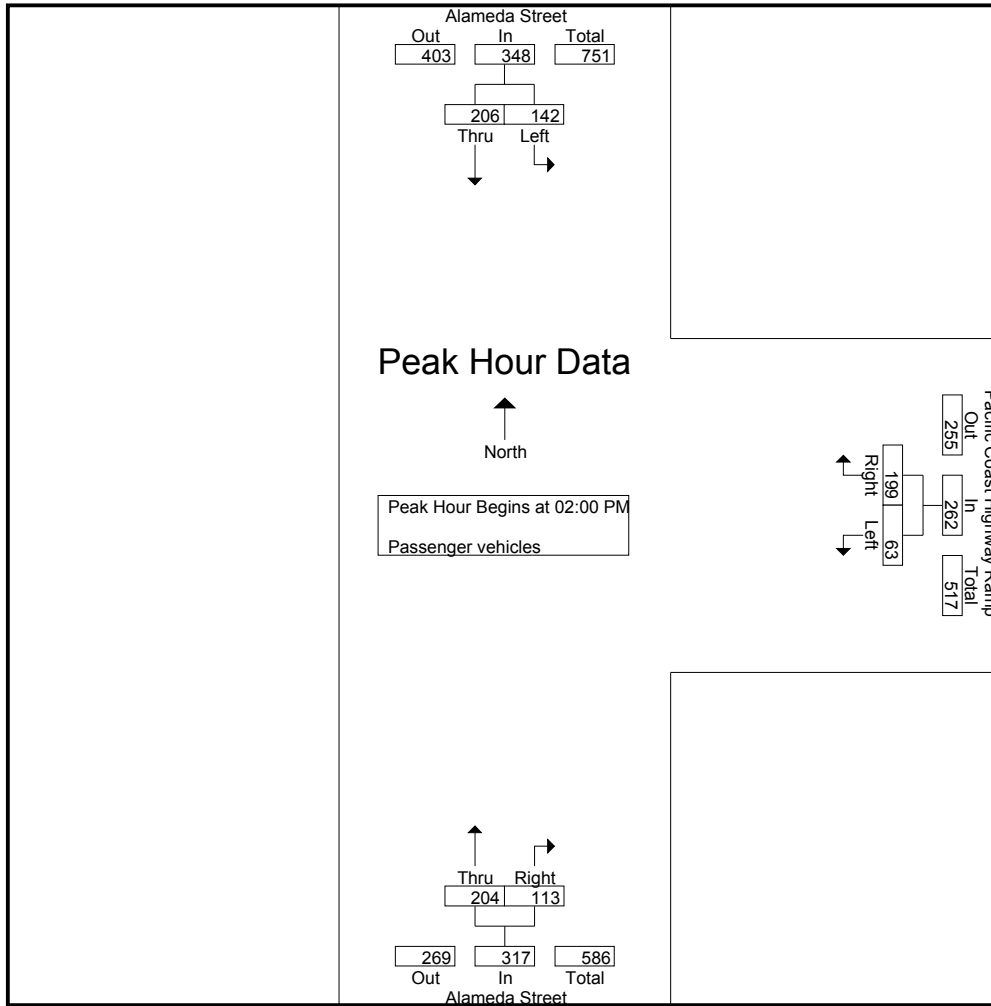
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	36	45	81	24	32	56	34	25	59	196
01:15 PM	26	59	85	18	26	44	47	26	73	202
01:30 PM	36	60	96	15	44	59	57	29	86	241
01:45 PM	43	53	96	20	41	61	48	24	72	229
Total	141	217	358	77	143	220	186	104	290	868
02:00 PM	25	43	68	15	59	74	52	22	74	216
02:15 PM	34	52	86	15	45	60	43	15	58	204
02:30 PM	36	46	82	16	44	60	56	34	90	232
02:45 PM	47	65	112	17	51	68	53	42	95	275
Total	142	206	348	63	199	262	204	113	317	927
Grand Total	283	423	706	140	342	482	390	217	607	1795
Apprch %	40.1	59.9		29	71		64.3	35.7		
Total %	15.8	23.6	39.3	7.8	19.1	26.9	21.7	12.1	33.8	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	25	43	68	15	59	74	52	22	74	216
02:15 PM	34	52	86	15	45	60	43	15	58	204
02:30 PM	36	46	82	16	44	60	56	34	90	232
02:45 PM	47	65	112	17	51	68	53	42	95	275
Total Volume	142	206	348	63	199	262	204	113	317	927
% App. Total	40.8	59.2		24	76		64.4	35.6		
PHF	.755	.792	.777	.926	.843	.885	.911	.673	.834	.843

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	25	43	68	15	59	74	52	22	74
+15 mins.	34	52	86	15	45	60	43	15	58
+30 mins.	36	46	82	16	44	60	56	34	90
+45 mins.	47	65	112	17	51	68	53	42	95
Total Volume	142	206	348	63	199	262	204	113	317
% App. Total	40.8	59.2		24	76		64.4	35.6	
PHF	.755	.792	.777	.926	.843	.885	.911	.673	.834

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
 Site Code : 00000051
 Start Date : 2/29/2012
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Groups Printed- Bobtail Trucks

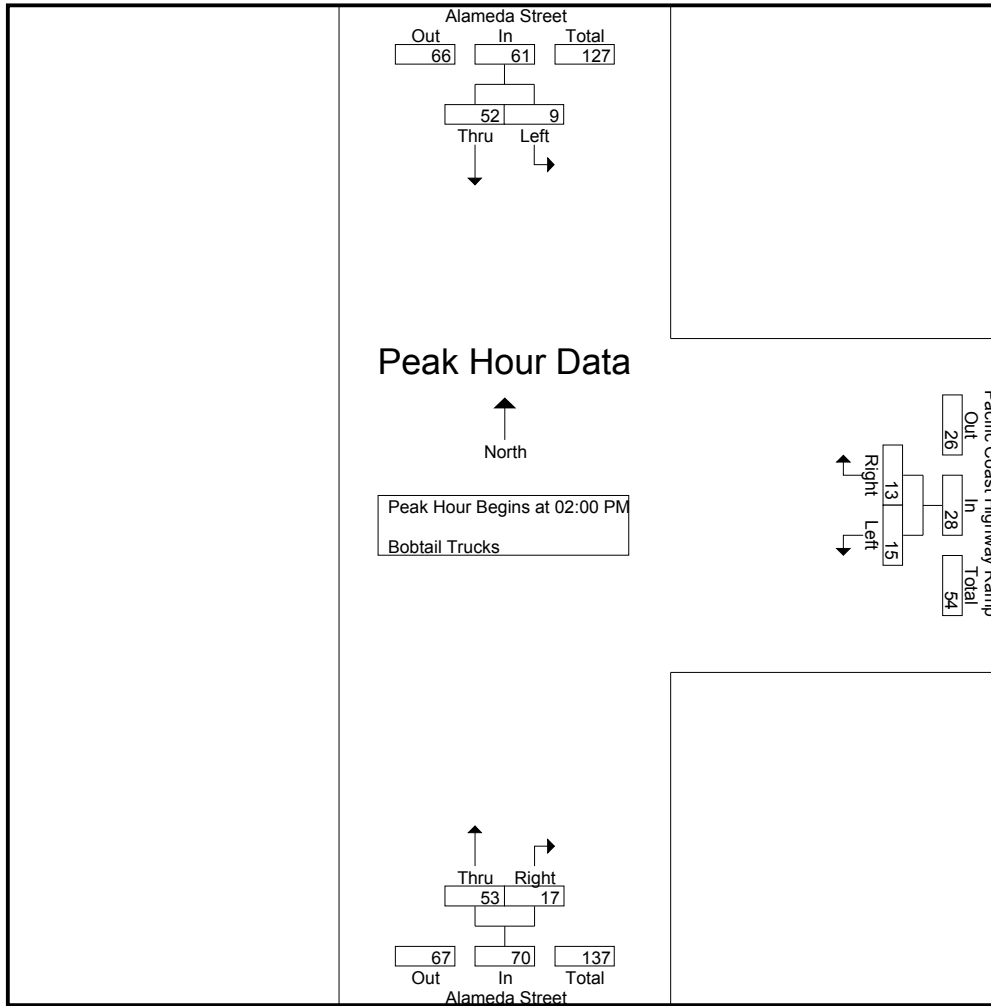
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	2	9	11	1	1	2	7	3	10	23
01:15 PM	1	12	13	1	7	8	17	3	20	41
01:30 PM	1	5	6	2	1	3	10	2	12	21
01:45 PM	4	9	13	2	2	4	7	3	10	27
Total	8	35	43	6	11	17	41	11	52	112
02:00 PM	3	11	14	2	5	7	20	3	23	44
02:15 PM	1	12	13	6	4	10	11	5	16	39
02:30 PM	1	19	20	3	4	7	11	5	16	43
02:45 PM	4	10	14	4	0	4	11	4	15	33
Total	9	52	61	15	13	28	53	17	70	159
Grand Total	17	87	104	21	24	45	94	28	122	271
Apprch %	16.3	83.7		46.7	53.3		77	23		
Total %	6.3	32.1	38.4	7.7	8.9	16.6	34.7	10.3	45	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	3	11	14	2	5	7	20	3	23	44
02:15 PM	1	12	13	6	4	10	11	5	16	39
02:30 PM	1	19	20	3	4	7	11	5	16	43
02:45 PM	4	10	14	4	0	4	11	4	15	33
Total Volume	9	52	61	15	13	28	53	17	70	159
% App. Total	14.8	85.2		53.6	46.4		75.7	24.3		
PHF	.563	.684	.763	.625	.650	.700	.663	.850	.761	.903

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
 Site Code : 0000051
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	3	11	14	2	5	7	20	3	23
+15 mins.	1	12	13	6	4	10	11	5	16
+30 mins.	1	19	20	3	4	7	11	5	16
+45 mins.	4	10	14	4	0	4	11	4	15
Total Volume	9	52	61	15	13	28	53	17	70
% App. Total	14.8	85.2		53.6	46.4		75.7	24.3	
PHF	.563	.684	.763	.625	.650	.700	.663	.850	.761

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

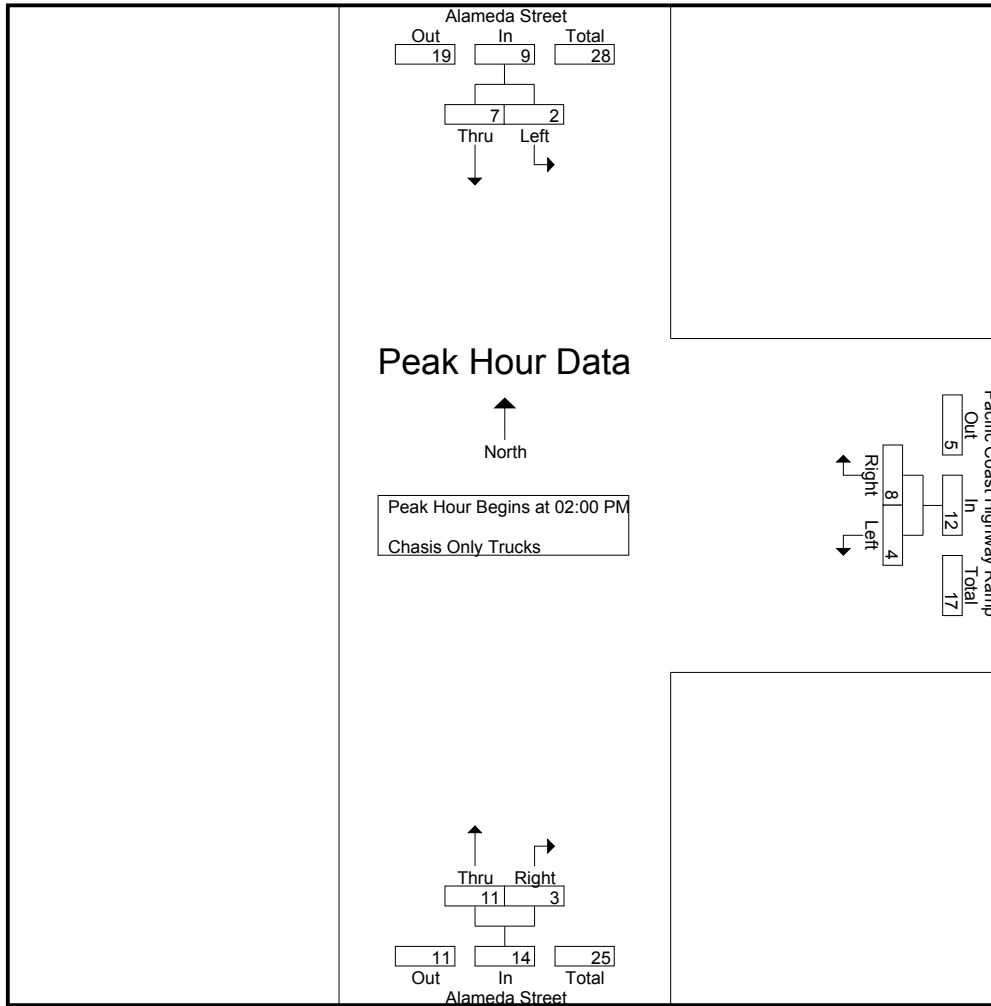
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	0	0	3	0	3	0	0	0	3
01:15 PM	0	0	0	0	0	0	5	0	5	5
01:30 PM	0	0	0	0	0	0	2	0	2	2
01:45 PM	0	0	0	0	1	1	1	0	1	2
Total	0	0	0	3	1	4	8	0	8	12
02:00 PM	0	2	2	0	4	4	3	0	3	9
02:15 PM	0	2	2	3	2	5	4	1	5	12
02:30 PM	0	3	3	1	0	1	1	1	2	6
02:45 PM	2	0	2	0	2	2	3	1	4	8
Total	2	7	9	4	8	12	11	3	14	35
Grand Total	2	7	9	7	9	16	19	3	22	47
Apprch %	22.2	77.8		43.8	56.2		86.4	13.6		
Total %	4.3	14.9	19.1	14.9	19.1	34	40.4	6.4	46.8	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	2	2	0	4	4	3	0	3	9
02:15 PM	0	2	2	3	2	5	4	1	5	12
02:30 PM	0	3	3	1	0	1	1	1	2	6
02:45 PM	2	0	2	0	2	2	3	1	4	8
Total Volume	2	7	9	4	8	12	11	3	14	35
% App. Total	22.2	77.8		33.3	66.7		78.6	21.4		
PHF	.250	.583	.750	.333	.500	.600	.688	.750	.700	.729

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	2	2	0	4	4	3	0	3
+15 mins.	0	2	2	3	2	5	4	1	5
+30 mins.	0	3	3	1	0	1	1	1	2
+45 mins.	2	0	2	0	2	2	3	1	4
Total Volume	2	7	9	4	8	12	11	3	14
% App. Total	22.2	77.8		33.3	66.7		78.6	21.4	
PHF	.250	.583	.750	.333	.500	.600	.688	.750	.700

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

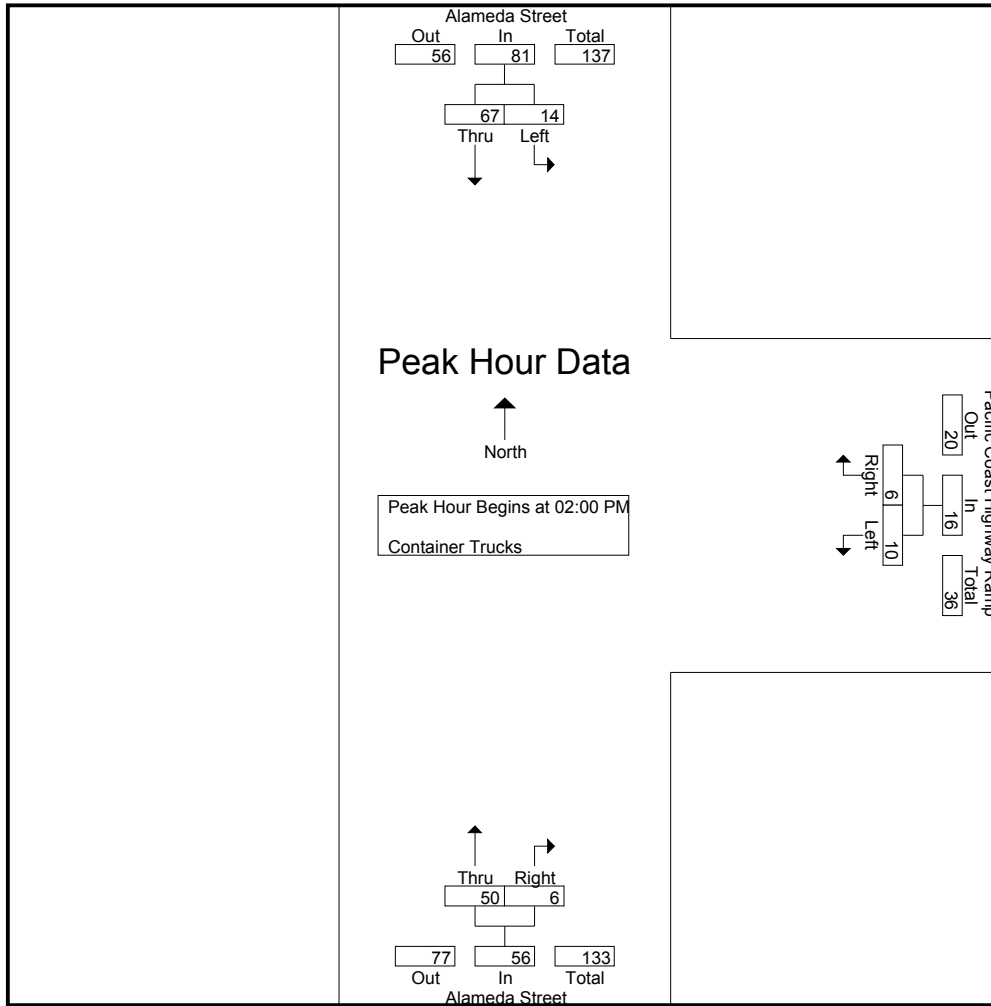
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	1	13	14	2	1	3	7	0	7	24
01:15 PM	3	17	20	2	3	5	5	2	7	32
01:30 PM	1	16	17	3	1	4	7	2	9	30
01:45 PM	2	23	25	4	1	5	12	0	12	42
Total	7	69	76	11	6	17	31	4	35	128
02:00 PM	2	7	9	6	1	7	12	0	12	28
02:15 PM	2	15	17	2	0	2	19	1	20	39
02:30 PM	4	25	29	2	3	5	11	3	14	48
02:45 PM	6	20	26	0	2	2	8	2	10	38
Total	14	67	81	10	6	16	50	6	56	153
Grand Total	21	136	157	21	12	33	81	10	91	281
Apprch %	13.4	86.6		63.6	36.4		89	11		
Total %	7.5	48.4	55.9	7.5	4.3	11.7	28.8	3.6	32.4	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	2	7	9	6	1	7	12	0	12	28
02:15 PM	2	15	17	2	0	2	19	1	20	39
02:30 PM	4	25	29	2	3	5	11	3	14	48
02:45 PM	6	20	26	0	2	2	8	2	10	38
Total Volume	14	67	81	10	6	16	50	6	56	153
% App. Total	17.3	82.7		62.5	37.5		89.3	10.7		
PHF	.583	.670	.698	.417	.500	.571	.658	.500	.700	.797

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
 Site Code : 0000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	2	7	9	6	1	7	12	0	12
+15 mins.	2	15	17	2	0	2	19	1	20
+30 mins.	4	25	29	2	3	5	11	3	14
+45 mins.	6	20	26	0	2	2	8	2	10
Total Volume	14	67	81	10	6	16	50	6	56
% App. Total	17.3	82.7		62.5	37.5		89.3	10.7	
PHF	.583	.670	.698	.417	.500	.571	.658	.500	.700

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other trucks

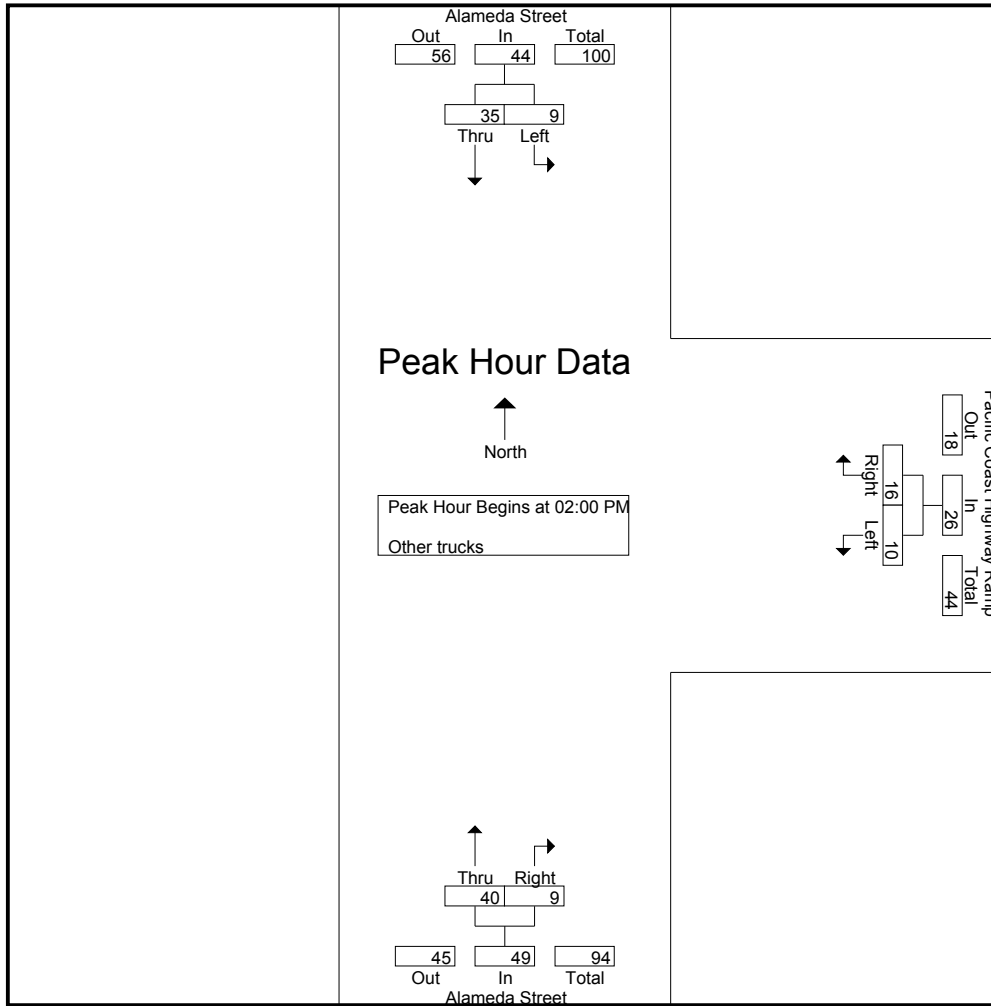
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	1	4	5	1	4	5	10	3	13	23
01:15 PM	0	12	12	1	3	4	15	4	19	35
01:30 PM	3	9	12	2	3	5	15	2	17	34
01:45 PM	2	9	11	1	5	6	10	0	10	27
Total	6	34	40	5	15	20	50	9	59	119
02:00 PM	4	6	10	0	4	4	13	1	14	28
02:15 PM	4	12	16	5	3	8	13	1	14	38
02:30 PM	0	10	10	4	6	10	4	3	7	27
02:45 PM	1	7	8	1	3	4	10	4	14	26
Total	9	35	44	10	16	26	40	9	49	119
Grand Total	15	69	84	15	31	46	90	18	108	238
Apprch %	17.9	82.1		32.6	67.4		83.3	16.7		
Total %	6.3	29	35.3	6.3	13	19.3	37.8	7.6	45.4	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	4	6	10	0	4	4	13	1	14	28
02:15 PM	4	12	16	5	3	8	13	1	14	38
02:30 PM	0	10	10	4	6	10	4	3	7	27
02:45 PM	1	7	8	1	3	4	10	4	14	26
Total Volume	9	35	44	10	16	26	40	9	49	119
% App. Total	20.5	79.5		38.5	61.5		81.6	18.4		
PHF	.563	.729	.688	.500	.667	.650	.769	.563	.875	.783

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRMD
 Site Code : 0000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	4	6	10	0	4	4	13	1	14
+15 mins.	4	12	16	5	3	8	13	1	14
+30 mins.	0	10	10	4	6	10	4	3	7
+45 mins.	1	7	8	1	3	4	10	4	14
Total Volume	9	35	44	10	16	26	40	9	49
% App. Total	20.5	79.5		38.5	61.5		81.6	18.4	
PHF	.563	.729	.688	.500	.667	.650	.769	.563	.875

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

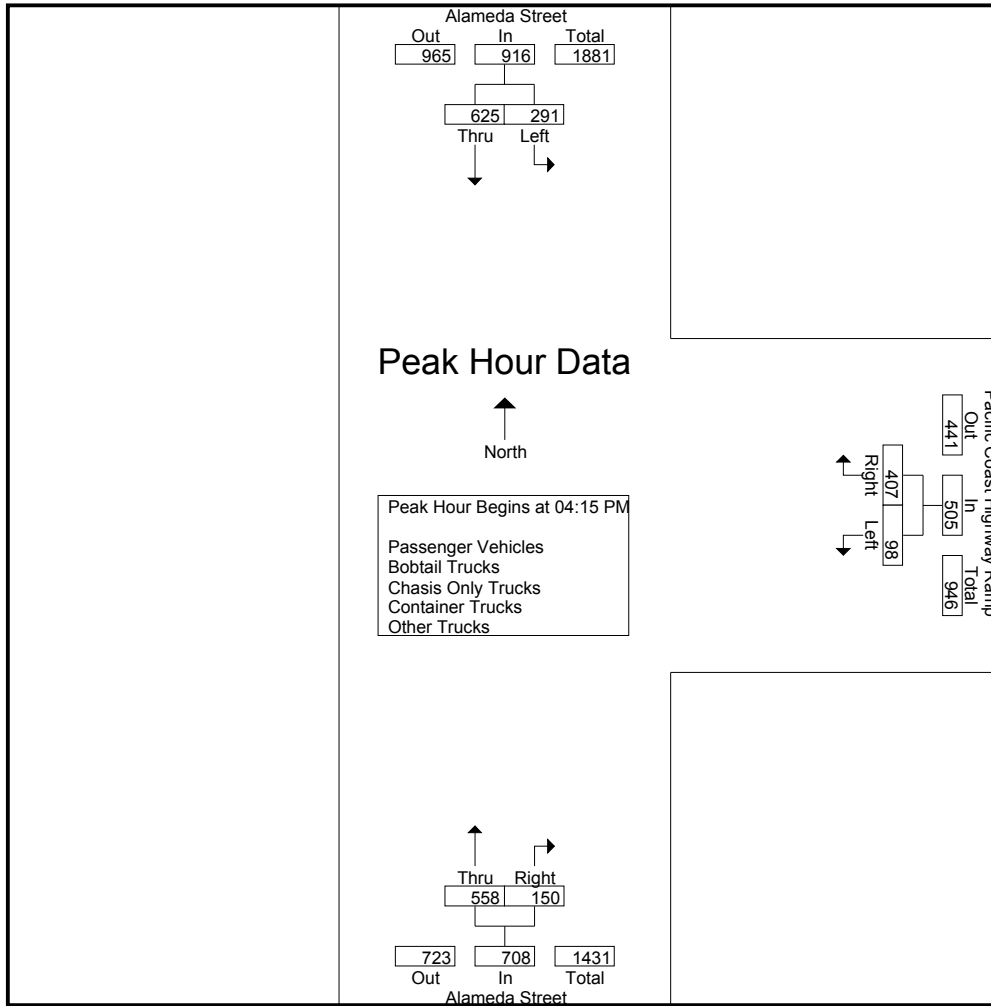
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	60	169	229	19	62	81	117	33	150	460
04:15 PM	73	158	231	25	70	95	147	48	195	521
04:30 PM	71	161	232	26	101	127	161	43	204	563
04:45 PM	78	160	238	22	74	96	129	25	154	488
Total	282	648	930	92	307	399	554	149	703	2032
05:00 PM	69	146	215	25	162	187	121	34	155	557
05:15 PM	70	142	212	26	80	106	108	25	133	451
05:30 PM	71	118	189	15	97	112	103	27	130	431
05:45 PM	60	75	135	15	63	78	105	21	126	339
Total	270	481	751	81	402	483	437	107	544	1778
Grand Total	552	1129	1681	173	709	882	991	256	1247	3810
Apprch %	32.8	67.2		19.6	80.4		79.5	20.5		
Total %	14.5	29.6	44.1	4.5	18.6	23.1	26	6.7	32.7	
Passenger Vehicles	471	741	1212	122	676	798	725	205	930	2940
% Passenger Vehicles	85.3	65.6	72.1	70.5	95.3	90.5	73.2	80.1	74.6	77.2
Bobtail Trucks	33	109	142	34	9	43	116	25	141	326
% Bobtail Trucks	6	9.7	8.4	19.7	1.3	4.9	11.7	9.8	11.3	8.6
Chasis Only Trucks	9	21	30	0	3	3	15	2	17	50
% Chasis Only Trucks	1.6	1.9	1.8	0	0.4	0.3	1.5	0.8	1.4	1.3
Container Trucks	22	181	203	11	8	19	55	17	72	294
% Container Trucks	4	16	12.1	6.4	1.1	2.2	5.5	6.6	5.8	7.7
Other Trucks	17	77	94	6	13	19	80	7	87	200
% Other Trucks	3.1	6.8	5.6	3.5	1.8	2.2	8.1	2.7	7	5.2

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	73	158	231	25	70	95	147	48	195	521
04:30 PM	71	161	232	26	101	127	161	43	204	563
04:45 PM	78	160	238	22	74	96	129	25	154	488
05:00 PM	69	146	215	25	162	187	121	34	155	557
Total Volume	291	625	916	98	407	505	558	150	708	2129
% App. Total	31.8	68.2		19.4	80.6		78.8	21.2		
PHF	.933	.970	.962	.942	.628	.675	.866	.781	.868	.945

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:15 PM		
+0 mins.	60	169	229	26	101	127	147	48	195
+15 mins.	73	158	231	22	74	96	161	43	204
+30 mins.	71	161	232	25	162	187	129	25	154
+45 mins.	78	160	238	26	80	106	121	34	155
Total Volume	282	648	930	99	417	516	558	150	708
% App. Total	30.3	69.7		19.2	80.8		78.8	21.2	
PHF	.904	.959	.977	.952	.644	.690	.866	.781	.868

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

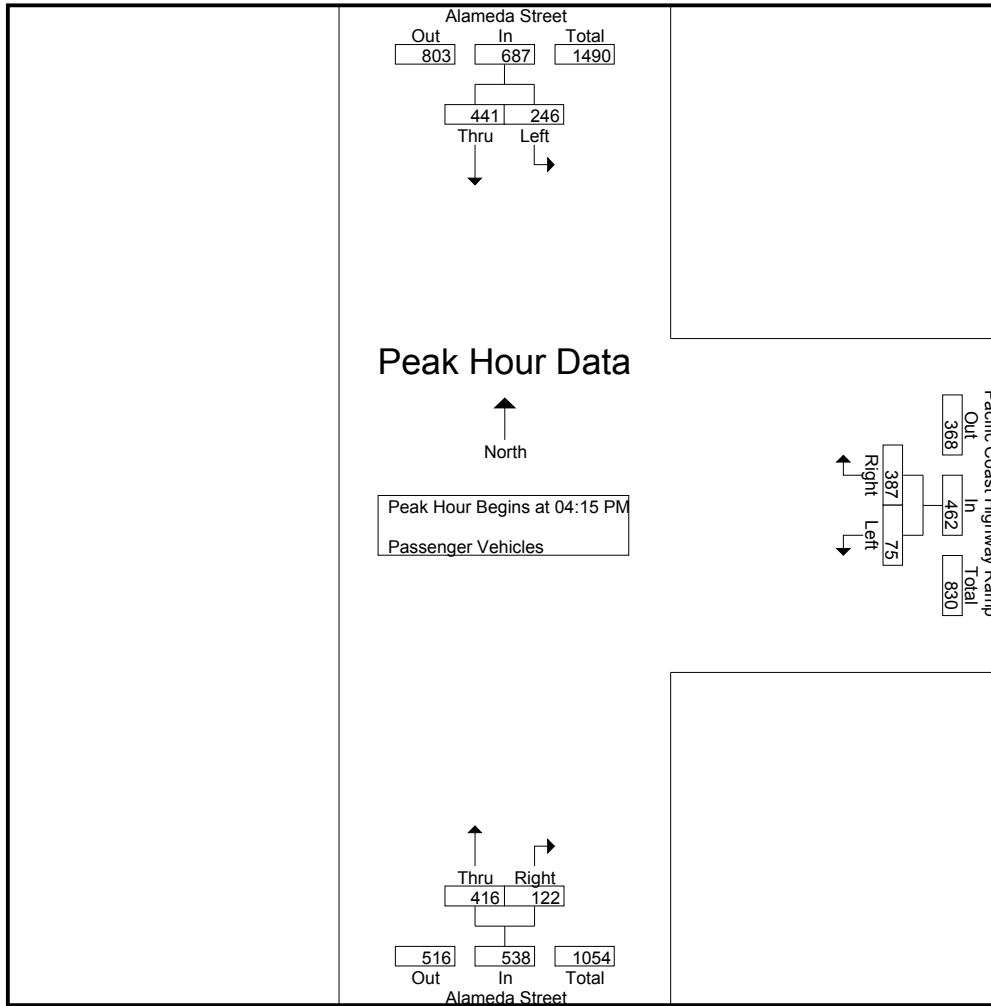
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	52	109	161	13	57	70	73	23	96	327
04:15 PM	61	108	169	17	63	80	113	41	154	403
04:30 PM	58	125	183	21	96	117	115	32	147	447
04:45 PM	67	107	174	18	70	88	91	19	110	372
Total	238	449	687	69	286	355	392	115	507	1549
05:00 PM	60	101	161	19	158	177	97	30	127	465
05:15 PM	61	91	152	14	76	90	93	21	114	356
05:30 PM	59	58	117	9	93	102	73	24	97	316
05:45 PM	53	42	95	11	63	74	70	15	85	254
Total	233	292	525	53	390	443	333	90	423	1391
Grand Total	471	741	1212	122	676	798	725	205	930	2940
Apprch %	38.9	61.1		15.3	84.7		78	22		
Total %	16	25.2	41.2	4.1	23	27.1	24.7	7	31.6	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	61	108	169	17	63	80	113	41	154	403
04:30 PM	58	125	183	21	96	117	115	32	147	447
04:45 PM	67	107	174	18	70	88	91	19	110	372
05:00 PM	60	101	161	19	158	177	97	30	127	465
Total Volume	246	441	687	75	387	462	416	122	538	1687
% App. Total	35.8	64.2		16.2	83.8		77.3	22.7		
PHF	.918	.882	.939	.893	.612	.653	.904	.744	.873	.907

Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:15 PM		
+0 mins.	61	108	169	21	96	117	113	41	154
+15 mins.	58	125	183	18	70	88	115	32	147
+30 mins.	67	107	174	19	158	177	91	19	110
+45 mins.	60	101	161	14	76	90	97	30	127
Total Volume	246	441	687	72	400	472	416	122	538
% App. Total	35.8	64.2		15.3	84.7		77.3	22.7	
PHF	.918	.882	.939	.857	.633	.667	.904	.744	.873

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

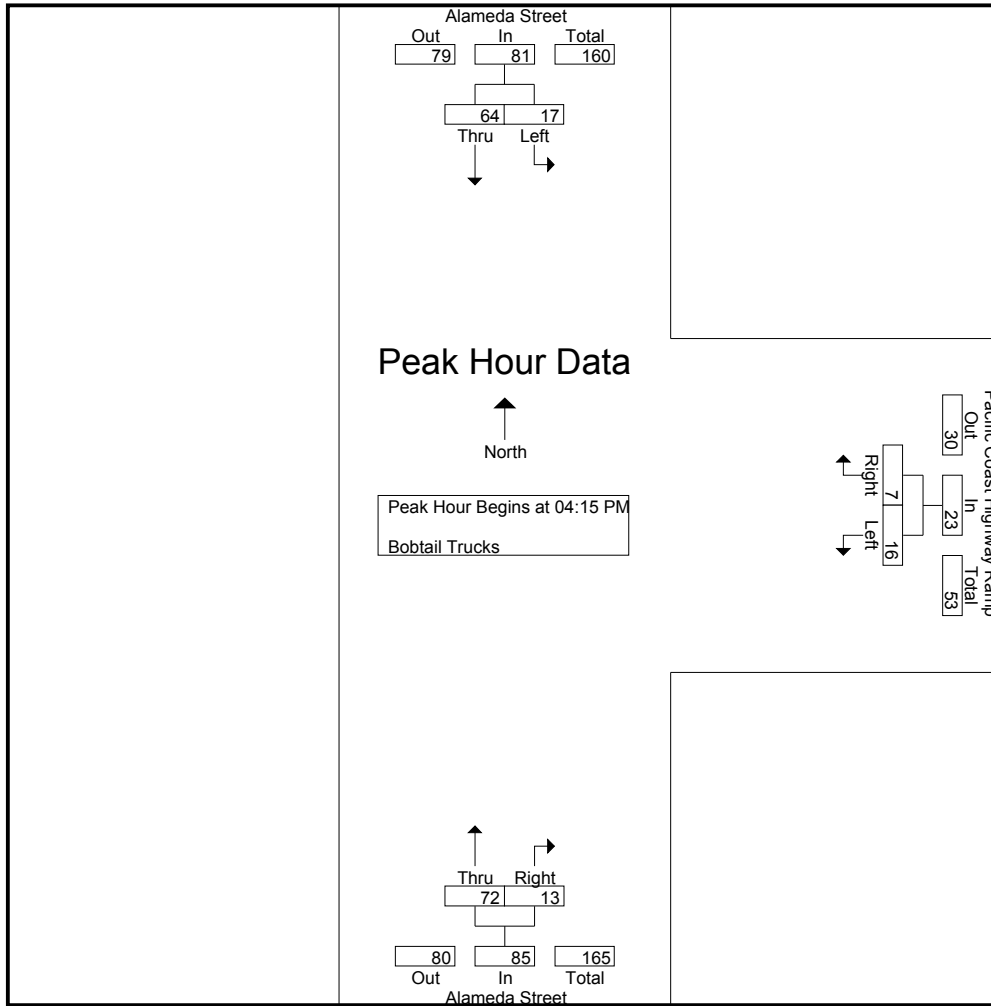
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	7	8	4	1	5	15	5	20	33
04:15 PM	3	16	19	7	2	9	15	5	20	48
04:30 PM	3	10	13	4	3	7	32	3	35	55
04:45 PM	5	23	28	2	0	2	14	4	18	48
Total	12	56	68	17	6	23	76	17	93	184
05:00 PM	6	15	21	3	2	5	11	1	12	38
05:15 PM	7	17	24	9	1	10	3	0	3	37
05:30 PM	6	15	21	2	0	2	11	3	14	37
05:45 PM	2	6	8	3	0	3	15	4	19	30
Total	21	53	74	17	3	20	40	8	48	142
Grand Total	33	109	142	34	9	43	116	25	141	326
Apprch %	23.2	76.8		79.1	20.9		82.3	17.7		
Total %	10.1	33.4	43.6	10.4	2.8	13.2	35.6	7.7	43.3	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	3	16	19	7	2	9	15	5	20	48
04:30 PM	3	10	13	4	3	7	32	3	35	55
04:45 PM	5	23	28	2	0	2	14	4	18	48
05:00 PM	6	15	21	3	2	5	11	1	12	38
Total Volume	17	64	81	16	7	23	72	13	85	189
% App. Total	21	79		69.6	30.4		84.7	15.3		
PHF	.708	.696	.723	.571	.583	.639	.563	.650	.607	.859

Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:15 PM		
+0 mins.	5	23	28	4	3	7	15	5	20
+15 mins.	6	15	21	2	0	2	32	3	35
+30 mins.	7	17	24	3	2	5	14	4	18
+45 mins.	6	15	21	9	1	10	11	1	12
Total Volume	24	70	94	18	6	24	72	13	85
% App. Total	25.5	74.5		75	25		84.7	15.3	
PHF	.857	.761	.839	.500	.500	.600	.563	.650	.607

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

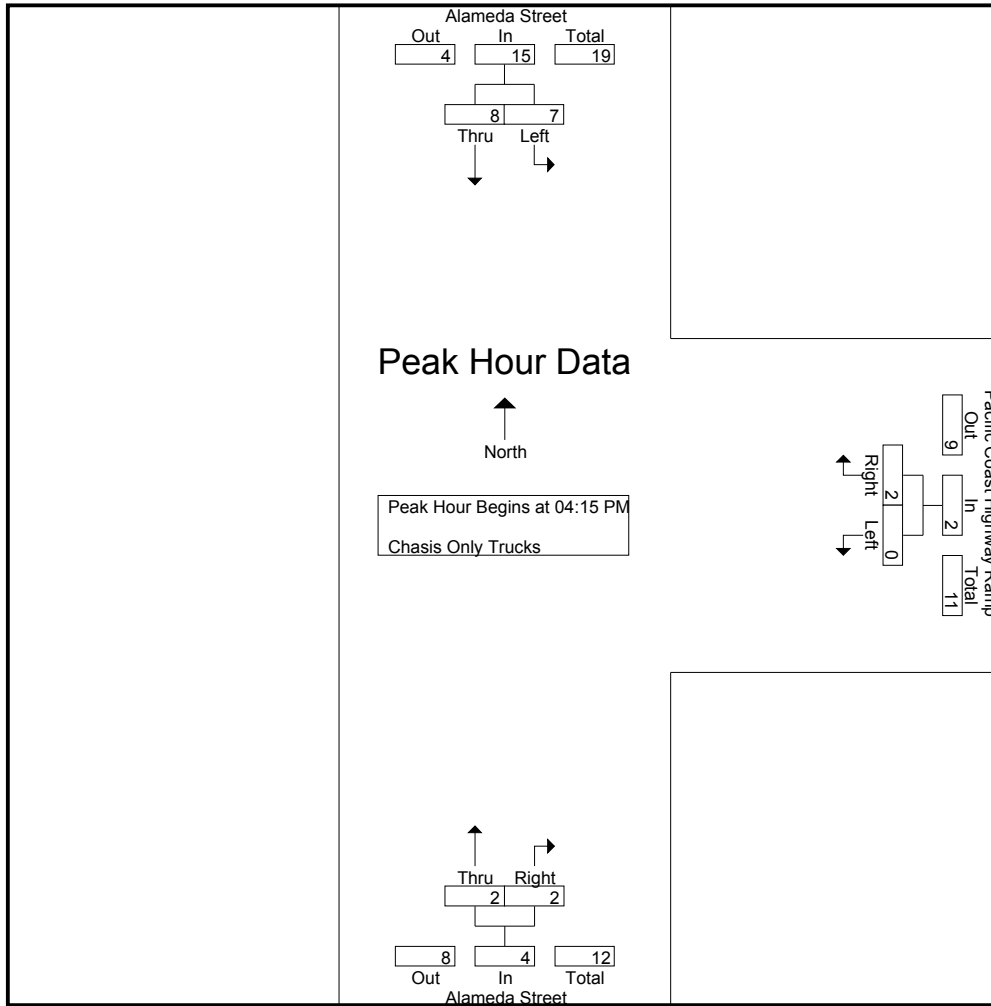
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	6	6	0	1	1	3	0	3	10
04:15 PM	1	2	3	0	1	1	0	1	1	5
04:30 PM	6	4	10	0	0	0	2	0	2	12
04:45 PM	0	0	0	0	1	1	0	1	1	2
Total	7	12	19	0	3	3	5	2	7	29
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	2	6	8	0	0	0	6	0	6	14
05:45 PM	0	1	1	0	0	0	3	0	3	4
Total	2	9	11	0	0	0	10	0	10	21
Grand Total	9	21	30	0	3	3	15	2	17	50
Apprch %	30	70		0	100		88.2	11.8		
Total %	18	42	60	0	6	6	30	4	34	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	1	2	3	0	1	1	0	1	1	5
04:30 PM	6	4	10	0	0	0	2	0	2	12
04:45 PM	0	0	0	0	1	1	0	1	1	2
05:00 PM	0	2	2	0	0	0	0	0	0	2
Total Volume	7	8	15	0	2	2	2	2	4	21
% App. Total	46.7	53.3		0	100		50	50		
PHF	.292	.500	.375	.000	.500	.500	.250	.500	.500	.438

Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
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Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:45 PM		
+0 mins.	1	2	3	0	1	1	0	1	1
+15 mins.	6	4	10	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	1	1	0	1
+45 mins.	0	2	2	0	0	0	6	0	6
Total Volume	7	8	15	0	2	2	7	1	8
% App. Total	46.7	53.3		0	100		87.5	12.5	
PHF	.292	.500	.375	.000	.500	.500	.292	.250	.333

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

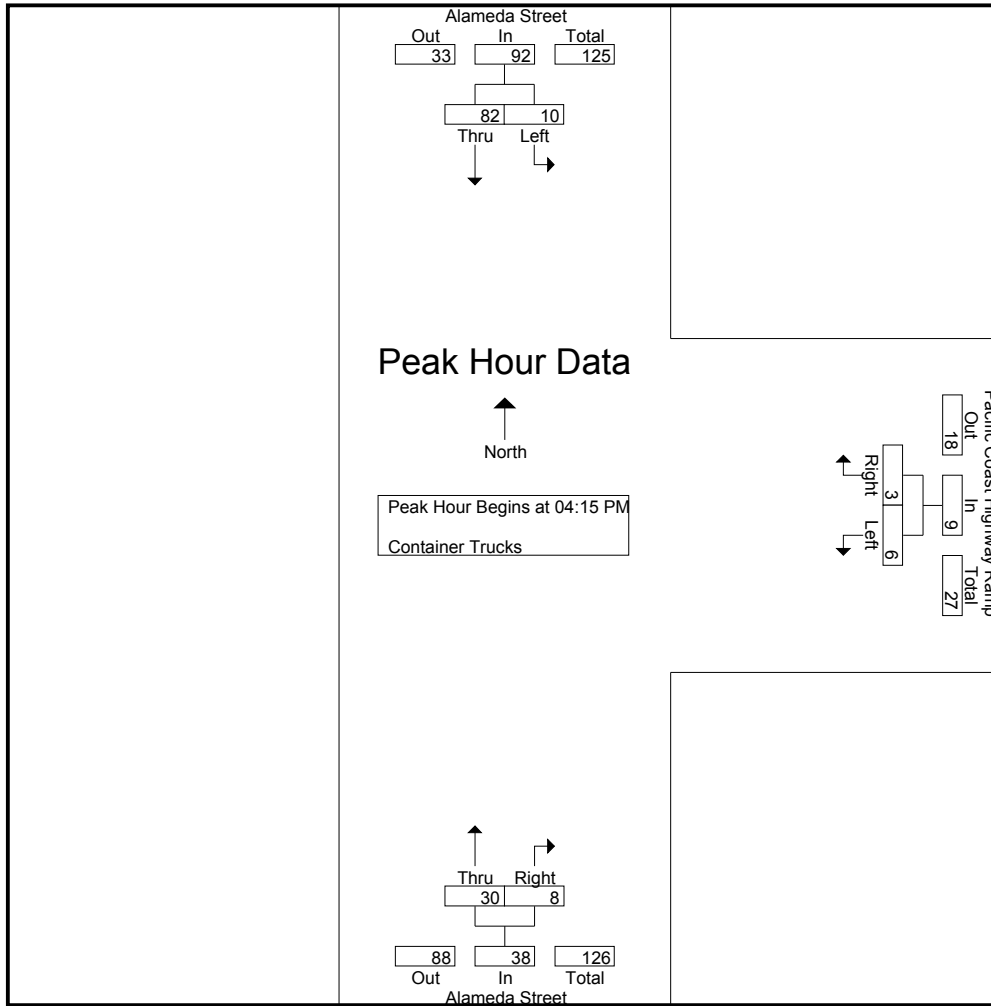
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	4	37	41	1	1	2	11	4	15	58
04:15 PM	4	20	24	0	2	2	12	0	12	38
04:30 PM	4	18	22	1	0	1	6	6	12	35
04:45 PM	1	23	24	2	1	3	7	0	7	34
Total	13	98	111	4	4	8	36	10	46	165
05:00 PM	1	21	22	3	0	3	5	2	7	32
05:15 PM	2	23	25	1	1	2	2	3	5	32
05:30 PM	3	22	25	3	3	6	4	0	4	35
05:45 PM	3	17	20	0	0	0	8	2	10	30
Total	9	83	92	7	4	11	19	7	26	129
Grand Total	22	181	203	11	8	19	55	17	72	294
Apprch %	10.8	89.2		57.9	42.1		76.4	23.6		
Total %	7.5	61.6	69	3.7	2.7	6.5	18.7	5.8	24.5	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	4	20	24	0	2	2	12	0	12	38
04:30 PM	4	18	22	1	0	1	6	6	12	35
04:45 PM	1	23	24	2	1	3	7	0	7	34
05:00 PM	1	21	22	3	0	3	5	2	7	32
Total Volume	10	82	92	6	3	9	30	8	38	139
% App. Total	10.9	89.1		66.7	33.3		78.9	21.1		
PHF	.625	.891	.958	.500	.375	.750	.625	.333	.792	.914

Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:15 PM		
+0 mins.	1	23	24	2	1	3	12	0	12
+15 mins.	1	21	22	3	0	3	6	6	12
+30 mins.	2	23	25	1	1	2	7	0	7
+45 mins.	3	22	25	3	3	6	5	2	7
Total Volume	7	89	96	9	5	14	30	8	38
% App. Total	7.3	92.7		64.3	35.7		78.9	21.1	
PHF	.583	.967	.960	.750	.417	.583	.625	.333	.792

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

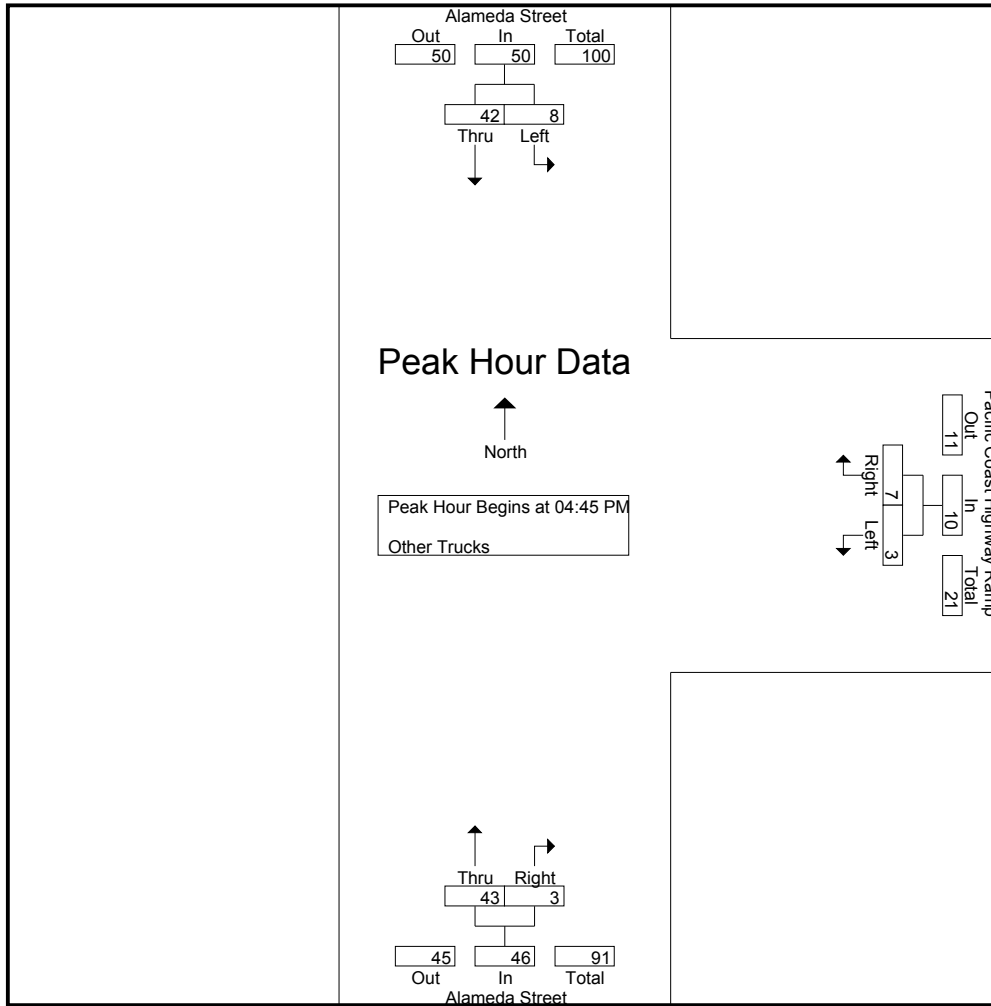
Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	10	13	1	2	3	15	1	16	32
04:15 PM	4	12	16	1	2	3	7	1	8	27
04:30 PM	0	4	4	0	2	2	6	2	8	14
04:45 PM	5	7	12	0	2	2	17	1	18	32
Total	12	33	45	2	8	10	45	5	50	105
05:00 PM	2	7	9	0	2	2	8	1	9	20
05:15 PM	0	11	11	2	2	4	9	1	10	25
05:30 PM	1	17	18	1	1	2	9	0	9	29
05:45 PM	2	9	11	1	0	1	9	0	9	21
Total	5	44	49	4	5	9	35	2	37	95
Grand Total	17	77	94	6	13	19	80	7	87	200
Apprch %	18.1	81.9		31.6	68.4		92	8		
Total %	8.5	38.5	47	3	6.5	9.5	40	3.5	43.5	

Start Time	Alameda Street Southbound			Pacific Coast Highway Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	5	7	12	0	2	2	17	1	18	32
05:00 PM	2	7	9	0	2	2	8	1	9	20
05:15 PM	0	11	11	2	2	4	9	1	10	25
05:30 PM	1	17	18	1	1	2	9	0	9	29
Total Volume	8	42	50	3	7	10	43	3	46	106
% App. Total	16	84		30	70		93.5	6.5		
PHF	.400	.618	.694	.375	.875	.625	.632	.750	.639	.828

Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Pacific Coast Highway Ramp
 Weather: Sunny

File Name : LBCALPCHRP
 Site Code : 0000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:45 PM		
+0 mins.	5	7	12	0	2	2	17	1	18
+15 mins.	2	7	9	0	2	2	8	1	9
+30 mins.	0	11	11	0	2	2	9	1	10
+45 mins.	1	17	18	2	2	4	9	0	9
Total Volume	8	42	50	2	8	10	43	3	46
% App. Total	16	84		20	80		93.5	6.5	
PHF	.400	.618	.694	.250	1.000	.625	.632	.750	.639

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

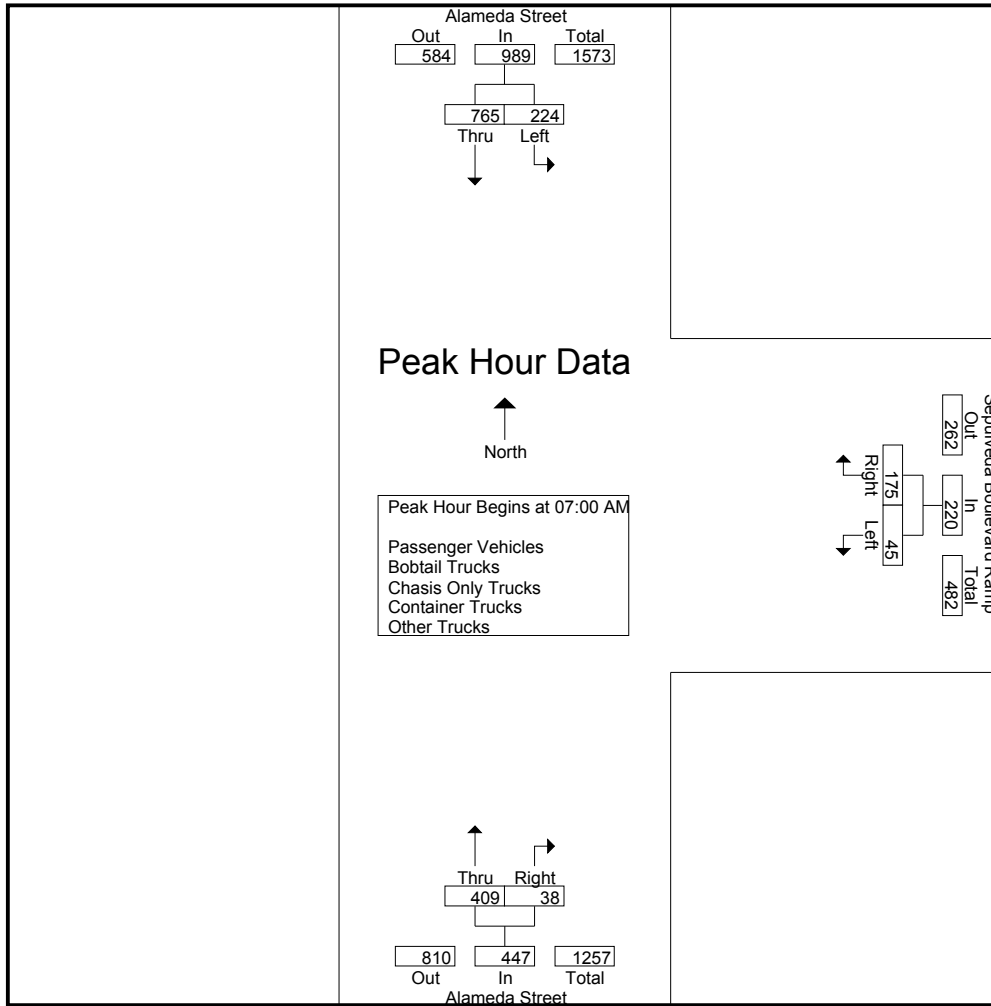
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	57	160	217	4	34	38	88	13	101	356
07:15 AM	67	161	228	10	37	47	90	10	100	375
07:30 AM	59	247	306	14	49	63	127	13	140	509
07:45 AM	41	197	238	17	55	72	104	2	106	416
Total	224	765	989	45	175	220	409	38	447	1656
08:00 AM	36	162	198	14	38	52	95	7	102	352
08:15 AM	50	169	219	10	32	42	83	10	93	354
08:30 AM	41	124	165	9	38	47	90	16	106	318
08:45 AM	52	104	156	9	34	43	88	15	103	302
Total	179	559	738	42	142	184	356	48	404	1326
Grand Total	403	1324	1727	87	317	404	765	86	851	2982
Apprch %	23.3	76.7		21.5	78.5		89.9	10.1		
Total %	13.5	44.4	57.9	2.9	10.6	13.5	25.7	2.9	28.5	
Passenger Vehicles	215	950	1165	52	229	281	508	26	534	1980
% Passenger Vehicles	53.3	71.8	67.5	59.8	72.2	69.6	66.4	30.2	62.7	66.4
Bobtail Trucks	128	111	239	16	10	26	42	37	79	344
% Bobtail Trucks	31.8	8.4	13.8	18.4	3.2	6.4	5.5	43	9.3	11.5
Chasis Only Trucks	1	20	21	0	1	1	2	0	2	24
% Chasis Only Trucks	0.2	1.5	1.2	0	0.3	0.2	0.3	0	0.2	0.8
Container Trucks	13	85	98	12	36	48	69	6	75	221
% Container Trucks	3.2	6.4	5.7	13.8	11.4	11.9	9	7	8.8	7.4
Other Trucks	46	158	204	7	41	48	144	17	161	413
% Other Trucks	11.4	11.9	11.8	8	12.9	11.9	18.8	19.8	18.9	13.8

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	57	160	217	4	34	38	88	13	101	356
07:15 AM	67	161	228	10	37	47	90	10	100	375
07:30 AM	59	247	306	14	49	63	127	13	140	509
07:45 AM	41	197	238	17	55	72	104	2	106	416
Total Volume	224	765	989	45	175	220	409	38	447	1656
% App. Total	22.6	77.4		20.5	79.5		91.5	8.5		
PHF	.836	.774	.808	.662	.795	.764	.805	.731	.798	.813

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:15 AM		
+0 mins.	57	160	217	10	37	47	90	10	100
+15 mins.	67	161	228	14	49	63	127	13	140
+30 mins.	59	247	306	17	55	72	104	2	106
+45 mins.	41	197	238	14	38	52	95	7	102
Total Volume	224	765	989	55	179	234	416	32	448
% App. Total	22.6	77.4		23.5	76.5		92.9	7.1	
PHF	.836	.774	.808	.809	.814	.813	.819	.615	.800

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

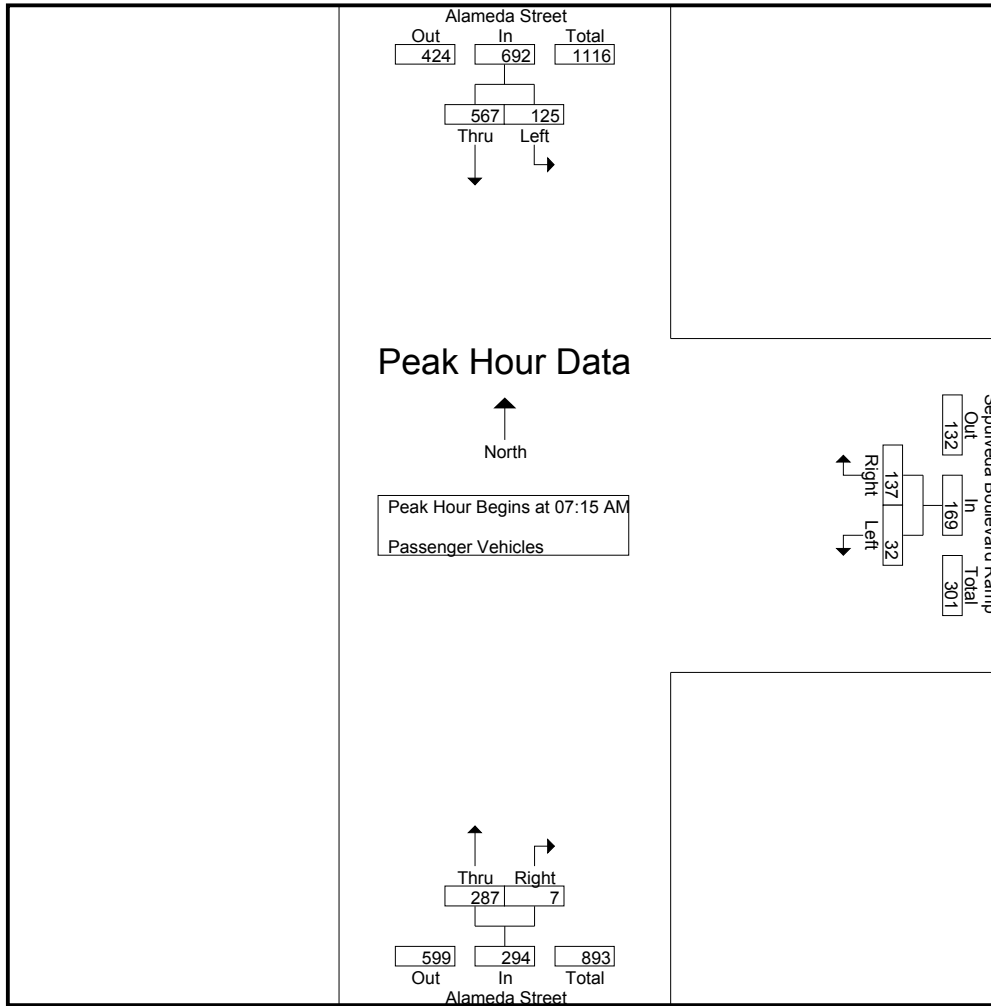
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	28	124	152	3	20	23	56	3	59	234
07:15 AM	40	124	164	4	23	27	57	1	58	249
07:30 AM	41	190	231	8	38	46	91	3	94	371
07:45 AM	22	145	167	10	47	57	76	0	76	300
Total	131	583	714	25	128	153	280	7	287	1154
08:00 AM	22	108	130	10	29	39	63	3	66	235
08:15 AM	15	112	127	4	22	26	59	5	64	217
08:30 AM	18	75	93	7	27	34	56	7	63	190
08:45 AM	29	72	101	6	23	29	50	4	54	184
Total	84	367	451	27	101	128	228	19	247	826
Grand Total	215	950	1165	52	229	281	508	26	534	1980
Apprch %	18.5	81.5		18.5	81.5		95.1	4.9		
Total %	10.9	48	58.8	2.6	11.6	14.2	25.7	1.3	27	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	40	124	164	4	23	27	57	1	58	249
07:30 AM	41	190	231	8	38	46	91	3	94	371
07:45 AM	22	145	167	10	47	57	76	0	76	300
08:00 AM	22	108	130	10	29	39	63	3	66	235
Total Volume	125	567	692	32	137	169	287	7	294	1155
% App. Total	18.1	81.9		18.9	81.1		97.6	2.4		
PHF	.762	.746	.749	.800	.729	.741	.788	.583	.782	.778

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:30 AM		
+0 mins.	28	124	152	4	23	27	91	3	94
+15 mins.	40	124	164	8	38	46	76	0	76
+30 mins.	41	190	231	10	47	57	63	3	66
+45 mins.	22	145	167	10	29	39	59	5	64
Total Volume	131	583	714	32	137	169	289	11	300
% App. Total	18.3	81.7		18.9	81.1		96.3	3.7	
PHF	.799	.767	.773	.800	.729	.741	.794	.550	.798

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
 Start Date : 2/28/2012
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Groups Printed- Bobtail Trucks

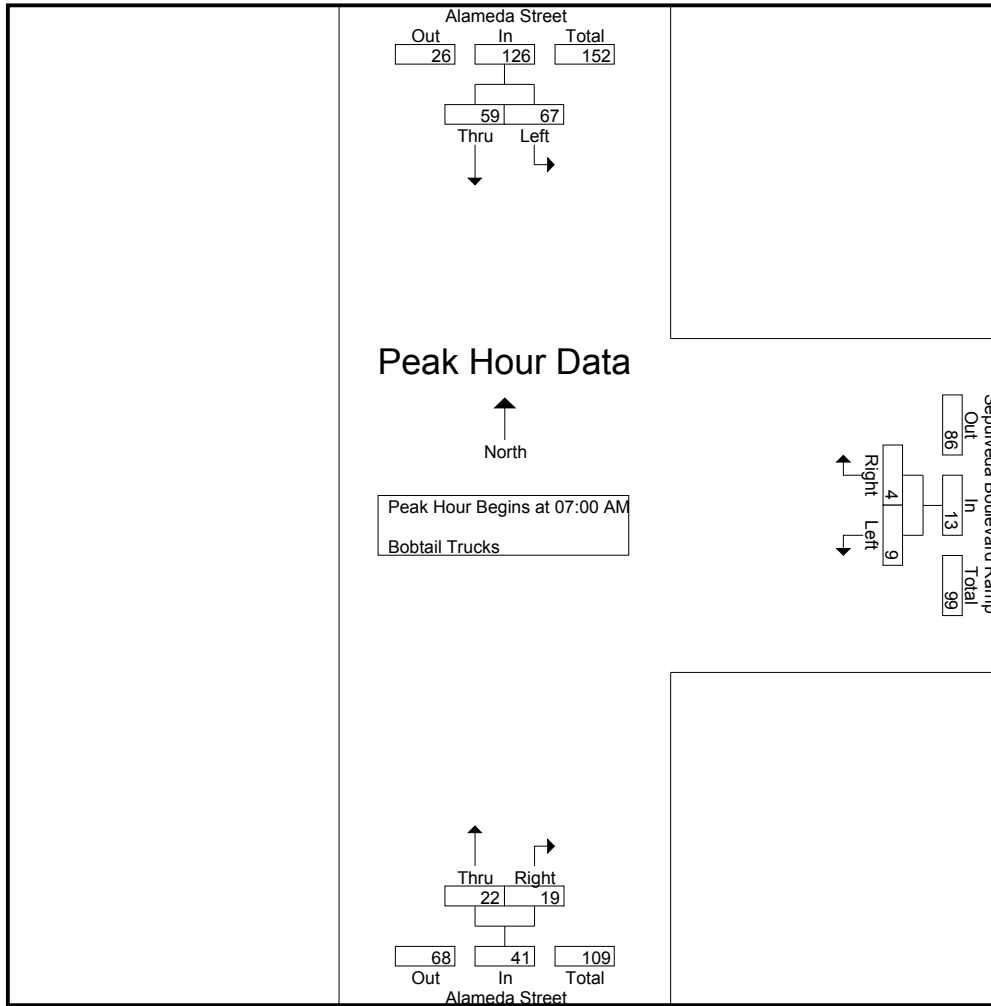
Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	20	11	31	1	0	1	6	4	10	42
07:15 AM	23	10	33	3	2	5	8	6	14	52
07:30 AM	11	26	37	2	0	2	7	7	14	53
07:45 AM	13	12	25	3	2	5	1	2	3	33
Total	67	59	126	9	4	13	22	19	41	180
08:00 AM	9	22	31	1	0	1	3	4	7	39
08:15 AM	23	8	31	3	1	4	3	3	6	41
08:30 AM	15	17	32	1	4	5	6	5	11	48
08:45 AM	14	5	19	2	1	3	8	6	14	36
Total	61	52	113	7	6	13	20	18	38	164
Grand Total	128	111	239	16	10	26	42	37	79	344
Apprch %	53.6	46.4		61.5	38.5		53.2	46.8		
Total %	37.2	32.3	69.5	4.7	2.9	7.6	12.2	10.8	23	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	20	11	31	1	0	1	6	4	10	42
07:15 AM	23	10	33	3	2	5	8	6	14	52
07:30 AM	11	26	37	2	0	2	7	7	14	53
07:45 AM	13	12	25	3	2	5	1	2	3	33
Total Volume	67	59	126	9	4	13	22	19	41	180
% App. Total	53.2	46.8		69.2	30.8		53.7	46.3		
PHF	.728	.567	.851	.750	.500	.650	.688	.679	.732	.849

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			07:00 AM		
+0 mins.	20	11	31	3	2	5	6	4	10
+15 mins.	23	10	33	1	0	1	8	6	14
+30 mins.	11	26	37	3	1	4	7	7	14
+45 mins.	13	12	25	1	4	5	1	2	3
Total Volume	67	59	126	8	7	15	22	19	41
% App. Total	53.2	46.8		53.3	46.7		53.7	46.3	
PHF	.728	.567	.851	.667	.438	.750	.688	.679	.732

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
 Start Date : 2/28/2012
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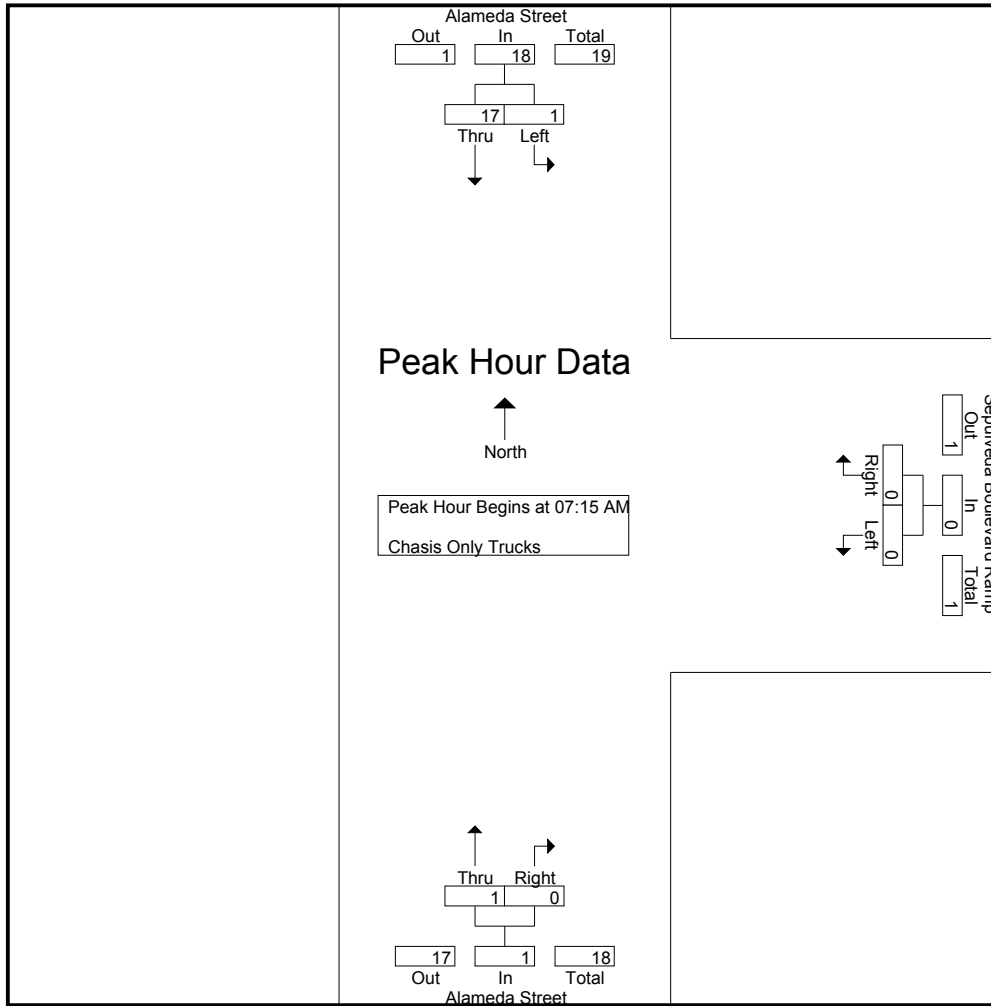
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	3	3	0	0	0	1	0	1	4
07:30 AM	0	4	4	0	0	0	0	0	0	4
07:45 AM	0	9	9	0	0	0	0	0	0	9
Total	0	16	16	0	0	0	2	0	2	18
08:00 AM	1	1	2	0	0	0	0	0	0	2
08:15 AM	0	2	2	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	1	1	0	0	0	2
Total	1	4	5	0	1	1	0	0	0	6
Grand Total	1	20	21	0	1	1	2	0	2	24
Apprch %	4.8	95.2		0	100		100	0		
Total %	4.2	83.3	87.5	0	4.2	4.2	8.3	0	8.3	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	3	3	0	0	0	1	0	1	4
07:30 AM	0	4	4	0	0	0	0	0	0	4
07:45 AM	0	9	9	0	0	0	0	0	0	9
08:00 AM	1	1	2	0	0	0	0	0	0	2
Total Volume	1	17	18	0	0	0	1	0	1	19
% App. Total	5.6	94.4		0	0		100	0		
PHF	.250	.472	.500	.000	.000	.000	.250	.000	.250	.528

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:00 AM		
+0 mins.	0	3	3	0	0	0	1	0	1
+15 mins.	0	4	4	0	0	0	1	0	1
+30 mins.	0	9	9	0	0	0	0	0	0
+45 mins.	1	1	2	0	1	1	0	0	0
Total Volume	1	17	18	0	1	1	2	0	2
% App. Total	5.6	94.4		0	100		100	0	
PHF	.250	.472	.500	.000	.250	.250	.500	.000	.500

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

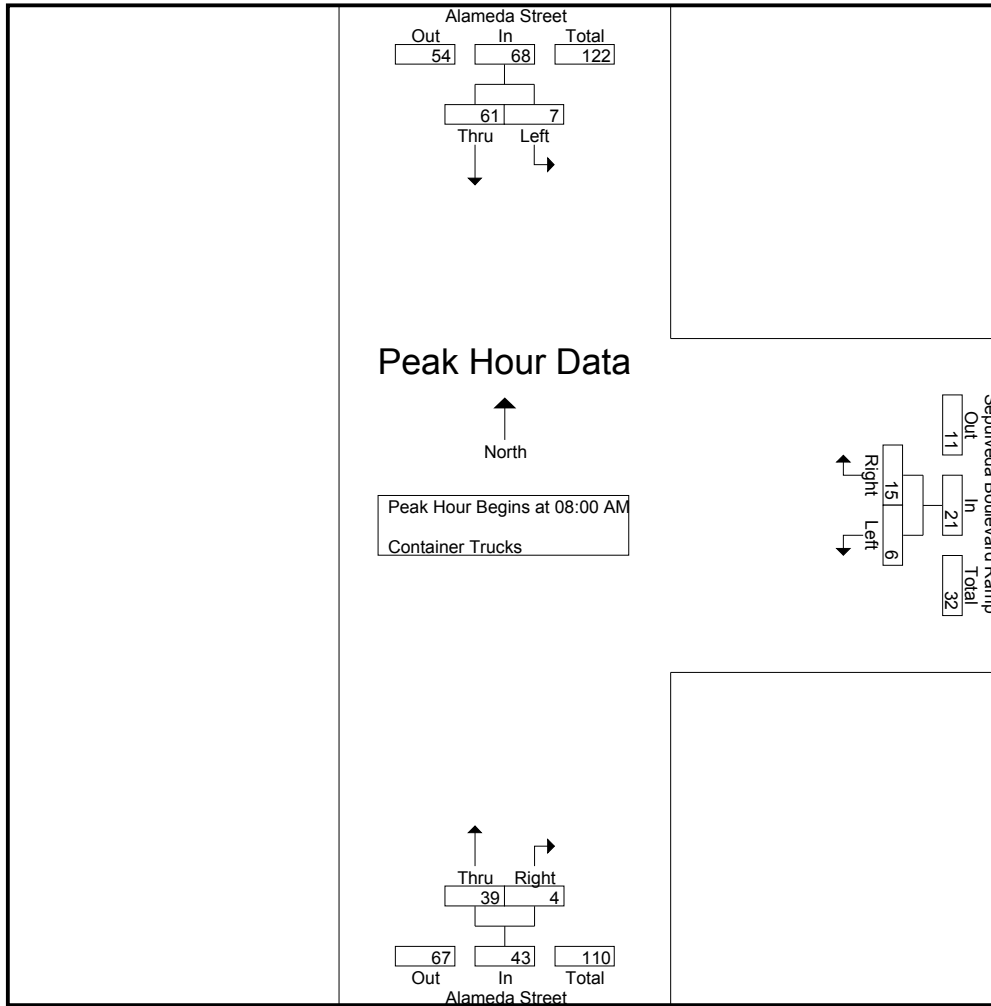
Groups Printed- Container Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	2	2	0	5	5	6	0	6	13
07:15 AM	0	5	5	2	7	9	8	0	8	22
07:30 AM	1	6	7	1	7	8	6	2	8	23
07:45 AM	5	11	16	3	2	5	10	0	10	31
Total	6	24	30	6	21	27	30	2	32	89
08:00 AM	0	14	14	1	2	3	7	0	7	24
08:15 AM	4	22	26	3	5	8	2	0	2	36
08:30 AM	2	17	19	1	2	3	16	1	17	39
08:45 AM	1	8	9	1	6	7	14	3	17	33
Total	7	61	68	6	15	21	39	4	43	132
Grand Total	13	85	98	12	36	48	69	6	75	221
Apprch %	13.3	86.7		25	75		92	8		
Total %	5.9	38.5	44.3	5.4	16.3	21.7	31.2	2.7	33.9	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	14	14	1	2	3	7	0	7	24
08:15 AM	4	22	26	3	5	8	2	0	2	36
08:30 AM	2	17	19	1	2	3	16	1	17	39
08:45 AM	1	8	9	1	6	7	14	3	17	33
Total Volume	7	61	68	6	15	21	39	4	43	132
% App. Total	10.3	89.7		28.6	71.4		90.7	9.3		
PHF	.438	.693	.654	.500	.625	.656	.609	.333	.632	.846

City of Long Beach
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 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			08:00 AM		
+0 mins.	5	11	16	0	5	5	7	0	7
+15 mins.	0	14	14	2	7	9	2	0	2
+30 mins.	4	22	26	1	7	8	16	1	17
+45 mins.	2	17	19	3	2	5	14	3	17
Total Volume	11	64	75	6	21	27	39	4	43
% App. Total	14.7	85.3		22.2	77.8		90.7	9.3	
PHF	.550	.727	.721	.500	.750	.750	.609	.333	.632

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERAM
 Site Code : 00000011
 Start Date : 2/28/2012
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Groups Printed- Other Trucks

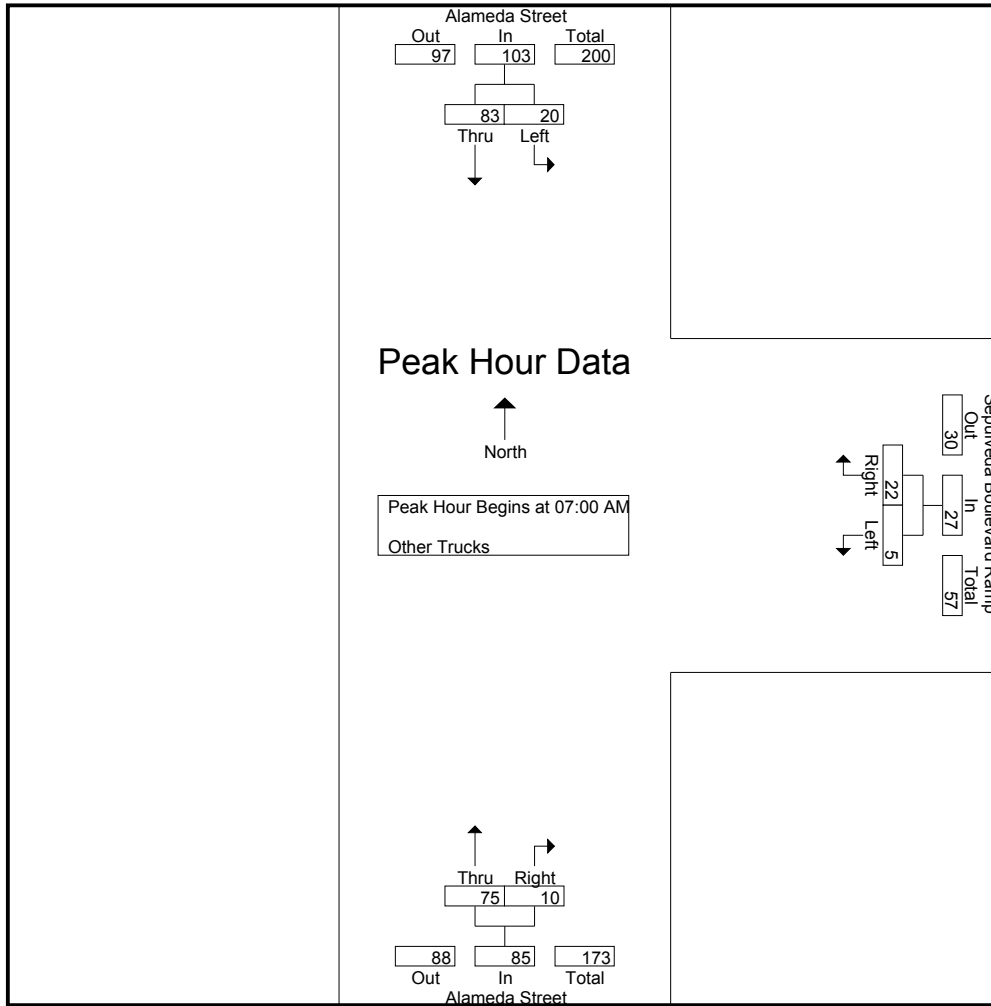
Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	9	23	32	0	9	9	19	6	25	66
07:15 AM	4	19	23	1	5	6	16	3	19	48
07:30 AM	6	21	27	3	4	7	23	1	24	58
07:45 AM	1	20	21	1	4	5	17	0	17	43
Total	20	83	103	5	22	27	75	10	85	215
08:00 AM	4	17	21	2	7	9	22	0	22	52
08:15 AM	8	25	33	0	4	4	19	2	21	58
08:30 AM	6	15	21	0	5	5	12	3	15	41
08:45 AM	8	18	26	0	3	3	16	2	18	47
Total	26	75	101	2	19	21	69	7	76	198
Grand Total	46	158	204	7	41	48	144	17	161	413
Apprch %	22.5	77.5		14.6	85.4		89.4	10.6		
Total %	11.1	38.3	49.4	1.7	9.9	11.6	34.9	4.1	39	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	9	23	32	0	9	9	19	6	25	66
07:15 AM	4	19	23	1	5	6	16	3	19	48
07:30 AM	6	21	27	3	4	7	23	1	24	58
07:45 AM	1	20	21	1	4	5	17	0	17	43
Total Volume	20	83	103	5	22	27	75	10	85	215
% App. Total	19.4	80.6		18.5	81.5		88.2	11.8		
PHF	.556	.902	.805	.417	.611	.750	.815	.417	.850	.814

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
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 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	9	23	32	0	9	9	19	6	25
+15 mins.	4	19	23	1	5	6	16	3	19
+30 mins.	6	21	27	3	4	7	23	1	24
+45 mins.	1	20	21	1	4	5	17	0	17
Total Volume	20	83	103	5	22	27	75	10	85
% App. Total	19.4	80.6		18.5	81.5		88.2	11.8	
PHF	.556	.902	.805	.417	.611	.750	.815	.417	.850

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERMD
 Site Code : 00000001
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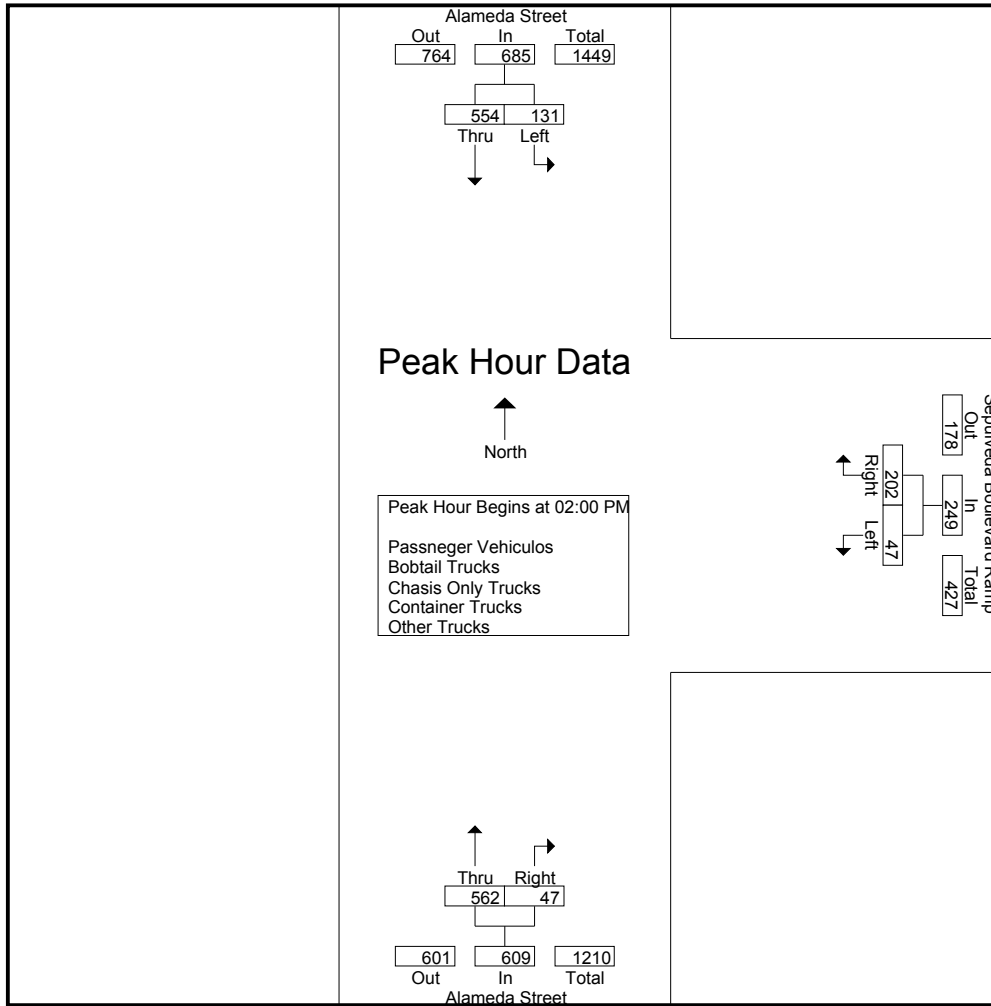
Groups Printed- Passneger Vehiculos - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	21	130	151	13	34	47	96	16	112	310
01:15 PM	26	120	146	18	24	42	105	11	116	304
01:30 PM	28	104	132	10	53	63	121	10	131	326
01:45 PM	27	121	148	9	57	66	135	7	142	356
Total	102	475	577	50	168	218	457	44	501	1296
02:00 PM	23	122	145	6	40	46	132	12	144	335
02:15 PM	29	112	141	14	47	61	135	6	141	343
02:30 PM	31	156	187	11	51	62	149	15	164	413
02:45 PM	48	164	212	16	64	80	146	14	160	452
Total	131	554	685	47	202	249	562	47	609	1543
Grand Total	233	1029	1262	97	370	467	1019	91	1110	2839
Apprch %	18.5	81.5		20.8	79.2		91.8	8.2		
Total %	8.2	36.2	44.5	3.4	13	16.4	35.9	3.2	39.1	
Passneger Vehiculos	125	625	750	35	162	197	650	34	684	1631
% Passneger Vehiculos	53.6	60.7	59.4	36.1	43.8	42.2	63.8	37.4	61.6	57.4
Bobtail Trucks	23	80	103	27	84	111	84	0	84	298
% Bobtail Trucks	9.9	7.8	8.2	27.8	22.7	23.8	8.2	0	7.6	10.5
Chasis Only Trucks	1	8	9	0	14	14	22	6	28	51
% Chasis Only Trucks	0.4	0.8	0.7	0	3.8	3	2.2	6.6	2.5	1.8
Container Trucks	33	150	183	21	56	77	95	37	132	392
% Container Trucks	14.2	14.6	14.5	21.6	15.1	16.5	9.3	40.7	11.9	13.8
Other Trucks	51	166	217	14	54	68	168	14	182	467
% Other Trucks	21.9	16.1	17.2	14.4	14.6	14.6	16.5	15.4	16.4	16.4

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	23	122	145	6	40	46	132	12	144	335
02:15 PM	29	112	141	14	47	61	135	6	141	343
02:30 PM	31	156	187	11	51	62	149	15	164	413
02:45 PM	48	164	212	16	64	80	146	14	160	452
Total Volume	131	554	685	47	202	249	562	47	609	1543
% App. Total	19.1	80.9		18.9	81.1		92.3	7.7		
PHF	.682	.845	.808	.734	.789	.778	.943	.783	.928	.853

City of Long Beach
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 Weather: Sunny

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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	23	122	145	6	40	46	132	12	144
+15 mins.	29	112	141	14	47	61	135	6	141
+30 mins.	31	156	187	11	51	62	149	15	164
+45 mins.	48	164	212	16	64	80	146	14	160
Total Volume	131	554	685	47	202	249	562	47	609
% App. Total	19.1	80.9		18.9	81.1		92.3	7.7	
PHF	.682	.845	.808	.734	.789	.778	.943	.783	.928

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERMD
 Site Code : 00000001
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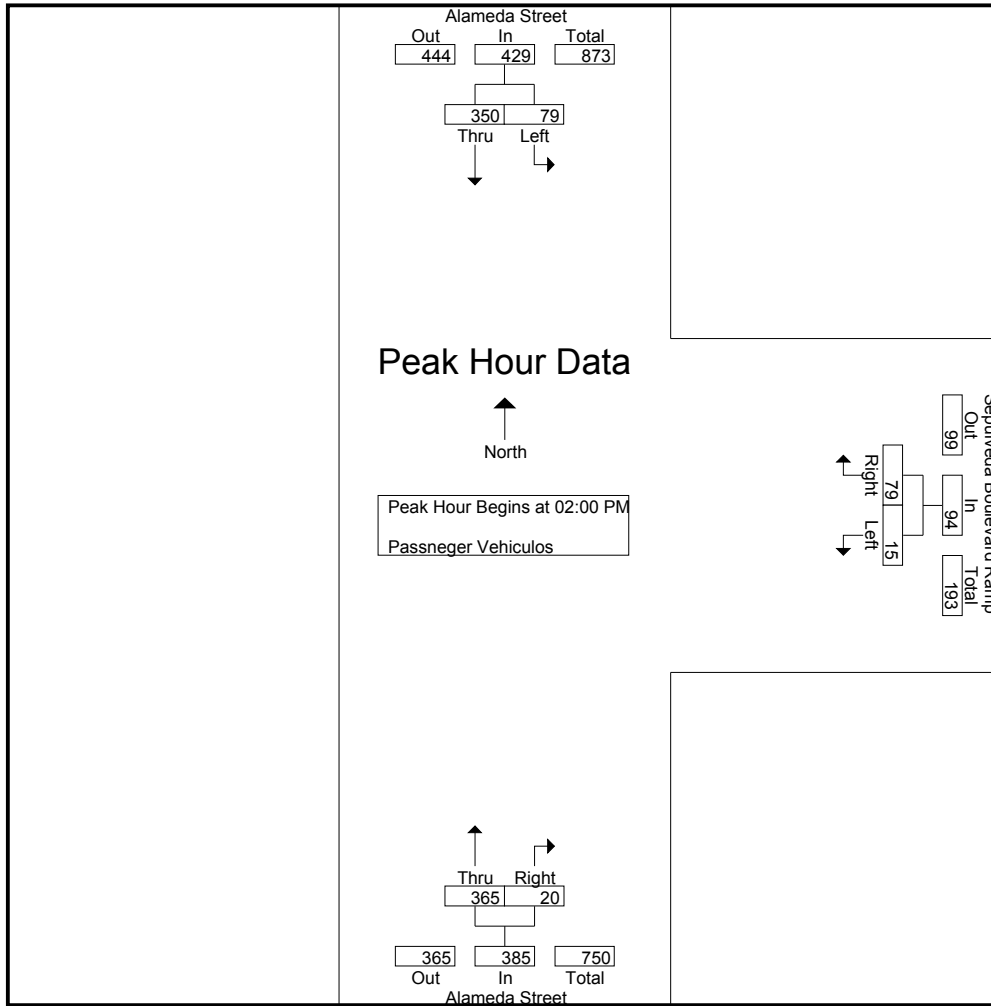
Groups Printed- Passneger Vehiculos

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	9	73	82	3	15	18	63	6	69	169
01:15 PM	13	69	82	10	14	24	71	4	75	181
01:30 PM	11	59	70	5	26	31	72	2	74	175
01:45 PM	13	74	87	2	28	30	79	2	81	198
Total	46	275	321	20	83	103	285	14	299	723
02:00 PM	14	75	89	2	11	13	80	5	85	187
02:15 PM	17	66	83	9	16	25	82	3	85	193
02:30 PM	19	100	119	3	26	29	96	4	100	248
02:45 PM	29	109	138	1	26	27	107	8	115	280
Total	79	350	429	15	79	94	365	20	385	908
Grand Total	125	625	750	35	162	197	650	34	684	1631
Apprch %	16.7	83.3		17.8	82.2		95	5		
Total %	7.7	38.3	46	2.1	9.9	12.1	39.9	2.1	41.9	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	14	75	89	2	11	13	80	5	85	187
02:15 PM	17	66	83	9	16	25	82	3	85	193
02:30 PM	19	100	119	3	26	29	96	4	100	248
02:45 PM	29	109	138	1	26	27	107	8	115	280
Total Volume	79	350	429	15	79	94	365	20	385	908
% App. Total	18.4	81.6		16	84		94.8	5.2		
PHF	.681	.803	.777	.417	.760	.810	.853	.625	.837	.811

City of Long Beach
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 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	14	75	89	2	11	13	80	5	85
+15 mins.	17	66	83	9	16	25	82	3	85
+30 mins.	19	100	119	3	26	29	96	4	100
+45 mins.	29	109	138	1	26	27	107	8	115
Total Volume	79	350	429	15	79	94	365	20	385
% App. Total	18.4	81.6		16	84		94.8	5.2	
PHF	.681	.803	.777	.417	.760	.810	.853	.625	.837

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERMD
 Site Code : 00000001
 Start Date : 2/28/2012
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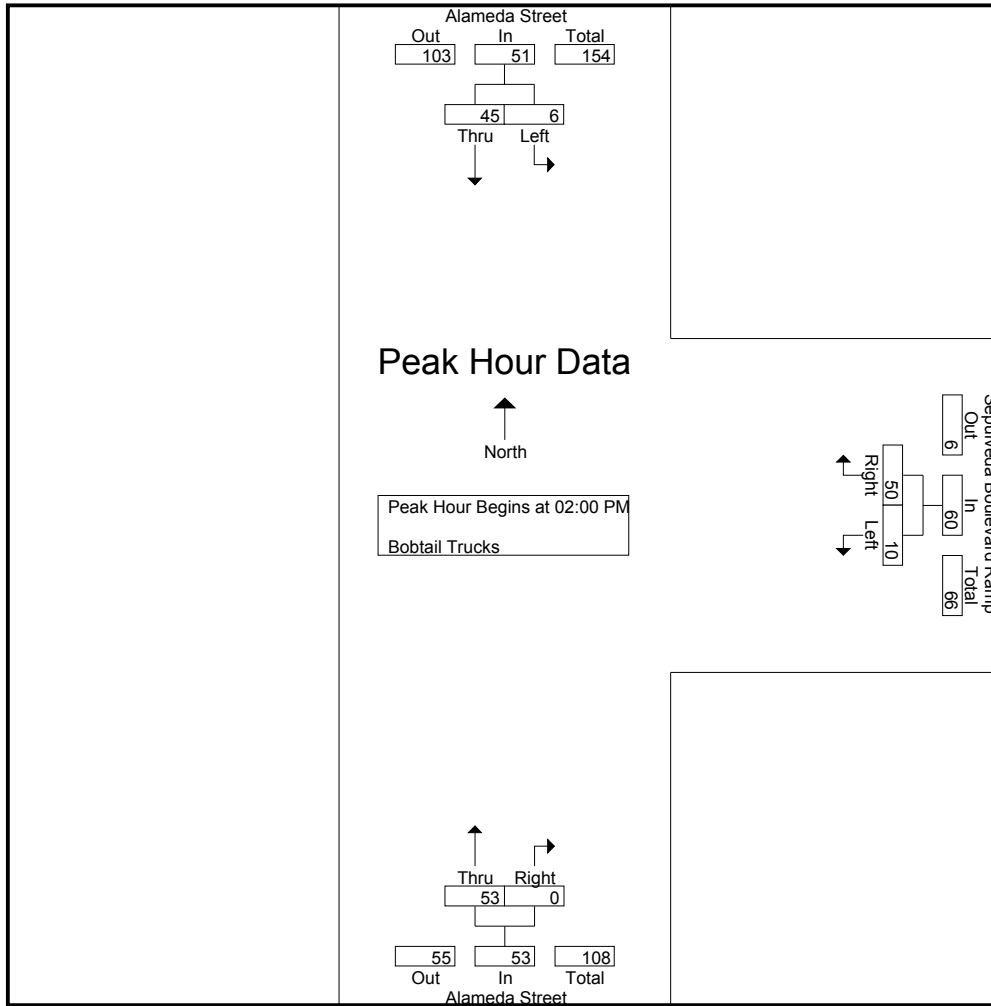
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	2	10	12	7	4	11	2	0	2	25
01:15 PM	6	6	12	5	5	10	4	0	4	26
01:30 PM	4	11	15	3	10	13	13	0	13	41
01:45 PM	5	8	13	2	15	17	12	0	12	42
Total	17	35	52	17	34	51	31	0	31	134
02:00 PM	1	9	10	0	12	12	15	0	15	37
02:15 PM	1	11	12	2	10	12	7	0	7	31
02:30 PM	1	7	8	3	11	14	17	0	17	39
02:45 PM	3	18	21	5	17	22	14	0	14	57
Total	6	45	51	10	50	60	53	0	53	164
Grand Total	23	80	103	27	84	111	84	0	84	298
Apprch %	22.3	77.7		24.3	75.7		100	0		
Total %	7.7	26.8	34.6	9.1	28.2	37.2	28.2	0	28.2	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	1	9	10	0	12	12	15	0	15	37
02:15 PM	1	11	12	2	10	12	7	0	7	31
02:30 PM	1	7	8	3	11	14	17	0	17	39
02:45 PM	3	18	21	5	17	22	14	0	14	57
Total Volume	6	45	51	10	50	60	53	0	53	164
% App. Total	11.8	88.2		16.7	83.3		100	0		
PHF	.500	.625	.607	.500	.735	.682	.779	.000	.779	.719

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	9	10	0	12	12	15	0	15
+15 mins.	1	11	12	2	10	12	7	0	7
+30 mins.	1	7	8	3	11	14	17	0	17
+45 mins.	3	18	21	5	17	22	14	0	14
Total Volume	6	45	51	10	50	60	53	0	53
% App. Total	11.8	88.2		16.7	83.3		100	0	
PHF	.500	.625	.607	.500	.735	.682	.779	.000	.779

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERMD
 Site Code : 00000001
 Start Date : 2/28/2012
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Groups Printed- Chasis Only Trucks

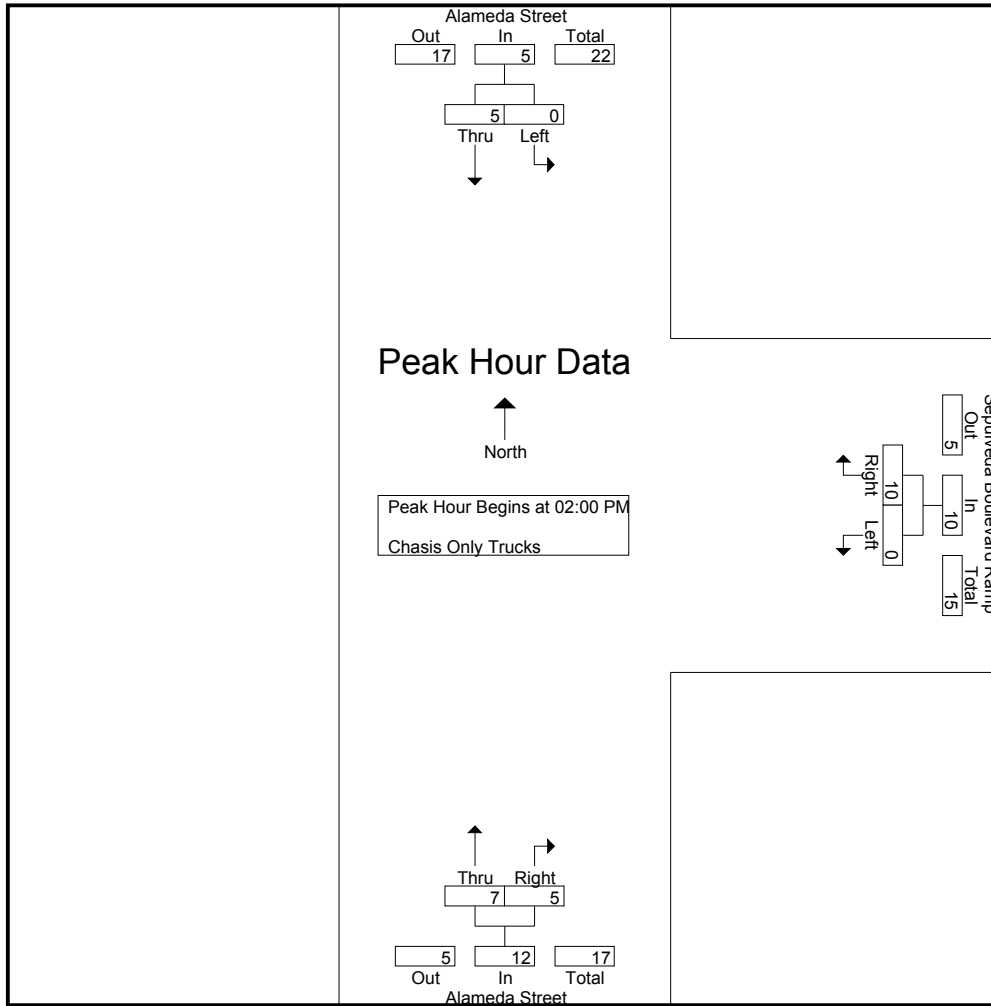
Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	2	0	2	2
01:15 PM	0	2	2	0	0	0	8	0	8	10
01:30 PM	0	0	0	0	2	2	2	1	3	5
01:45 PM	1	1	2	0	2	2	3	0	3	7
Total	1	3	4	0	4	4	15	1	16	24
02:00 PM	0	0	0	0	3	3	4	1	5	8
02:15 PM	0	2	2	0	3	3	2	1	3	8
02:30 PM	0	2	2	0	2	2	1	1	2	6
02:45 PM	0	1	1	0	2	2	0	2	2	5
Total	0	5	5	0	10	10	7	5	12	27
Grand Total	1	8	9	0	14	14	22	6	28	51
Apprch %	11.1	88.9		0	100		78.6	21.4		
Total %	2	15.7	17.6	0	27.5	27.5	43.1	11.8	54.9	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	0	0	0	3	3	4	1	5	8
02:15 PM	0	2	2	0	3	3	2	1	3	8
02:30 PM	0	2	2	0	2	2	1	1	2	6
02:45 PM	0	1	1	0	2	2	0	2	2	5
Total Volume	0	5	5	0	10	10	7	5	12	27
% App. Total	0	100		0	100		58.3	41.7		
PHF	.000	.625	.625	.000	.833	.833	.438	.625	.600	.844

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERMD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	3	3	4	1	5
+15 mins.	0	2	2	0	3	3	2	1	3
+30 mins.	0	2	2	0	2	2	1	1	2
+45 mins.	0	1	1	0	2	2	0	2	2
Total Volume	0	5	5	0	10	10	7	5	12
% App. Total	0	100		0	100		58.3	41.7	
PHF	.000	.625	.625	.000	.833	.833	.438	.625	.600

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERMD
 Site Code : 00000001
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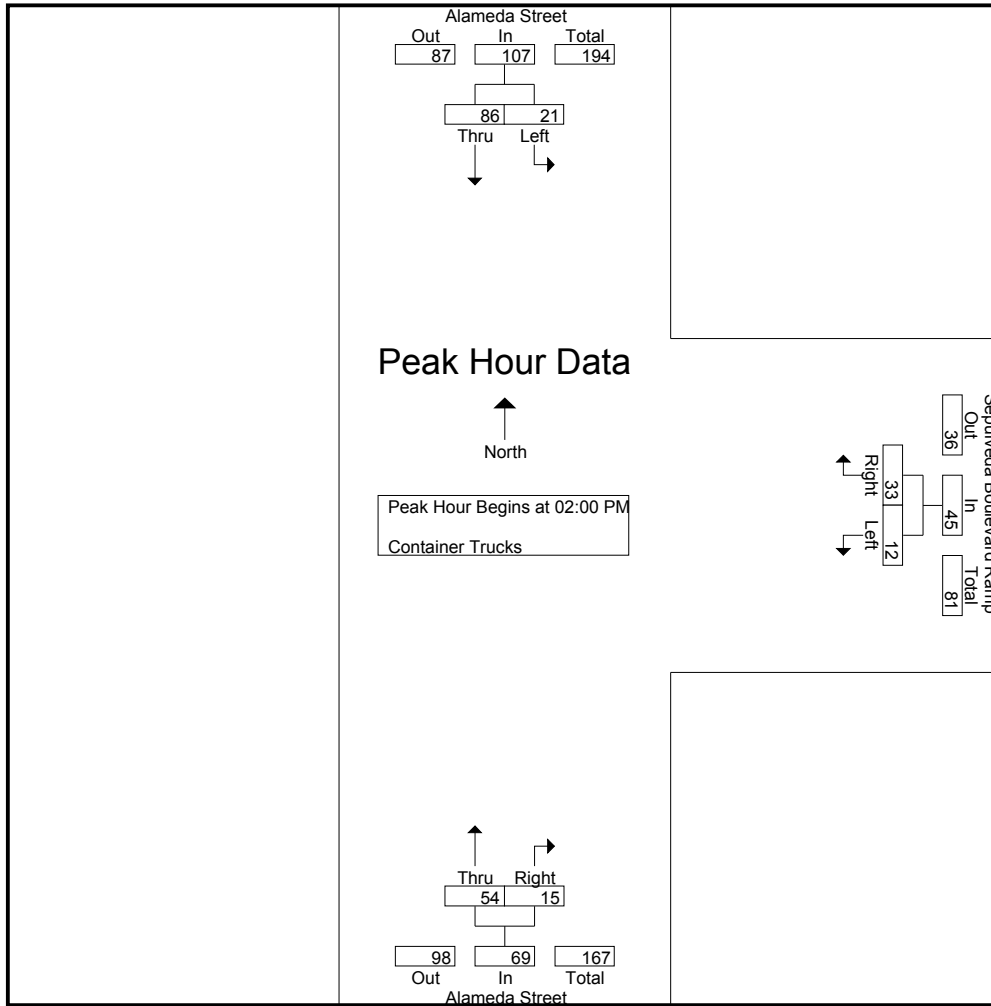
Groups Printed- Container Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	3	16	19	2	5	7	9	8	17	43
01:15 PM	2	14	16	2	4	6	4	6	10	32
01:30 PM	4	18	22	2	8	10	14	6	20	52
01:45 PM	3	16	19	3	6	9	14	2	16	44
Total	12	64	76	9	23	32	41	22	63	171
02:00 PM	3	19	22	3	7	10	13	4	17	49
02:15 PM	4	20	24	1	11	12	16	2	18	54
02:30 PM	6	26	32	2	6	8	15	7	22	62
02:45 PM	8	21	29	6	9	15	10	2	12	56
Total	21	86	107	12	33	45	54	15	69	221
Grand Total	33	150	183	21	56	77	95	37	132	392
Apprch %	18	82		27.3	72.7		72	28		
Total %	8.4	38.3	46.7	5.4	14.3	19.6	24.2	9.4	33.7	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	3	19	22	3	7	10	13	4	17	49
02:15 PM	4	20	24	1	11	12	16	2	18	54
02:30 PM	6	26	32	2	6	8	15	7	22	62
02:45 PM	8	21	29	6	9	15	10	2	12	56
Total Volume	21	86	107	12	33	45	54	15	69	221
% App. Total	19.6	80.4		26.7	73.3		78.3	21.7		
PHF	.656	.827	.836	.500	.750	.750	.844	.536	.784	.891

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERMD
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	3	19	22	3	7	10	13	4	17
+15 mins.	4	20	24	1	11	12	16	2	18
+30 mins.	6	26	32	2	6	8	15	7	22
+45 mins.	8	21	29	6	9	15	10	2	12
Total Volume	21	86	107	12	33	45	54	15	69
% App. Total	19.6	80.4		26.7	73.3		78.3	21.7	
PHF	.656	.827	.836	.500	.750	.750	.844	.536	.784

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

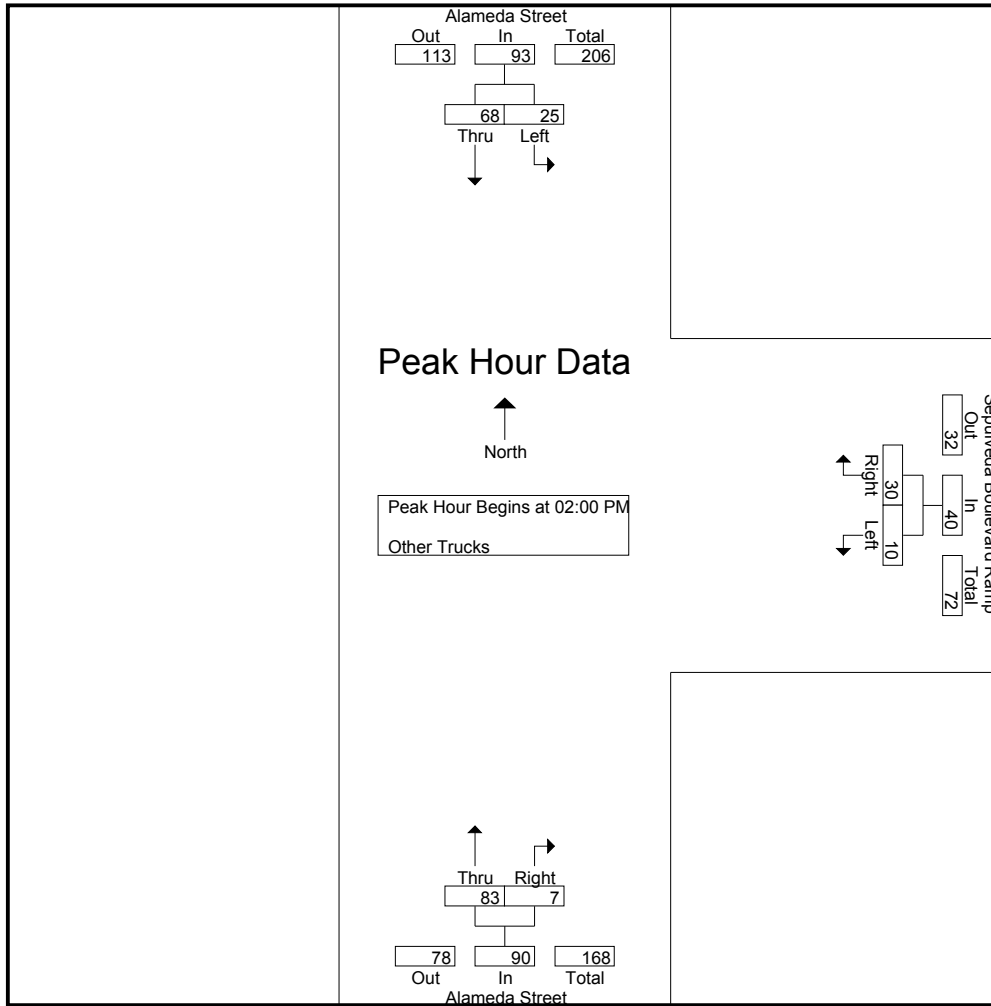
Groups Printed- Other Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	7	31	38	1	10	11	20	2	22	71
01:15 PM	5	29	34	1	1	2	18	1	19	55
01:30 PM	9	16	25	0	7	7	20	1	21	53
01:45 PM	5	22	27	2	6	8	27	3	30	65
Total	26	98	124	4	24	28	85	7	92	244
02:00 PM	5	19	24	1	7	8	20	2	22	54
02:15 PM	7	13	20	2	7	9	28	0	28	57
02:30 PM	5	21	26	3	6	9	20	3	23	58
02:45 PM	8	15	23	4	10	14	15	2	17	54
Total	25	68	93	10	30	40	83	7	90	223
Grand Total	51	166	217	14	54	68	168	14	182	467
Apprch %	23.5	76.5		20.6	79.4		92.3	7.7		
Total %	10.9	35.5	46.5	3	11.6	14.6	36	3	39	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	5	19	24	1	7	8	20	2	22	54
02:15 PM	7	13	20	2	7	9	28	0	28	57
02:30 PM	5	21	26	3	6	9	20	3	23	58
02:45 PM	8	15	23	4	10	14	15	2	17	54
Total Volume	25	68	93	10	30	40	83	7	90	223
% App. Total	26.9	73.1		25	75		92.2	7.8		
PHF	.781	.810	.894	.625	.750	.714	.741	.583	.804	.961

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	5	19	24	1	7	8	20	2	22
+15 mins.	7	13	20	2	7	9	28	0	28
+30 mins.	5	21	26	3	6	9	20	3	23
+45 mins.	8	15	23	4	10	14	15	2	17
Total Volume	25	68	93	10	30	40	83	7	90
% App. Total	26.9	73.1		25	75		92.2	7.8	
PHF	.781	.810	.894	.625	.750	.714	.741	.583	.804

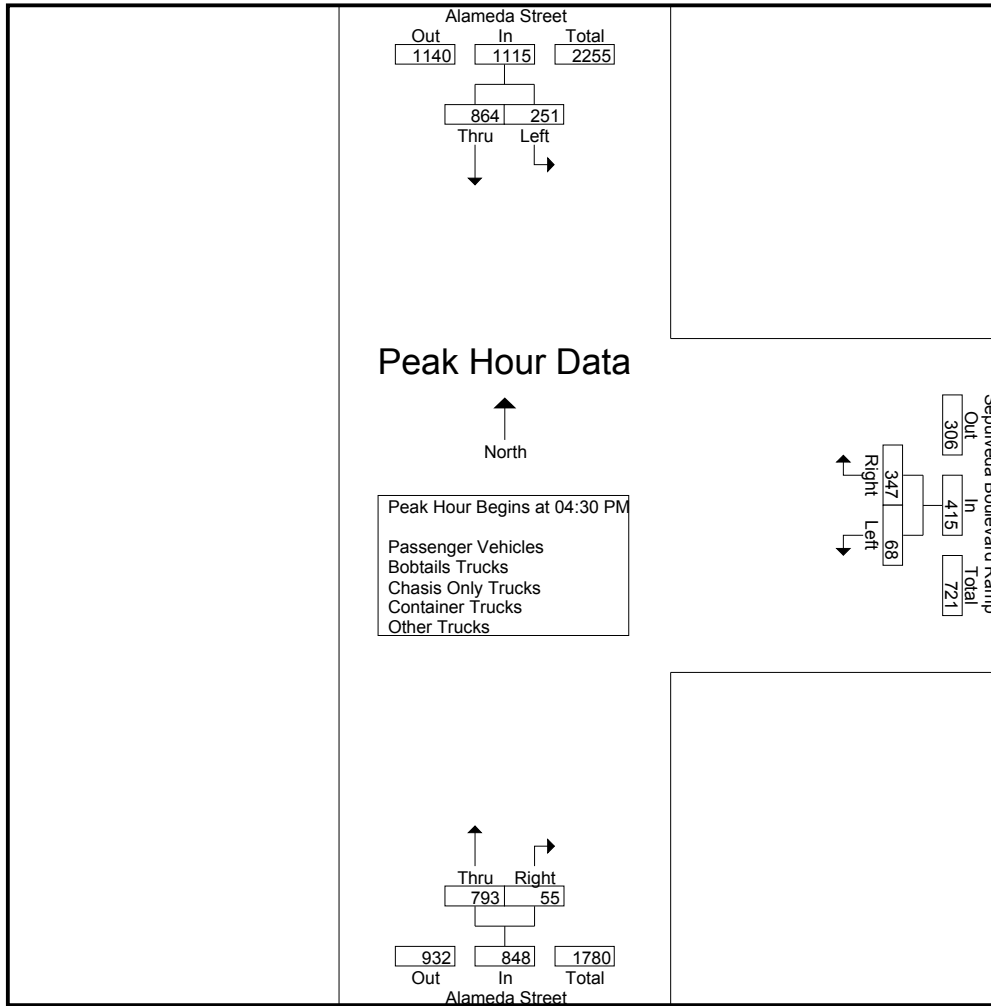
City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtails Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	44	185	229	15	91	106	144	21	165	500
04:15 PM	42	184	226	18	99	117	176	12	188	531
04:30 PM	50	260	310	23	106	129	191	8	199	638
04:45 PM	67	212	279	16	86	102	192	18	210	591
Total	203	841	1044	72	382	454	703	59	762	2260
05:00 PM	67	189	256	13	88	101	218	15	233	590
05:15 PM	67	203	270	16	67	83	192	14	206	559
05:30 PM	38	144	182	10	75	85	182	12	194	461
05:45 PM	36	147	183	9	51	60	155	9	164	407
Total	208	683	891	48	281	329	747	50	797	2017
Grand Total	411	1524	1935	120	663	783	1450	109	1559	4277
Apprch %	21.2	78.8		15.3	84.7		93	7		
Total %	9.6	35.6	45.2	2.8	15.5	18.3	33.9	2.5	36.5	
Passenger Vehicles	307	1079	1386	52	461	513	1151	51	1202	3101
% Passenger Vehicles	74.7	70.8	71.6	43.3	69.5	65.5	79.4	46.8	77.1	72.5
Bobtails Trucks	44	124	168	32	100	132	95	40	135	435
% Bobtails Trucks	10.7	8.1	8.7	26.7	15.1	16.9	6.6	36.7	8.7	10.2
Chasis Only Trucks	2	12	14	9	10	19	3	2	5	38
% Chasis Only Trucks	0.5	0.8	0.7	7.5	1.5	2.4	0.2	1.8	0.3	0.9
Container Trucks	28	186	214	22	46	68	82	0	82	364
% Container Trucks	6.8	12.2	11.1	18.3	6.9	8.7	5.7	0	5.3	8.5
Other Trucks	30	123	153	5	46	51	119	16	135	339
% Other Trucks	7.3	8.1	7.9	4.2	6.9	6.5	8.2	14.7	8.7	7.9

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	50	260	310	23	106	129	191	8	199	638
04:45 PM	67	212	279	16	86	102	192	18	210	591
05:00 PM	67	189	256	13	88	101	218	15	233	590
05:15 PM	67	203	270	16	67	83	192	14	206	559
Total Volume	251	864	1115	68	347	415	793	55	848	2378
% App. Total	22.5	77.5		16.4	83.6		93.5	6.5		
PHF	.937	.831	.899	.739	.818	.804	.909	.764	.910	.932



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:30 PM		
+0 mins.	50	260	310	15	91	106	191	8	199
+15 mins.	67	212	279	18	99	117	192	18	210
+30 mins.	67	189	256	23	106	129	218	15	233
+45 mins.	67	203	270	16	86	102	192	14	206
Total Volume	251	864	1115	72	382	454	793	55	848
% App. Total	22.5	77.5		15.9	84.1		93.5	6.5	
PHF	.937	.831	.899	.783	.901	.880	.909	.764	.910

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles

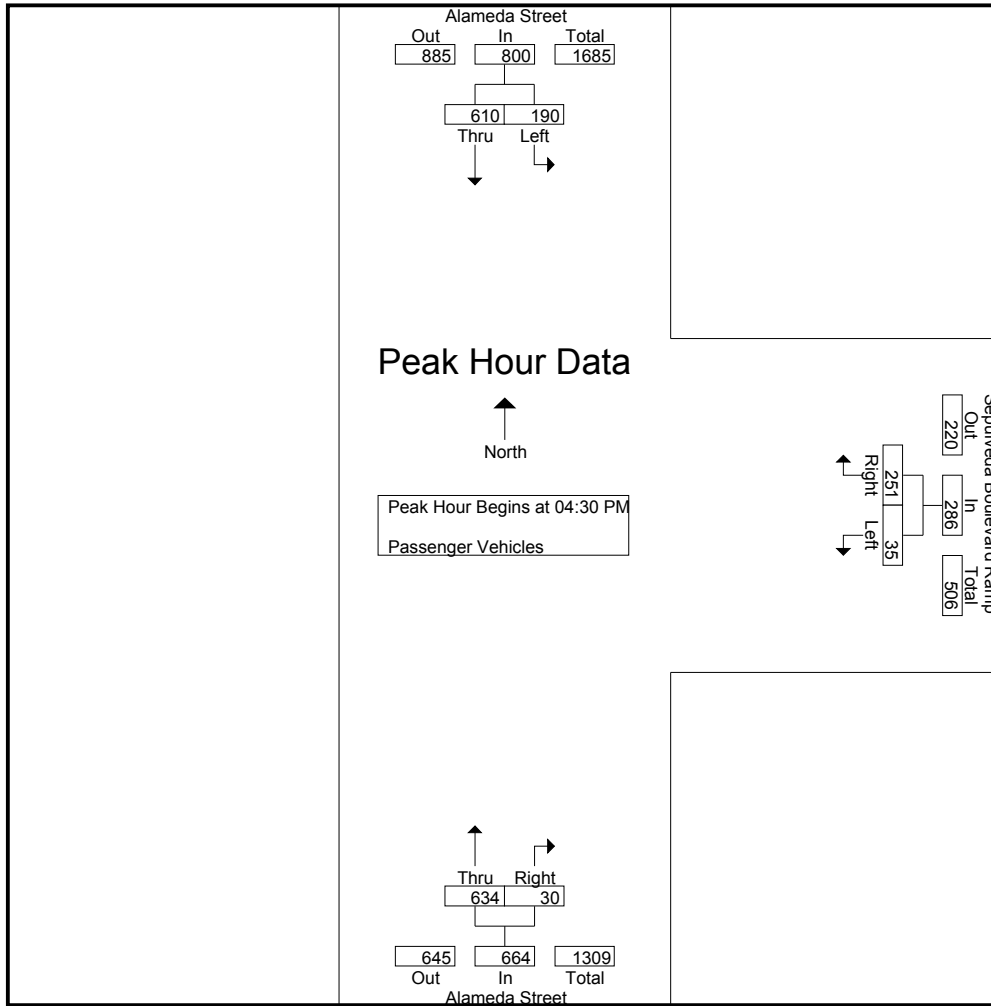
Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	31	130	161	6	44	50	102	6	108	319
04:15 PM	35	140	175	7	62	69	136	2	138	382
04:30 PM	37	192	229	13	70	83	153	5	158	470
04:45 PM	52	149	201	8	56	64	144	10	154	419
Total	155	611	766	34	232	266	535	23	558	1590
05:00 PM	56	126	182	6	72	78	175	7	182	442
05:15 PM	45	143	188	8	53	61	162	8	170	419
05:30 PM	26	105	131	3	58	61	153	8	161	353
05:45 PM	25	94	119	1	46	47	126	5	131	297
Total	152	468	620	18	229	247	616	28	644	1511
Grand Total	307	1079	1386	52	461	513	1151	51	1202	3101
Apprch %	22.2	77.8		10.1	89.9		95.8	4.2		
Total %	9.9	34.8	44.7	1.7	14.9	16.5	37.1	1.6	38.8	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	37	192	229	13	70	83	153	5	158	470
04:45 PM	52	149	201	8	56	64	144	10	154	419
05:00 PM	56	126	182	6	72	78	175	7	182	442
05:15 PM	45	143	188	8	53	61	162	8	170	419
Total Volume	190	610	800	35	251	286	634	30	664	1750
% App. Total	23.8	76.2		12.2	87.8		95.5	4.5		
PHF	.848	.794	.873	.673	.872	.861	.906	.750	.912	.931

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	37	192	229	13	70	83	153	5	158
+15 mins.	52	149	201	8	56	64	144	10	154
+30 mins.	56	126	182	6	72	78	175	7	182
+45 mins.	45	143	188	8	53	61	162	8	170
Total Volume	190	610	800	35	251	286	634	30	664
% App. Total	23.8	76.2		12.2	87.8		95.5	4.5	
PHF	.848	.794	.873	.673	.872	.861	.906	.750	.912

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

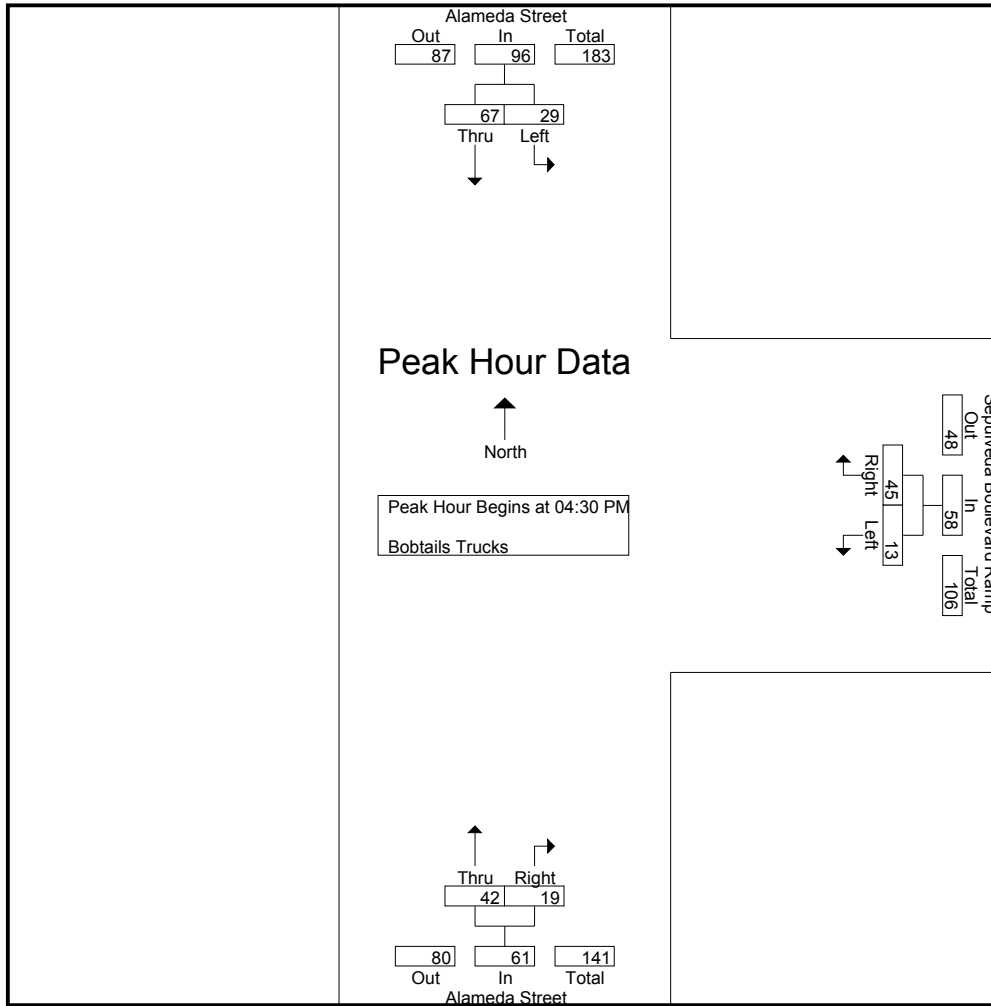
Groups Printed- Bobtails Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	6	16	22	6	23	29	15	7	22	73
04:15 PM	1	14	15	7	25	32	17	7	24	71
04:30 PM	2	10	12	5	23	28	6	1	7	47
04:45 PM	4	20	24	3	12	15	15	5	20	59
Total	13	60	73	21	83	104	53	20	73	250
05:00 PM	8	23	31	3	7	10	8	7	15	56
05:15 PM	15	14	29	2	3	5	13	6	19	53
05:30 PM	4	12	16	2	6	8	14	3	17	41
05:45 PM	4	15	19	4	1	5	7	4	11	35
Total	31	64	95	11	17	28	42	20	62	185
Grand Total	44	124	168	32	100	132	95	40	135	435
Apprch %	26.2	73.8		24.2	75.8		70.4	29.6		
Total %	10.1	28.5	38.6	7.4	23	30.3	21.8	9.2	31	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	2	10	12	5	23	28	6	1	7	47
04:45 PM	4	20	24	3	12	15	15	5	20	59
05:00 PM	8	23	31	3	7	10	8	7	15	56
05:15 PM	15	14	29	2	3	5	13	6	19	53
Total Volume	29	67	96	13	45	58	42	19	61	215
% App. Total	30.2	69.8		22.4	77.6		68.9	31.1		
PHF	.483	.728	.774	.650	.489	.518	.700	.679	.763	.911

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	2	10	12	5	23	28	6	1	7
+15 mins.	4	20	24	3	12	15	15	5	20
+30 mins.	8	23	31	3	7	10	8	7	15
+45 mins.	15	14	29	2	3	5	13	6	19
Total Volume	29	67	96	13	45	58	42	19	61
% App. Total	30.2	69.8		22.4	77.6		68.9	31.1	
PHF	.483	.728	.774	.650	.489	.518	.700	.679	.763

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Container Trucks

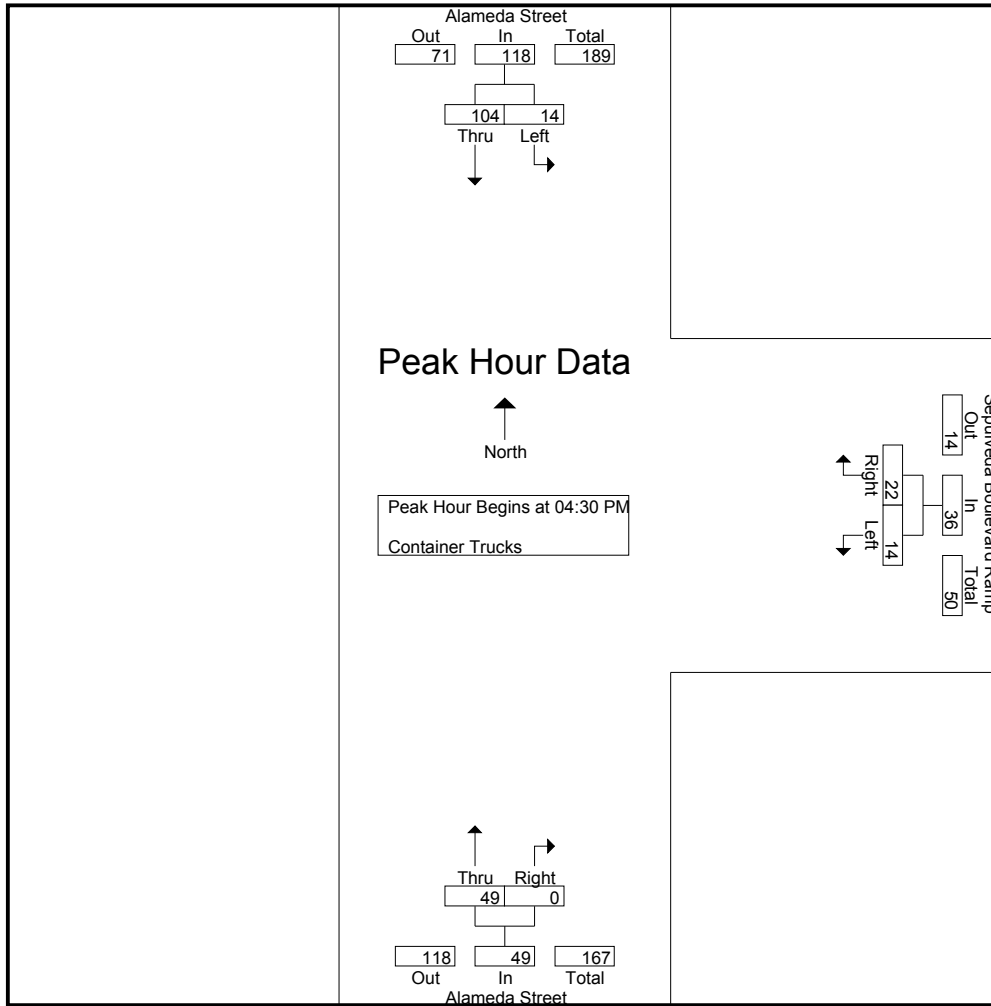
Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	27	30	1	11	12	10	0	10	52
04:15 PM	5	19	24	2	8	10	11	0	11	45
04:30 PM	4	33	37	4	7	11	17	0	17	65
04:45 PM	4	26	30	4	6	10	18	0	18	58
Total	16	105	121	11	32	43	56	0	56	220
05:00 PM	0	17	17	2	4	6	10	0	10	33
05:15 PM	6	28	34	4	5	9	4	0	4	47
05:30 PM	4	16	20	3	3	6	4	0	4	30
05:45 PM	2	20	22	2	2	4	8	0	8	34
Total	12	81	93	11	14	25	26	0	26	144
Grand Total	28	186	214	22	46	68	82	0	82	364
Apprch %	13.1	86.9		32.4	67.6		100	0		
Total %	7.7	51.1	58.8	6	12.6	18.7	22.5	0	22.5	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	4	33	37	4	7	11	17	0	17	65
04:45 PM	4	26	30	4	6	10	18	0	18	58
05:00 PM	0	17	17	2	4	6	10	0	10	33
05:15 PM	6	28	34	4	5	9	4	0	4	47
Total Volume	14	104	118	14	22	36	49	0	49	203
% App. Total	11.9	88.1		38.9	61.1		100	0		
PHF	.583	.788	.797	.875	.786	.818	.681	.000	.681	.781

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	4	33	37	4	7	11	17	0	17
+15 mins.	4	26	30	4	6	10	18	0	18
+30 mins.	0	17	17	2	4	6	10	0	10
+45 mins.	6	28	34	4	5	9	4	0	4
Total Volume	14	104	118	14	22	36	49	0	49
% App. Total	11.9	88.1		38.9	61.1		100	0	
PHF	.583	.788	.797	.875	.786	.818	.681	.000	.681

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Container Trucks

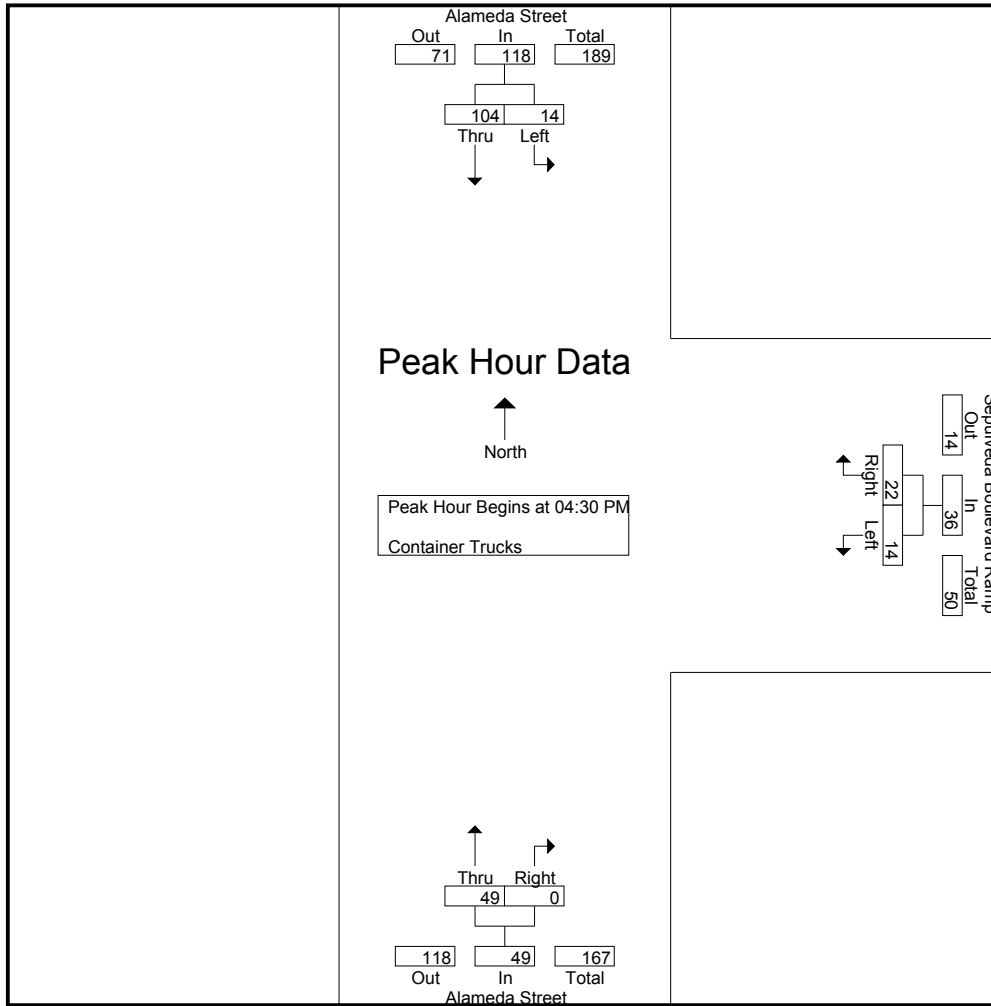
Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	27	30	1	11	12	10	0	10	52
04:15 PM	5	19	24	2	8	10	11	0	11	45
04:30 PM	4	33	37	4	7	11	17	0	17	65
04:45 PM	4	26	30	4	6	10	18	0	18	58
Total	16	105	121	11	32	43	56	0	56	220
05:00 PM	0	17	17	2	4	6	10	0	10	33
05:15 PM	6	28	34	4	5	9	4	0	4	47
05:30 PM	4	16	20	3	3	6	4	0	4	30
05:45 PM	2	20	22	2	2	4	8	0	8	34
Total	12	81	93	11	14	25	26	0	26	144
Grand Total	28	186	214	22	46	68	82	0	82	364
Apprch %	13.1	86.9		32.4	67.6		100	0		
Total %	7.7	51.1	58.8	6	12.6	18.7	22.5	0	22.5	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	4	33	37	4	7	11	17	0	17	65
04:45 PM	4	26	30	4	6	10	18	0	18	58
05:00 PM	0	17	17	2	4	6	10	0	10	33
05:15 PM	6	28	34	4	5	9	4	0	4	47
Total Volume	14	104	118	14	22	36	49	0	49	203
% App. Total	11.9	88.1		38.9	61.1		100	0		
PHF	.583	.788	.797	.875	.786	.818	.681	.000	.681	.781

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	4	33	37	4	7	11	17	0	17
+15 mins.	4	26	30	4	6	10	18	0	18
+30 mins.	0	17	17	2	4	6	10	0	10
+45 mins.	6	28	34	4	5	9	4	0	4
Total Volume	14	104	118	14	22	36	49	0	49
% App. Total	11.9	88.1		38.9	61.1		100	0	
PHF	.583	.788	.797	.875	.786	.818	.681	.000	.681

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

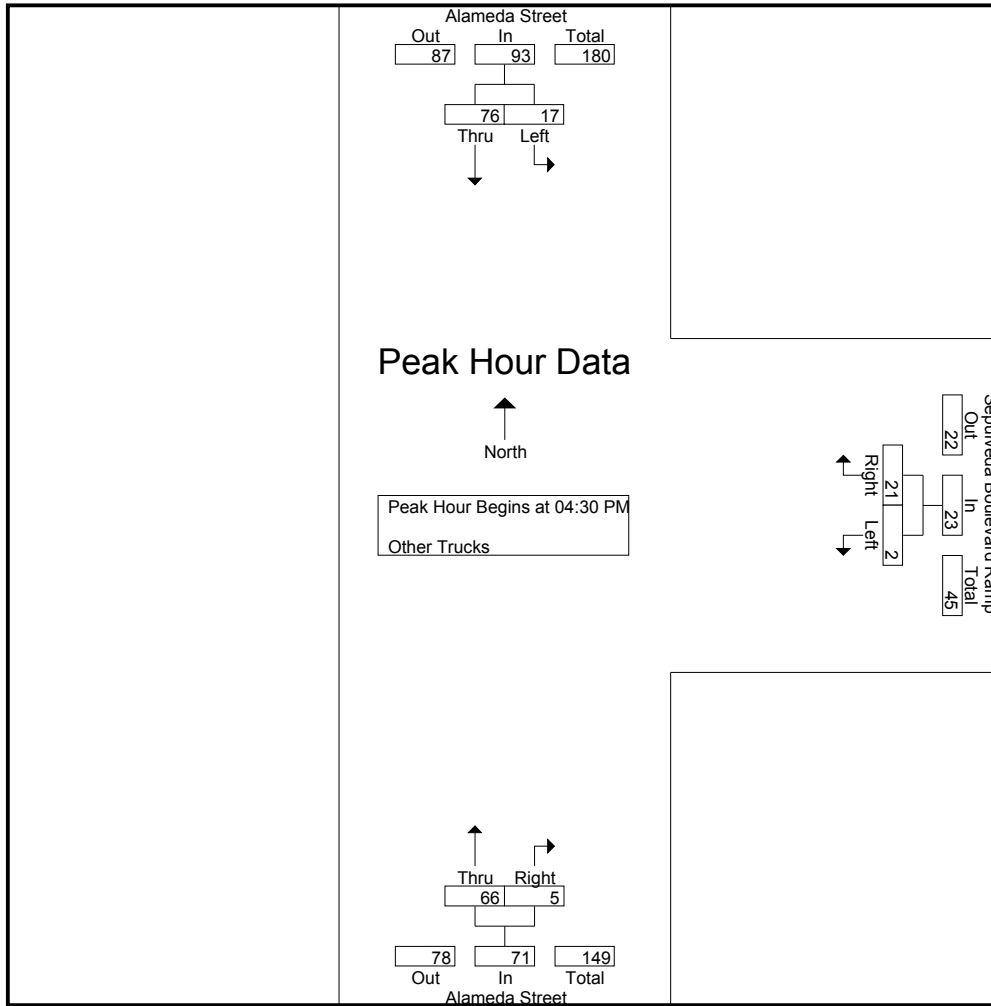
Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	4	12	16	1	12	13	16	7	23	52
04:15 PM	1	10	11	0	3	3	12	3	15	29
04:30 PM	7	25	32	1	6	7	15	2	17	56
04:45 PM	7	16	23	1	9	10	15	2	17	50
Total	19	63	82	3	30	33	58	14	72	187
05:00 PM	2	21	23	0	2	2	24	1	25	50
05:15 PM	1	14	15	0	4	4	12	0	12	31
05:30 PM	4	10	14	1	8	9	11	1	12	35
05:45 PM	4	15	19	1	2	3	14	0	14	36
Total	11	60	71	2	16	18	61	2	63	152
Grand Total	30	123	153	5	46	51	119	16	135	339
Apprch %	19.6	80.4		9.8	90.2		88.1	11.9		
Total %	8.8	36.3	45.1	1.5	13.6	15	35.1	4.7	39.8	

Start Time	Alameda Street Southbound			Sepulveda Boulevard Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	7	25	32	1	6	7	15	2	17	56
04:45 PM	7	16	23	1	9	10	15	2	17	50
05:00 PM	2	21	23	0	2	2	24	1	25	50
05:15 PM	1	14	15	0	4	4	12	0	12	31
Total Volume	17	76	93	2	21	23	66	5	71	187
% App. Total	18.3	81.7		8.7	91.3		93	7		
PHF	.607	.760	.727	.500	.583	.575	.688	.625	.710	.835

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSERPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	7	25	32	1	6	7	15	2	17
+15 mins.	7	16	23	1	9	10	15	2	17
+30 mins.	2	21	23	0	2	2	24	1	25
+45 mins.	1	14	15	0	4	4	12	0	12
Total Volume	17	76	93	2	21	23	66	5	71
% App. Total	18.3	81.7		8.7	91.3		93	7	
PHF	.607	.760	.727	.500	.583	.575	.688	.625	.710

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

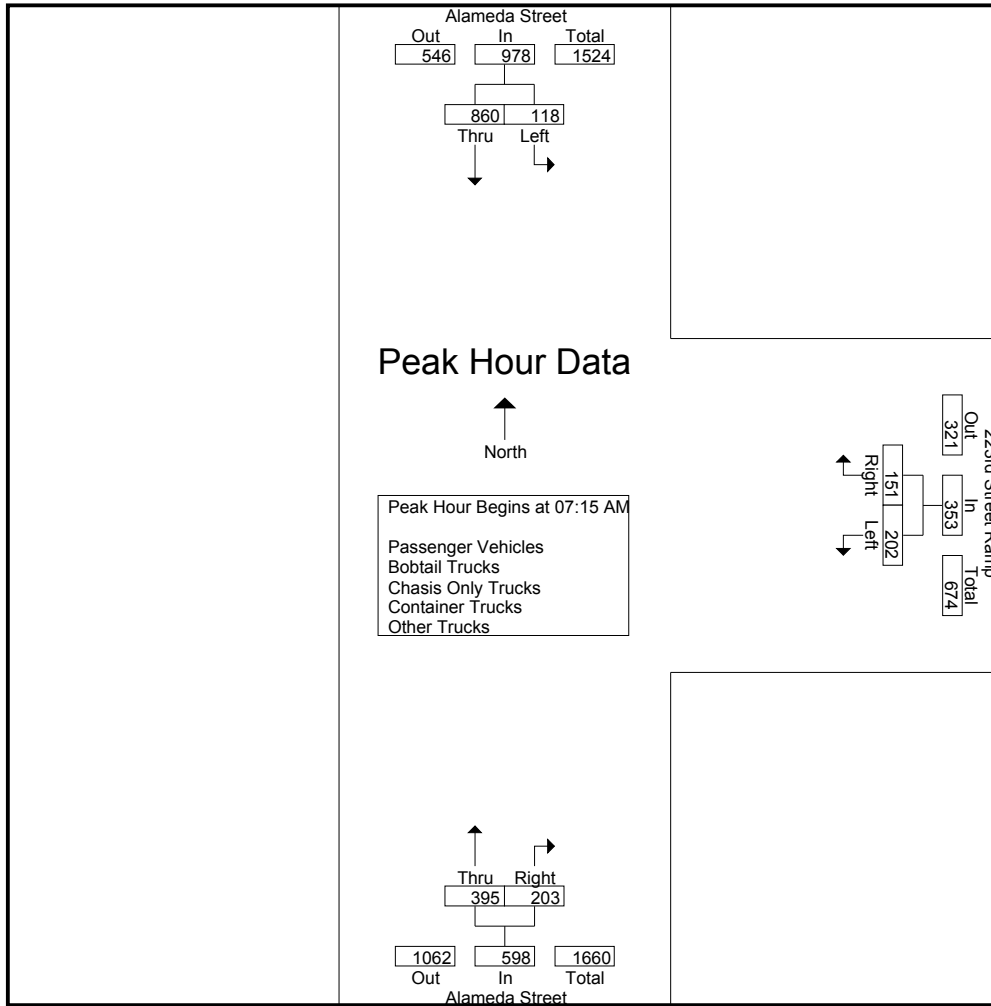
File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	22	185	207	36	16	52	78	48	126	385
07:15 AM	34	195	229	41	27	68	65	58	123	420
07:30 AM	28	271	299	59	42	101	102	48	150	550
07:45 AM	33	211	244	58	50	108	132	57	189	541
Total	117	862	979	194	135	329	377	211	588	1896
08:00 AM	23	183	206	44	32	76	96	40	136	418
08:15 AM	18	183	201	38	21	59	88	41	129	389
08:30 AM	22	147	169	25	12	37	91	39	130	336
08:45 AM	16	134	150	35	13	48	72	62	134	332
Total	79	647	726	142	78	220	347	182	529	1475
Grand Total	196	1509	1705	336	213	549	724	393	1117	3371
Apprch %	11.5	88.5		61.2	38.8		64.8	35.2		
Total %	5.8	44.8	50.6	10	6.3	16.3	21.5	11.7	33.1	
Passenger Vehicles	164	1008	1172	278	197	475	562	196	758	2405
% Passenger Vehicles	83.7	66.8	68.7	82.7	92.5	86.5	77.6	49.9	67.9	71.3
Bobtail Trucks	8	227	235	14	6	20	38	8	46	301
% Bobtail Trucks	4.1	15	13.8	4.2	2.8	3.6	5.2	2	4.1	8.9
Chasis Only Trucks	1	9	10	1	0	1	1	4	5	16
% Chasis Only Trucks	0.5	0.6	0.6	0.3	0	0.2	0.1	1	0.4	0.5
Container Trucks	9	105	114	7	2	9	44	87	131	254
% Container Trucks	4.6	7	6.7	2.1	0.9	1.6	6.1	22.1	11.7	7.5
Other Trucks	14	160	174	36	8	44	79	98	177	395
% Other Trucks	7.1	10.6	10.2	10.7	3.8	8	10.9	24.9	15.8	11.7

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	34	195	229	41	27	68	65	58	123	420
07:30 AM	28	271	299	59	42	101	102	48	150	550
07:45 AM	33	211	244	58	50	108	132	57	189	541
08:00 AM	23	183	206	44	32	76	96	40	136	418
Total Volume	118	860	978	202	151	353	395	203	598	1929
% App. Total	12.1	87.9		57.2	42.8		66.1	33.9		
PHF	.868	.793	.818	.856	.755	.817	.748	.875	.791	.877

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:30 AM		
+0 mins.	22	185	207	41	27	68	102	48	150
+15 mins.	34	195	229	59	42	101	132	57	189
+30 mins.	28	271	299	58	50	108	96	40	136
+45 mins.	33	211	244	44	32	76	88	41	129
Total Volume	117	862	979	202	151	353	418	186	604
% App. Total	12	88		57.2	42.8		69.2	30.8	
PHF	.860	.795	.819	.856	.755	.817	.792	.816	.799

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles

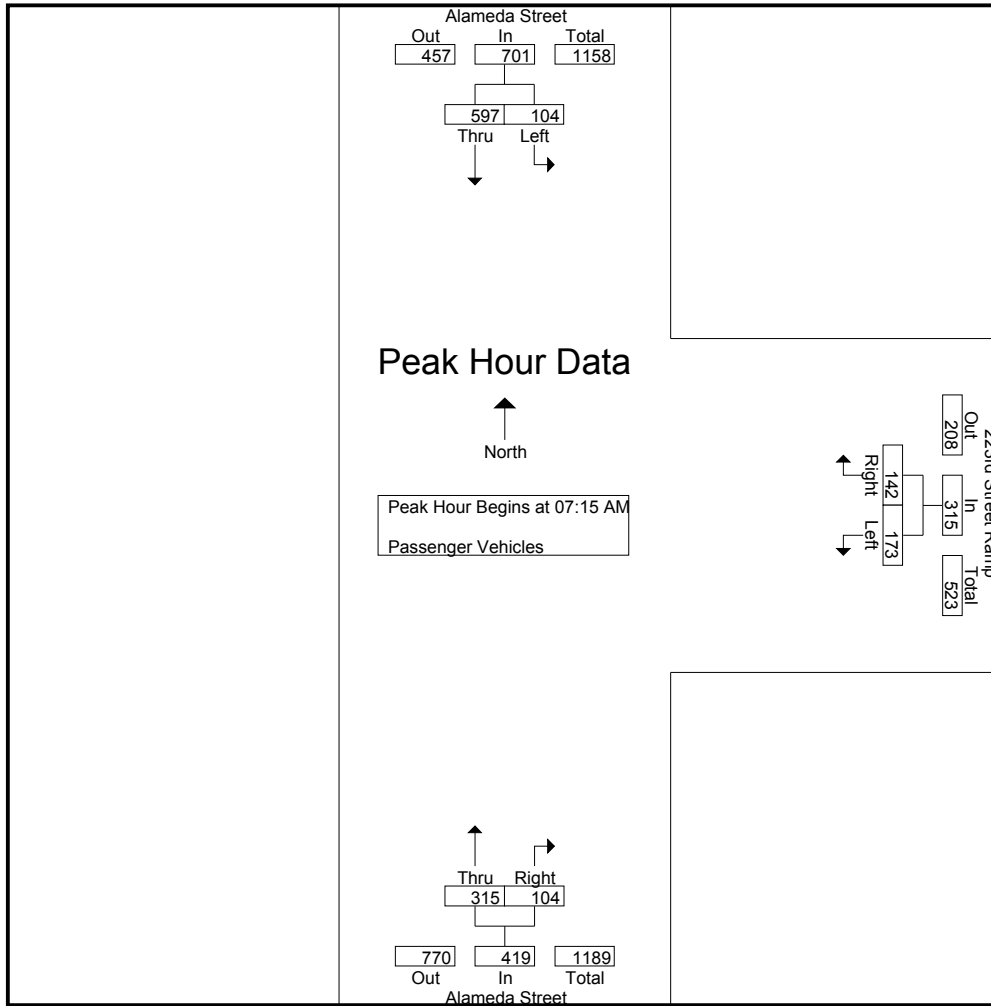
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	20	129	149	32	14	46	61	21	82	277
07:15 AM	32	142	174	35	23	58	46	26	72	304
07:30 AM	23	196	219	54	41	95	85	27	112	426
07:45 AM	30	149	179	49	48	97	113	31	144	420
Total	105	616	721	170	126	296	305	105	410	1427
08:00 AM	19	110	129	35	30	65	71	20	91	285
08:15 AM	15	105	120	30	20	50	68	26	94	264
08:30 AM	15	89	104	16	12	28	67	16	83	215
08:45 AM	10	88	98	27	9	36	51	29	80	214
Total	59	392	451	108	71	179	257	91	348	978
Grand Total	164	1008	1172	278	197	475	562	196	758	2405
Apprch %	14	86		58.5	41.5		74.1	25.9		
Total %	6.8	41.9	48.7	11.6	8.2	19.8	23.4	8.1	31.5	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	32	142	174	35	23	58	46	26	72	304
07:30 AM	23	196	219	54	41	95	85	27	112	426
07:45 AM	30	149	179	49	48	97	113	31	144	420
08:00 AM	19	110	129	35	30	65	71	20	91	285
Total Volume	104	597	701	173	142	315	315	104	419	1435
% App. Total	14.8	85.2		54.9	45.1		75.2	24.8		
PHF	.813	.761	.800	.801	.740	.812	.697	.839	.727	.842

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	32	142	174	35	23	58	46	26	72
+15 mins.	23	196	219	54	41	95	85	27	112
+30 mins.	30	149	179	49	48	97	113	31	144
+45 mins.	19	110	129	35	30	65	71	20	91
Total Volume	104	597	701	173	142	315	315	104	419
% App. Total	14.8	85.2		54.9	45.1		75.2	24.8	
PHF	.813	.761	.800	.801	.740	.812	.697	.839	.727

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	30	30	0	1	1	5	1	6	37
07:15 AM	1	30	31	1	1	2	7	1	8	41
07:30 AM	3	37	40	2	0	2	5	1	6	48
07:45 AM	2	28	30	1	1	2	4	0	4	36
Total	6	125	131	4	3	7	21	3	24	162
08:00 AM	0	29	29	6	2	8	3	0	3	40
08:15 AM	1	33	34	1	1	2	6	0	6	42
08:30 AM	1	26	27	2	0	2	3	3	6	35
08:45 AM	0	14	14	1	0	1	5	2	7	22
Total	2	102	104	10	3	13	17	5	22	139
Grand Total	8	227	235	14	6	20	38	8	46	301
Apprch %	3.4	96.6		70	30		82.6	17.4		
Total %	2.7	75.4	78.1	4.7	2	6.6	12.6	2.7	15.3	

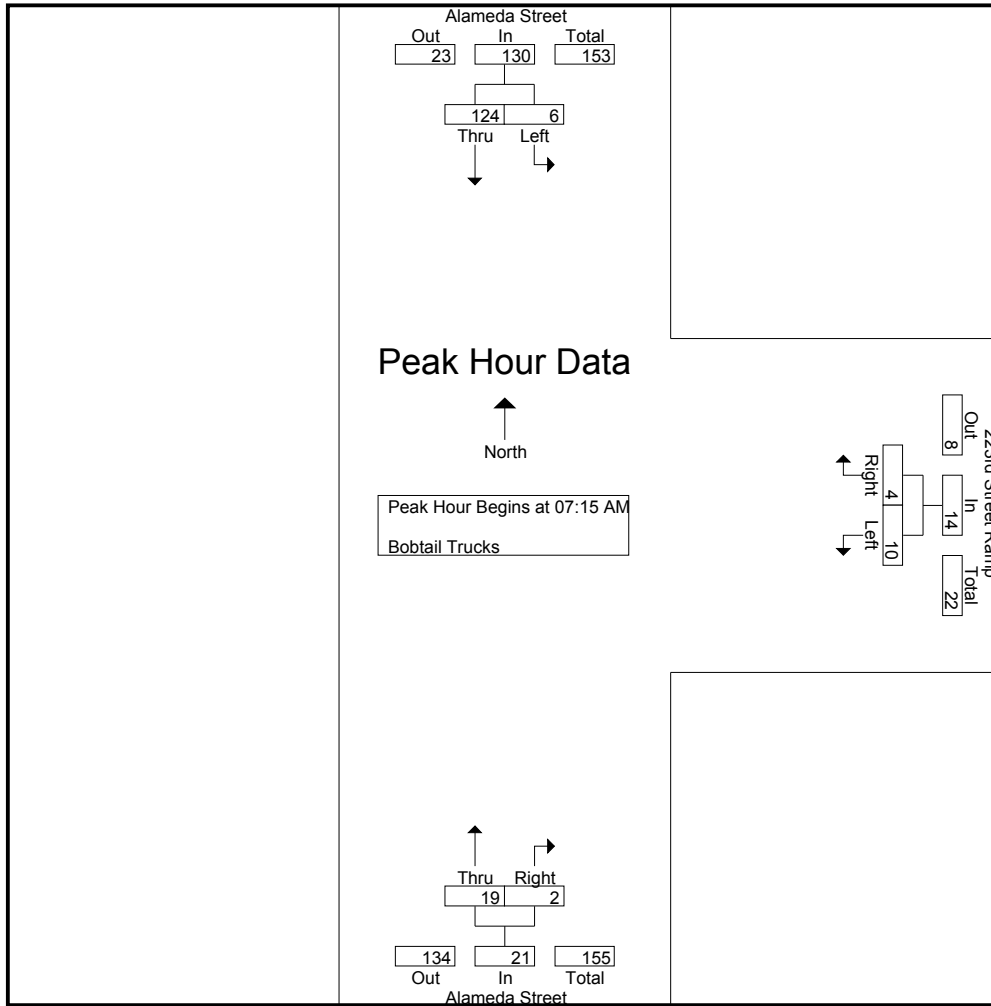
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	1	30	31	1	1	2	7	1	8	41
07:30 AM	3	37	40	2	0	2	5	1	6	48
07:45 AM	2	28	30	1	1	2	4	0	4	36
08:00 AM	0	29	29	6	2	8	3	0	3	40
Total Volume	6	124	130	10	4	14	19	2	21	165
% App. Total	4.6	95.4		71.4	28.6		90.5	9.5		
PHF	.500	.838	.813	.417	.500	.438	.679	.500	.656	.859

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	30	31	1	1	2	7	1	8
+15 mins.	3	37	40	2	0	2	5	1	6
+30 mins.	2	28	30	1	1	2	4	0	4
+45 mins.	0	29	29	6	2	8	3	0	3
Total Volume	6	124	130	10	4	14	19	2	21
% App. Total	4.6	95.4		71.4	28.6		90.5	9.5	
PHF	.500	.838	.813	.417	.500	.438	.679	.500	.656

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

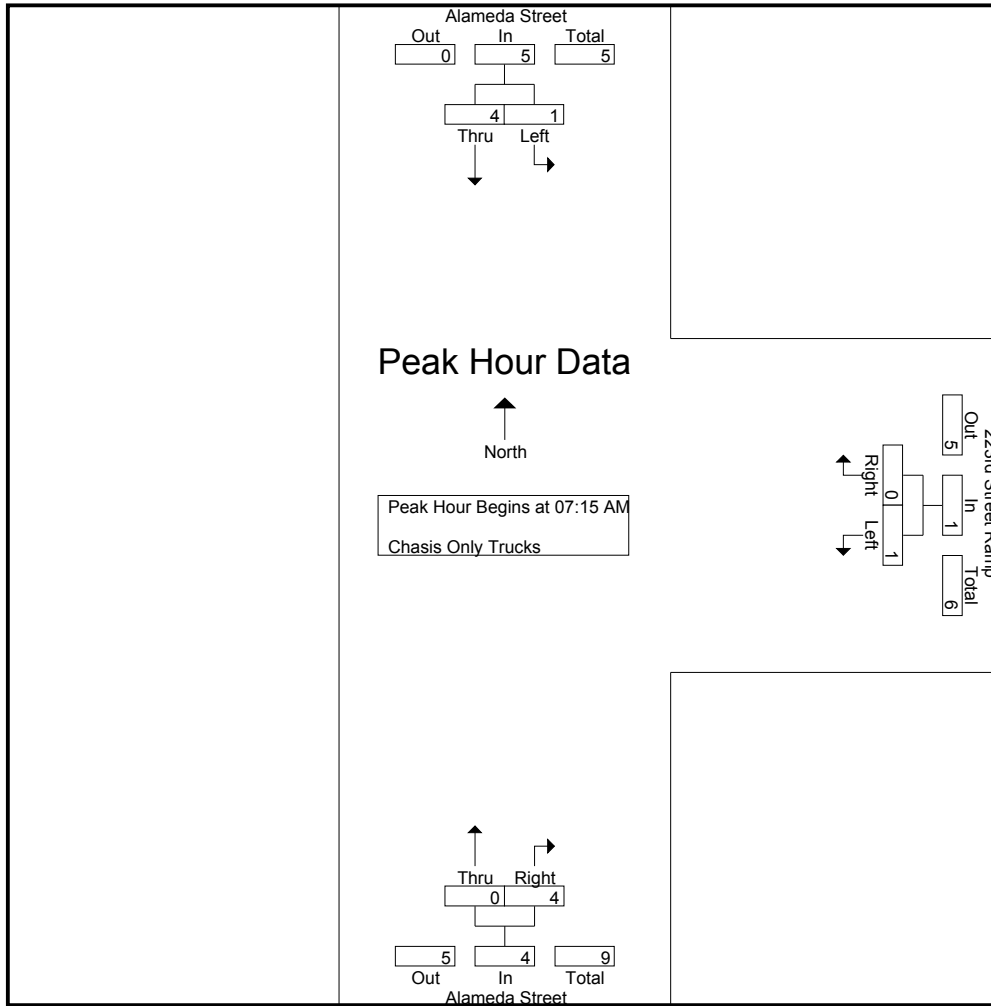
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	1	1	2	1	0	1	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	1	3	4	1	0	1	0	3	3	8
08:00 AM	0	2	2	0	0	0	0	1	1	3
08:15 AM	0	3	3	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	6	6	0	0	0	1	1	2	8
Grand Total	1	9	10	1	0	1	1	4	5	16
Apprch %	10	90		100	0		20	80		
Total %	6.2	56.2	62.5	6.2	0	6.2	6.2	25	31.2	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	1	1	2	1	0	1	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	2	2	0	0	0	0	1	1	3
Total Volume	1	4	5	1	0	1	0	4	4	10
% App. Total	20	80		100	0		0	100		
PHF	.250	.500	.625	.250	.000	.250	.000	1.00	1.00	.625

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	0	1	1
+15 mins.	1	1	2	1	0	1	0	1	1
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	2	2	0	0	0	0	1	1
Total Volume	1	4	5	1	0	1	0	4	4
% App. Total	20	80		100	0		0	100	
PHF	.250	.500	.625	.250	.000	.250	.000	1.000	1.000

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Container Trucks

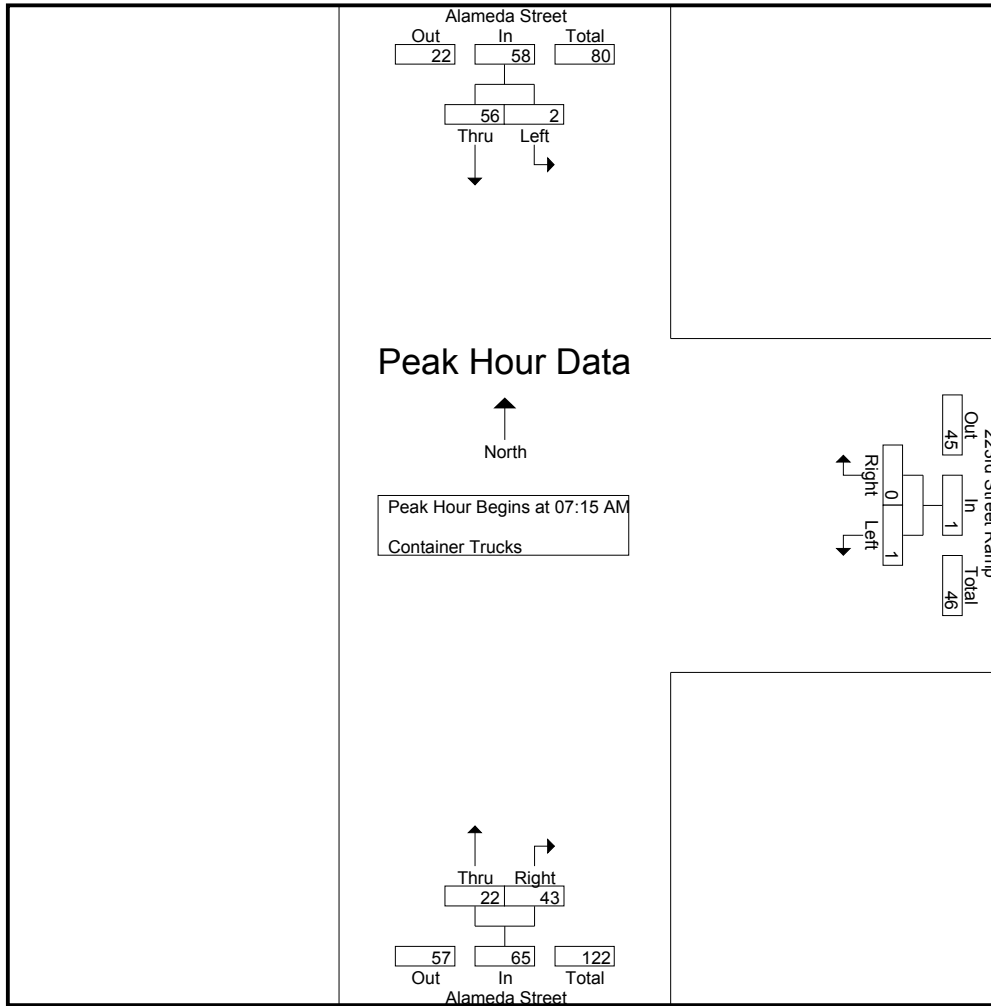
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	2	4	6	0	1	1	2	13	15	22
07:15 AM	1	6	7	1	0	1	4	16	20	28
07:30 AM	0	8	8	0	0	0	3	8	11	19
07:45 AM	0	20	20	0	0	0	6	13	19	39
Total	3	38	41	1	1	2	15	50	65	108
08:00 AM	1	22	23	0	0	0	9	6	15	38
08:15 AM	0	20	20	3	0	3	4	3	7	30
08:30 AM	2	15	17	1	0	1	9	10	19	37
08:45 AM	3	10	13	2	1	3	7	18	25	41
Total	6	67	73	6	1	7	29	37	66	146
Grand Total	9	105	114	7	2	9	44	87	131	254
Apprch %	7.9	92.1		77.8	22.2		33.6	66.4		
Total %	3.5	41.3	44.9	2.8	0.8	3.5	17.3	34.3	51.6	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	1	6	7	1	0	1	4	16	20	28
07:30 AM	0	8	8	0	0	0	3	8	11	19
07:45 AM	0	20	20	0	0	0	6	13	19	39
08:00 AM	1	22	23	0	0	0	9	6	15	38
Total Volume	2	56	58	1	0	1	22	43	65	124
% App. Total	3.4	96.6		100	0		33.8	66.2		
PHF	.500	.636	.630	.250	.000	.250	.611	.672	.813	.795

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	6	7	1	0	1	4	16	20
+15 mins.	0	8	8	0	0	0	3	8	11
+30 mins.	0	20	20	0	0	0	6	13	19
+45 mins.	1	22	23	0	0	0	9	6	15
Total Volume	2	56	58	1	0	1	22	43	65
% App. Total	3.4	96.6		100	0		33.8	66.2	
PHF	.500	.636	.630	.250	.000	.250	.611	.672	.813

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	21	21	4	0	4	10	13	23	48
07:15 AM	0	16	16	4	3	7	8	14	22	45
07:30 AM	1	29	30	2	1	3	9	11	20	53
07:45 AM	1	14	15	8	1	9	9	12	21	45
Total	2	80	82	18	5	23	36	50	86	191
08:00 AM	3	20	23	3	0	3	13	13	26	52
08:15 AM	2	22	24	4	0	4	10	12	22	50
08:30 AM	4	17	21	6	0	6	11	10	21	48
08:45 AM	3	21	24	5	3	8	9	13	22	54
Total	12	80	92	18	3	21	43	48	91	204
Grand Total	14	160	174	36	8	44	79	98	177	395
Apprch %	8	92		81.8	18.2		44.6	55.4		
Total %	3.5	40.5	44.1	9.1	2	11.1	20	24.8	44.8	

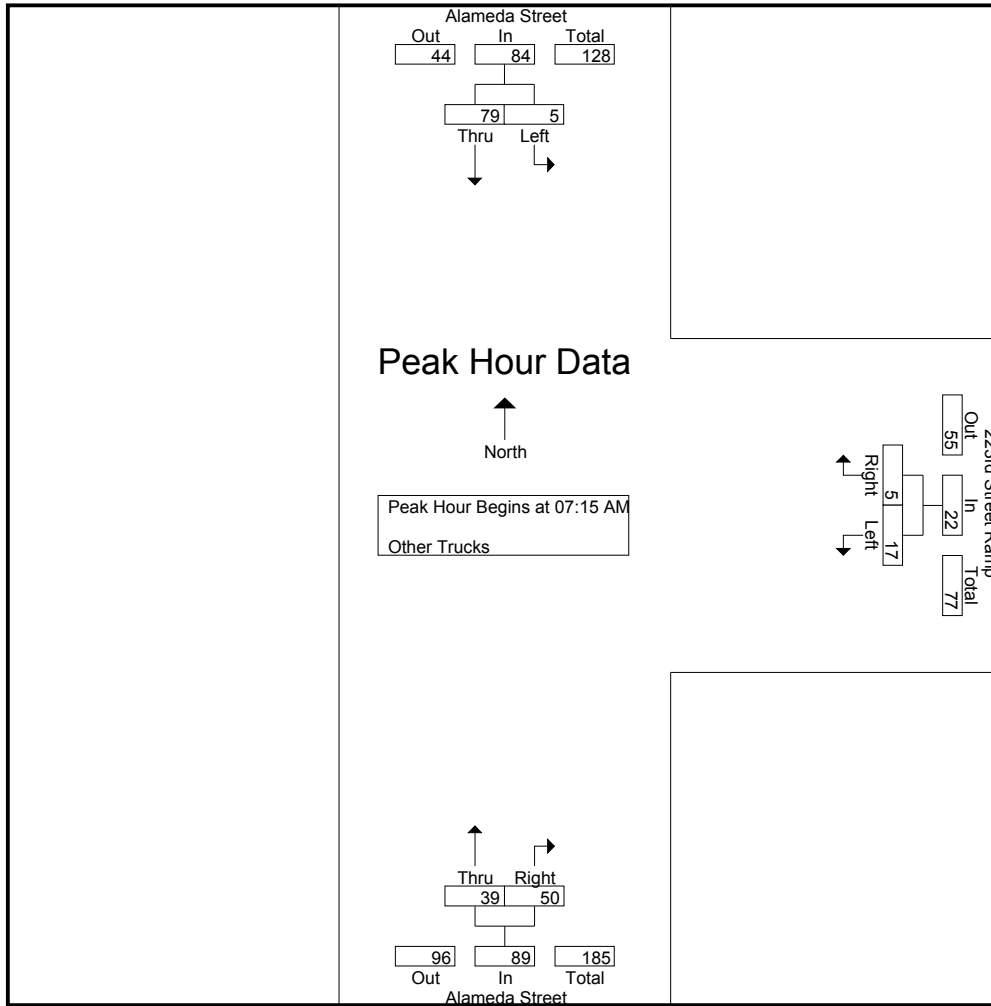
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	16	16	4	3	7	8	14	22	45
07:30 AM	1	29	30	2	1	3	9	11	20	53
07:45 AM	1	14	15	8	1	9	9	12	21	45
08:00 AM	3	20	23	3	0	3	13	13	26	52
Total Volume	5	79	84	17	5	22	39	50	89	195
% App. Total	6	94		77.3	22.7		43.8	56.2		
PHF	.417	.681	.700	.531	.417	.611	.750	.893	.856	.920

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	16	16	4	3	7	8	14	22
+15 mins.	1	29	30	2	1	3	9	11	20
+30 mins.	1	14	15	8	1	9	9	12	21
+45 mins.	3	20	23	3	0	3	13	13	26
Total Volume	5	79	84	17	5	22	39	50	89
% App. Total	6	94		77.3	22.7		43.8	56.2	
PHF	.417	.681	.700	.531	.417	.611	.750	.893	.856

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

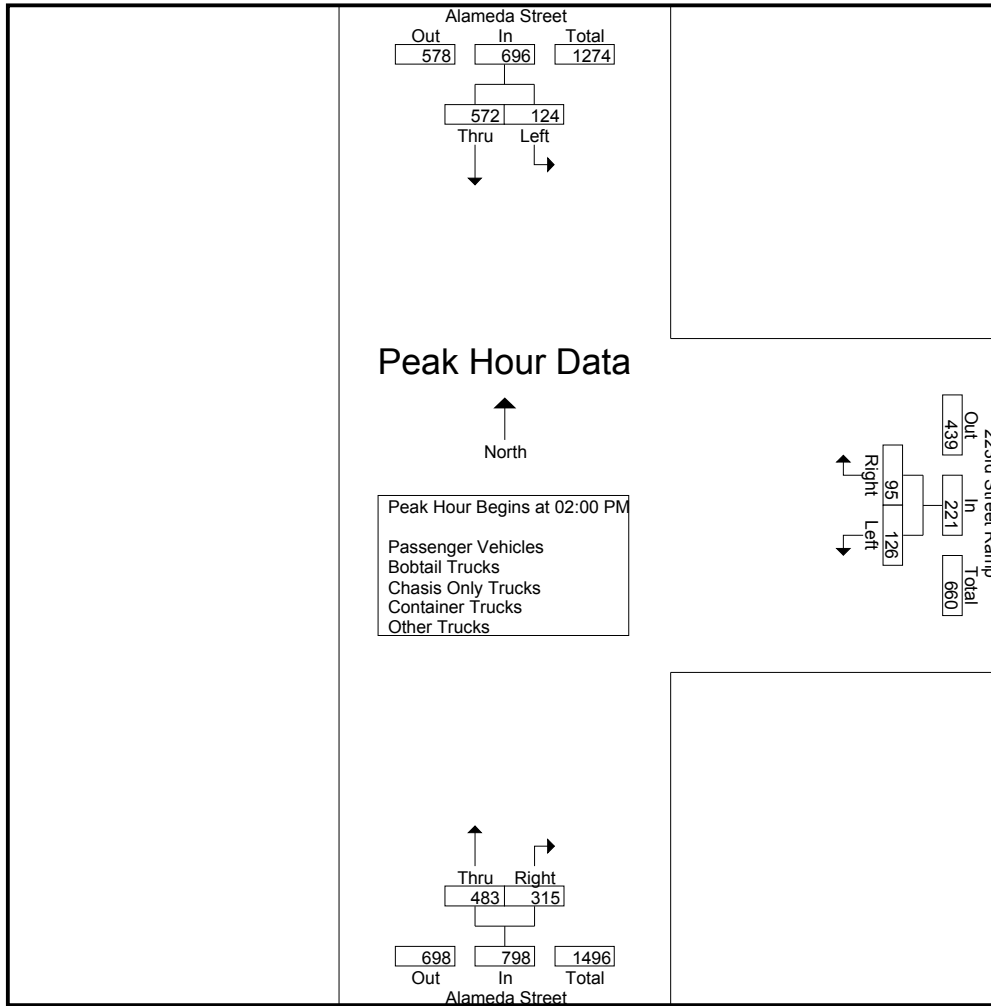
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	17	115	132	37	20	57	75	52	127	316
01:15 PM	30	108	138	32	15	47	68	52	120	305
01:30 PM	20	112	132	33	26	59	133	48	181	372
01:45 PM	14	118	132	28	23	51	120	75	195	378
Total	81	453	534	130	84	214	396	227	623	1371
02:00 PM	24	110	134	31	22	53	116	68	184	371
02:15 PM	30	113	143	40	18	58	111	61	172	373
02:30 PM	36	187	223	25	25	50	124	88	212	485
02:45 PM	34	162	196	30	30	60	132	98	230	486
Total	124	572	696	126	95	221	483	315	798	1715
Grand Total	205	1025	1230	256	179	435	879	542	1421	3086
Apprch %	16.7	83.3		58.9	41.1		61.9	38.1		
Total %	6.6	33.2	39.9	8.3	5.8	14.1	28.5	17.6	46	
Passenger Vehicles	170	626	796	185	142	327	532	361	893	2016
% Passenger Vehicles	82.9	61.1	64.7	72.3	79.3	75.2	60.5	66.6	62.8	65.3
Bobtail Trucks	4	77	81	17	13	30	145	30	175	286
% Bobtail Trucks	2	7.5	6.6	6.6	7.3	6.9	16.5	5.5	12.3	9.3
Chasis Only Trucks	0	13	13	0	0	0	6	3	9	22
% Chasis Only Trucks	0	1.3	1.1	0	0	0	0.7	0.6	0.6	0.7
Container Trucks	17	168	185	14	4	18	71	53	124	327
% Container Trucks	8.3	16.4	15	5.5	2.2	4.1	8.1	9.8	8.7	10.6
Other Trucks	14	141	155	40	20	60	125	95	220	435
% Other Trucks	6.8	13.8	12.6	15.6	11.2	13.8	14.2	17.5	15.5	14.1

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	24	110	134	31	22	53	116	68	184	371
02:15 PM	30	113	143	40	18	58	111	61	172	373
02:30 PM	36	187	223	25	25	50	124	88	212	485
02:45 PM	34	162	196	30	30	60	132	98	230	486
Total Volume	124	572	696	126	95	221	483	315	798	1715
% App. Total	17.8	82.2		57	43		60.5	39.5		
PHF	.861	.765	.780	.788	.792	.921	.915	.804	.867	.882

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	24	110	134	31	22	53	116	68	184
+15 mins.	30	113	143	40	18	58	111	61	172
+30 mins.	36	187	223	25	25	50	124	88	212
+45 mins.	34	162	196	30	30	60	132	98	230
Total Volume	124	572	696	126	95	221	483	315	798
% App. Total	17.8	82.2		57	43		60.5	39.5	
PHF	.861	.765	.780	.788	.792	.921	.915	.804	.867

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles

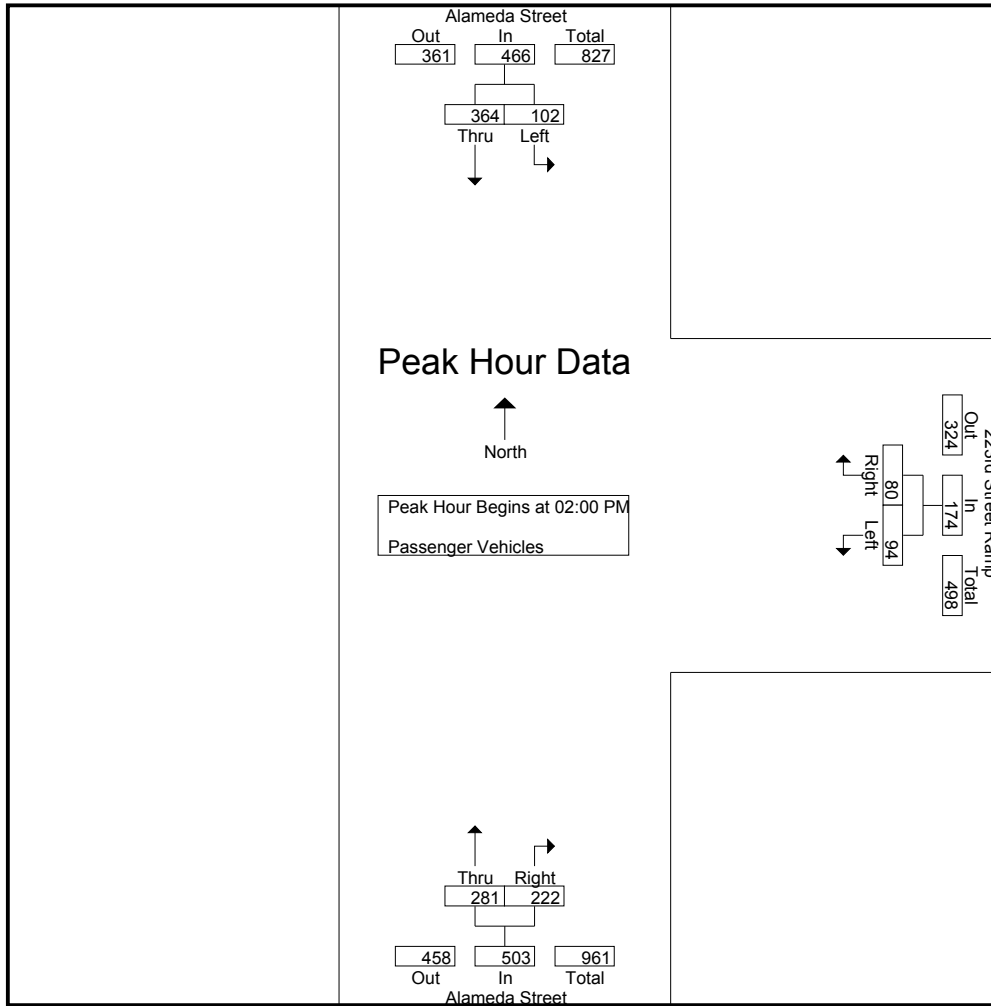
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	15	69	84	26	16	42	50	30	80	206
01:15 PM	25	61	86	19	10	29	50	33	83	198
01:30 PM	16	62	78	22	20	42	77	30	107	227
01:45 PM	12	70	82	24	16	40	74	46	120	242
Total	68	262	330	91	62	153	251	139	390	873
02:00 PM	21	63	84	23	20	43	61	47	108	235
02:15 PM	20	66	86	34	14	48	64	36	100	234
02:30 PM	30	126	156	17	20	37	81	64	145	338
02:45 PM	31	109	140	20	26	46	75	75	150	336
Total	102	364	466	94	80	174	281	222	503	1143
Grand Total	170	626	796	185	142	327	532	361	893	2016
Apprch %	21.4	78.6		56.6	43.4		59.6	40.4		
Total %	8.4	31.1	39.5	9.2	7	16.2	26.4	17.9	44.3	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	21	63	84	23	20	43	61	47	108	235
02:15 PM	20	66	86	34	14	48	64	36	100	234
02:30 PM	30	126	156	17	20	37	81	64	145	338
02:45 PM	31	109	140	20	26	46	75	75	150	336
Total Volume	102	364	466	94	80	174	281	222	503	1143
% App. Total	21.9	78.1		54	46		55.9	44.1		
PHF	.823	.722	.747	.691	.769	.906	.867	.740	.838	.845

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	21	63	84	23	20	43	61	47	108
+15 mins.	20	66	86	34	14	48	64	36	100
+30 mins.	30	126	156	17	20	37	81	64	145
+45 mins.	31	109	140	20	26	46	75	75	150
Total Volume	102	364	466	94	80	174	281	222	503
% App. Total	21.9	78.1	46	54	46	46	55.9	44.1	46
PHF	.823	.722	.747	.691	.769	.906	.867	.740	.838

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Bobtail Trucks

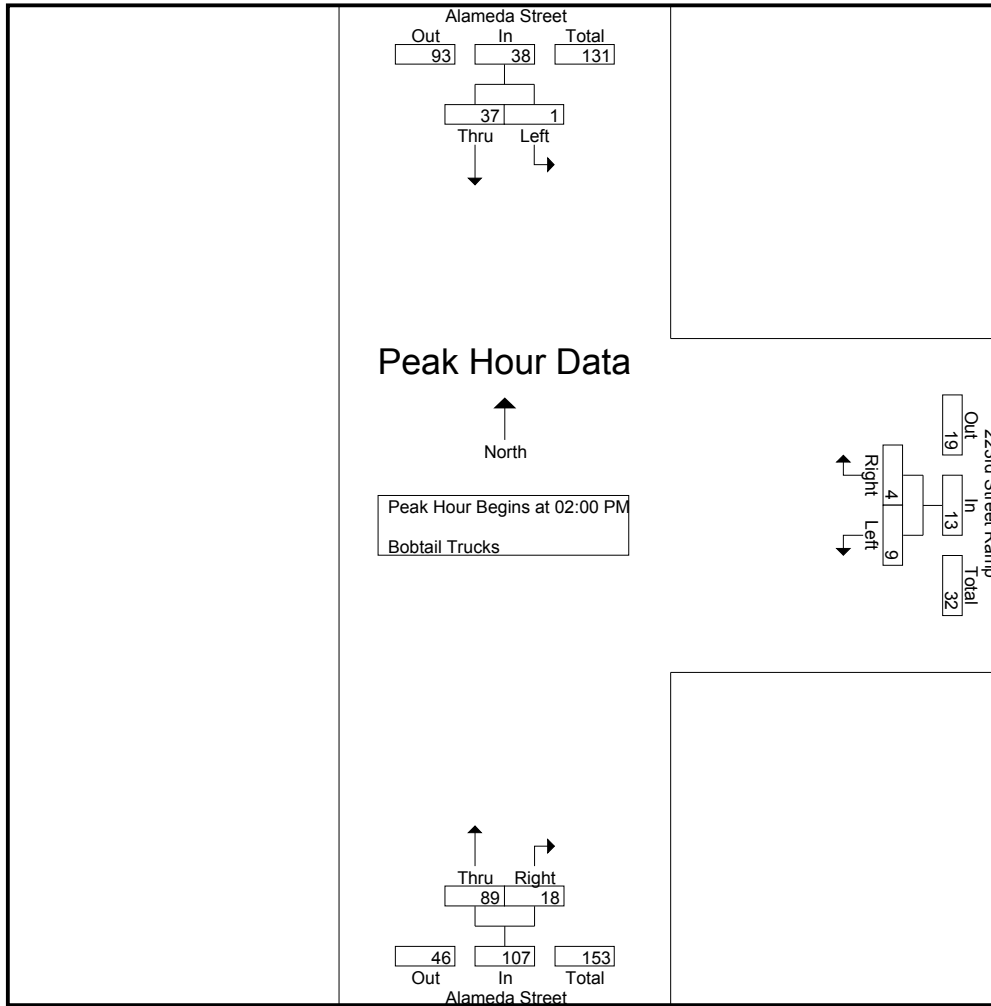
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	12	12	2	2	4	4	2	6	22
01:15 PM	2	5	7	2	2	4	6	6	12	23
01:30 PM	1	16	17	2	1	3	23	1	24	44
01:45 PM	0	7	7	2	4	6	23	3	26	39
Total	3	40	43	8	9	17	56	12	68	128
02:00 PM	0	7	7	4	0	4	25	4	29	40
02:15 PM	1	10	11	3	2	5	16	3	19	35
02:30 PM	0	8	8	0	0	0	19	7	26	34
02:45 PM	0	12	12	2	2	4	29	4	33	49
Total	1	37	38	9	4	13	89	18	107	158
Grand Total	4	77	81	17	13	30	145	30	175	286
Apprch %	4.9	95.1		56.7	43.3		82.9	17.1		
Total %	1.4	26.9	28.3	5.9	4.5	10.5	50.7	10.5	61.2	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	7	7	4	0	4	25	4	29	40
02:15 PM	1	10	11	3	2	5	16	3	19	35
02:30 PM	0	8	8	0	0	0	19	7	26	34
02:45 PM	0	12	12	2	2	4	29	4	33	49
Total Volume	1	37	38	9	4	13	89	18	107	158
% App. Total	2.6	97.4		69.2	30.8		83.2	16.8		
PHF	.250	.771	.792	.563	.500	.650	.767	.643	.811	.806

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	7	7	4	0	4	25	4	29
+15 mins.	1	10	11	3	2	5	16	3	19
+30 mins.	0	8	8	0	0	0	19	7	26
+45 mins.	0	12	12	2	2	4	29	4	33
Total Volume	1	37	38	9	4	13	89	18	107
% App. Total	2.6	97.4		69.2	30.8		83.2	16.8	
PHF	.250	.771	.792	.563	.500	.650	.767	.643	.811

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
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Groups Printed- Chasis Only Trucks

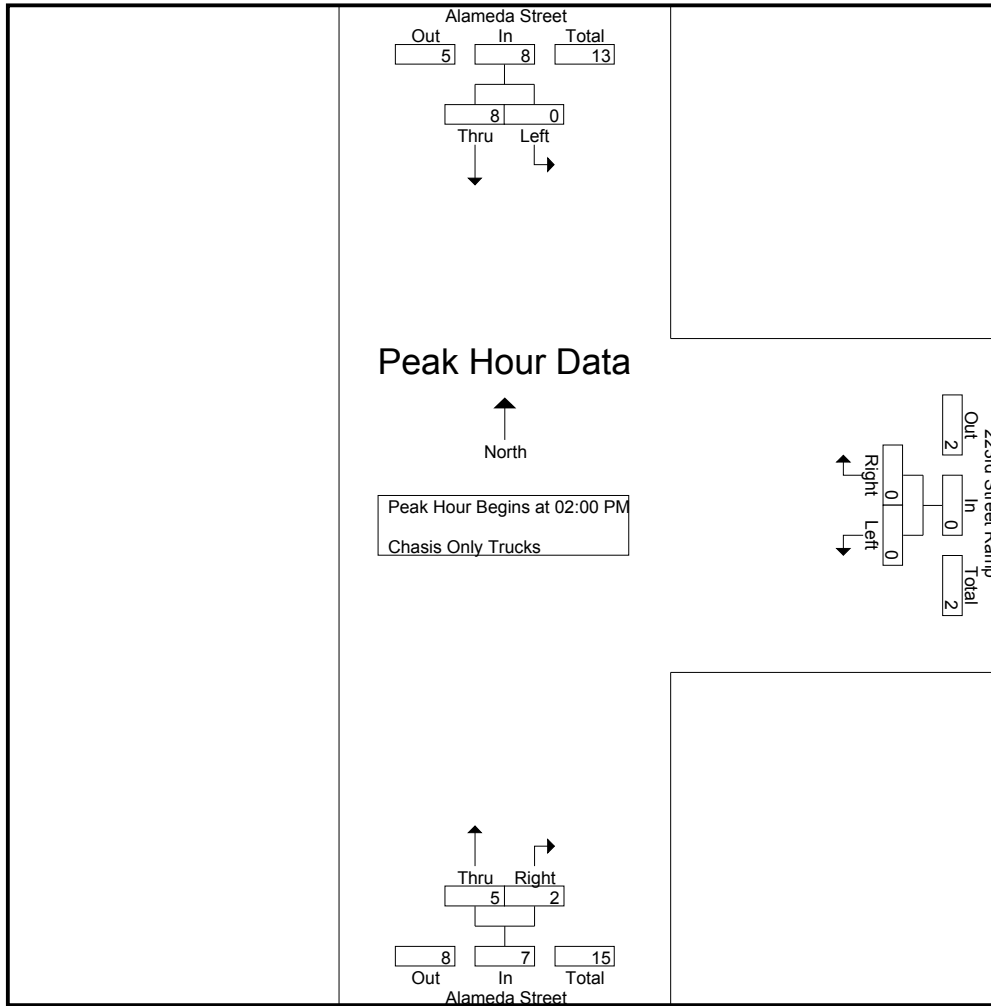
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	1	1	0	0	0	0	0	0	1
01:15 PM	0	1	1	0	0	0	1	0	1	2
01:30 PM	0	1	1	0	0	0	0	1	1	2
01:45 PM	0	2	2	0	0	0	0	0	0	2
Total	0	5	5	0	0	0	1	1	2	7
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	4	4	0	0	0	2	0	2	6
02:30 PM	0	2	2	0	0	0	1	0	1	3
02:45 PM	0	2	2	0	0	0	2	2	4	6
Total	0	8	8	0	0	0	5	2	7	15
Grand Total	0	13	13	0	0	0	6	3	9	22
Apprch %	0	100		0	0		66.7	33.3		
Total %	0	59.1	59.1	0	0	0	27.3	13.6	40.9	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	4	4	0	0	0	2	0	2	6
02:30 PM	0	2	2	0	0	0	1	0	1	3
02:45 PM	0	2	2	0	0	0	2	2	4	6
Total Volume	0	8	8	0	0	0	5	2	7	15
% App. Total	0	100		0	0		71.4	28.6		
PHF	.000	.500	.500	.000	.000	.000	.625	.250	.438	.625

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	4	4	0	0	0	2	0	2
+30 mins.	0	2	2	0	0	0	1	0	1
+45 mins.	0	2	2	0	0	0	2	2	4
Total Volume	0	8	8	0	0	0	5	2	7
% App. Total	0	100		0	0		71.4	28.6	
PHF	.000	.500	.500	.000	.000	.000	.625	.250	.438

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
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Groups Printed- Container Trucks

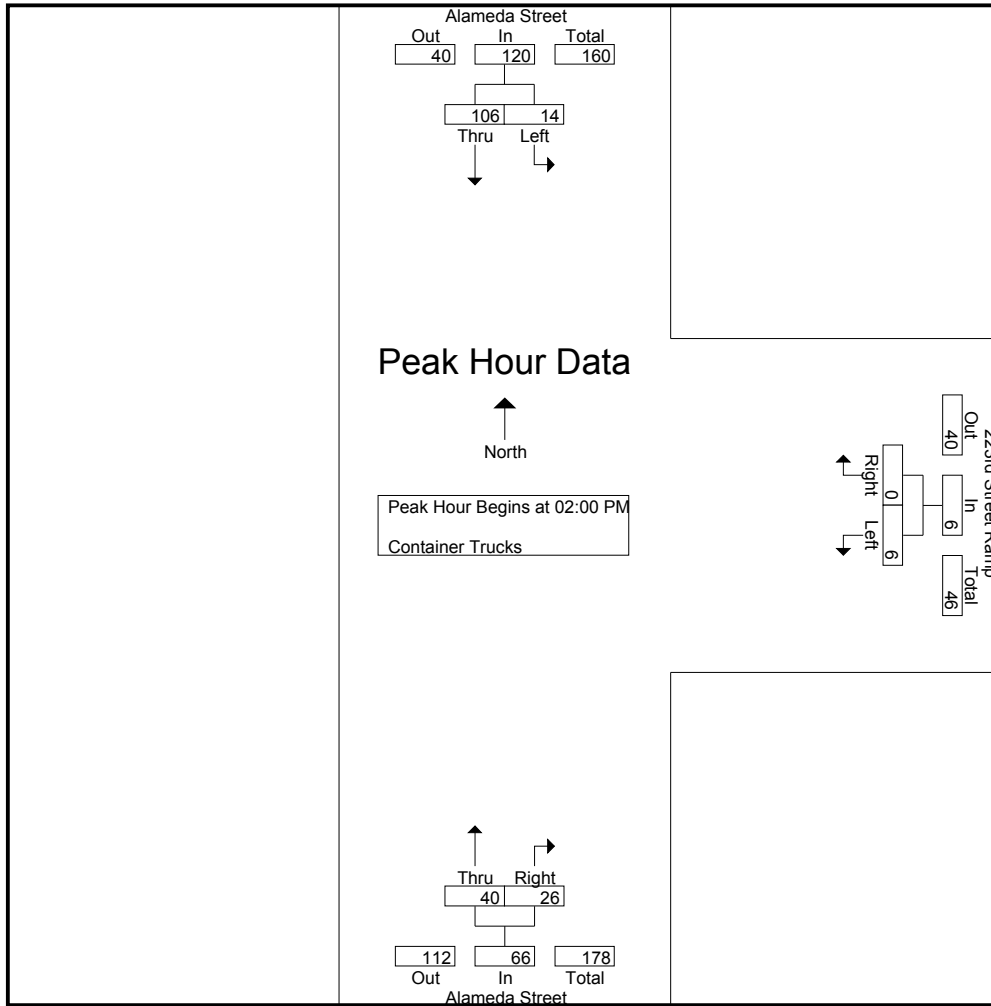
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	12	12	1	0	1	8	4	12	25
01:15 PM	1	16	17	1	0	1	5	5	10	28
01:30 PM	2	14	16	5	2	7	11	5	16	39
01:45 PM	0	20	20	1	2	3	7	13	20	43
Total	3	62	65	8	4	12	31	27	58	135
02:00 PM	2	31	33	1	0	1	10	4	14	48
02:15 PM	6	19	25	1	0	1	11	7	18	44
02:30 PM	4	31	35	0	0	0	9	9	18	53
02:45 PM	2	25	27	4	0	4	10	6	16	47
Total	14	106	120	6	0	6	40	26	66	192
Grand Total	17	168	185	14	4	18	71	53	124	327
Apprch %	9.2	90.8		77.8	22.2		57.3	42.7		
Total %	5.2	51.4	56.6	4.3	1.2	5.5	21.7	16.2	37.9	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	2	31	33	1	0	1	10	4	14	48
02:15 PM	6	19	25	1	0	1	11	7	18	44
02:30 PM	4	31	35	0	0	0	9	9	18	53
02:45 PM	2	25	27	4	0	4	10	6	16	47
Total Volume	14	106	120	6	0	6	40	26	66	192
% App. Total	11.7	88.3		100	0		60.6	39.4		
PHF	.583	.855	.857	.375	.000	.375	.909	.722	.917	.906

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	2	31	33	1	0	1	10	4	14
+15 mins.	6	19	25	1	0	1	11	7	18
+30 mins.	4	31	35	0	0	0	9	9	18
+45 mins.	2	25	27	4	0	4	10	6	16
Total Volume	14	106	120	6	0	6	40	26	66
% App. Total	11.7	88.3		100	0		60.6	39.4	
PHF	.583	.855	.857	.375	.000	.375	.909	.722	.917

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

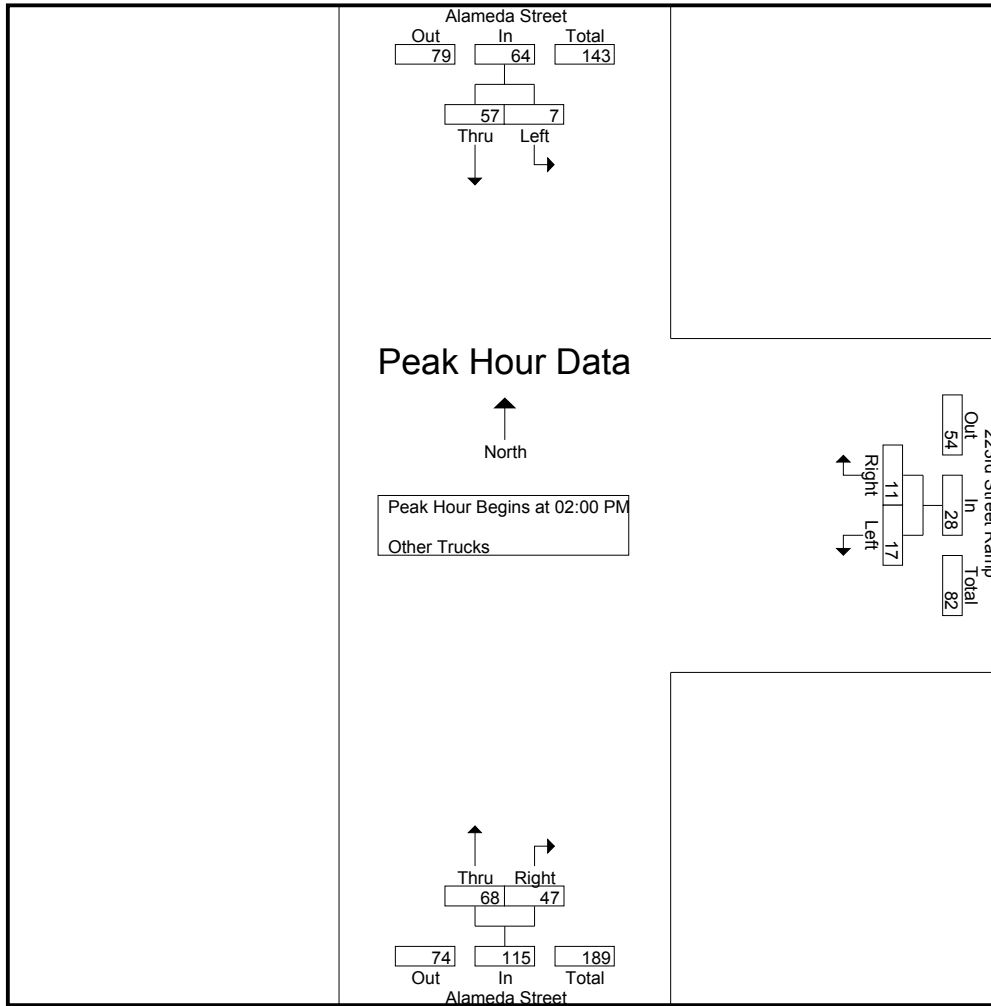
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	2	21	23	8	2	10	13	16	29	62
01:15 PM	2	25	27	10	3	13	6	8	14	54
01:30 PM	1	19	20	4	3	7	22	11	33	60
01:45 PM	2	19	21	1	1	2	16	13	29	52
Total	7	84	91	23	9	32	57	48	105	228
02:00 PM	1	9	10	3	2	5	20	13	33	48
02:15 PM	3	14	17	2	2	4	18	15	33	54
02:30 PM	2	20	22	8	5	13	14	8	22	57
02:45 PM	1	14	15	4	2	6	16	11	27	48
Total	7	57	64	17	11	28	68	47	115	207
Grand Total	14	141	155	40	20	60	125	95	220	435
Apprch %	9	91		66.7	33.3		56.8	43.2		
Total %	3.2	32.4	35.6	9.2	4.6	13.8	28.7	21.8	50.6	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	1	9	10	3	2	5	20	13	33	48
02:15 PM	3	14	17	2	2	4	18	15	33	54
02:30 PM	2	20	22	8	5	13	14	8	22	57
02:45 PM	1	14	15	4	2	6	16	11	27	48
Total Volume	7	57	64	17	11	28	68	47	115	207
% App. Total	10.9	89.1		60.7	39.3		59.1	40.9		
PHF	.583	.713	.727	.531	.550	.538	.850	.783	.871	.908

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	9	10	3	2	5	20	13	33
+15 mins.	3	14	17	2	2	4	18	15	33
+30 mins.	2	20	22	8	5	13	14	8	22
+45 mins.	1	14	15	4	2	6	16	11	27
Total Volume	7	57	64	17	11	28	68	47	115
% App. Total	10.9	89.1		60.7	39.3		59.1	40.9	
PHF	.583	.713	.727	.531	.550	.538	.850	.783	.871

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

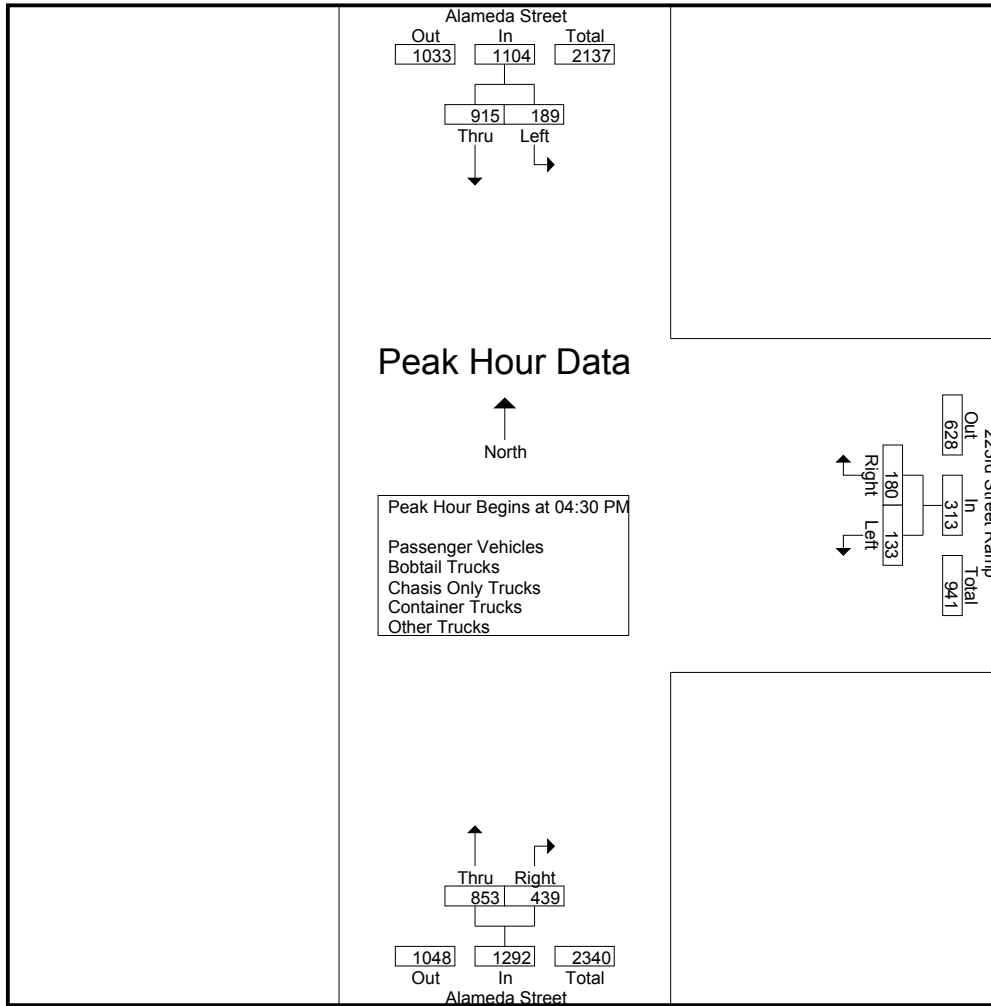
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	26	199	225	28	27	55	152	96	248	528
04:15 PM	31	217	248	33	32	65	193	88	281	594
04:30 PM	52	260	312	42	51	93	188	110	298	703
04:45 PM	33	203	236	41	65	106	270	107	377	719
Total	142	879	1021	144	175	319	803	401	1204	2544
05:00 PM	49	230	279	33	45	78	209	117	326	683
05:15 PM	55	222	277	17	19	36	186	105	291	604
05:30 PM	43	156	199	18	33	51	172	92	264	514
05:45 PM	32	177	209	11	25	36	145	81	226	471
Total	179	785	964	79	122	201	712	395	1107	2272
Grand Total	321	1664	1985	223	297	520	1515	796	2311	4816
Apprch %	16.2	83.8		42.9	57.1		65.6	34.4		
Total %	6.7	34.6	41.2	4.6	6.2	10.8	31.5	16.5	48	
Passenger Vehicles	292	1195	1487	156	267	423	1167	654	1821	3731
% Passenger Vehicles	91	71.8	74.9	70	89.9	81.3	77	82.2	78.8	77.5
Bobtail Trucks	8	153	161	8	14	22	148	30	178	361
% Bobtail Trucks	2.5	9.2	8.1	3.6	4.7	4.2	9.8	3.8	7.7	7.5
Chasis Only Trucks	0	16	16	0	0	0	7	7	14	30
% Chasis Only Trucks	0	1	0.8	0	0	0	0.5	0.9	0.6	0.6
Container Trucks	12	197	209	40	7	47	87	41	128	384
% Container Trucks	3.7	11.8	10.5	17.9	2.4	9	5.7	5.2	5.5	8
Other Trucks	9	103	112	19	9	28	106	64	170	310
% Other Trucks	2.8	6.2	5.6	8.5	3	5.4	7	8	7.4	6.4

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	52	260	312	42	51	93	188	110	298	703
04:45 PM	33	203	236	41	65	106	270	107	377	719
05:00 PM	49	230	279	33	45	78	209	117	326	683
05:15 PM	55	222	277	17	19	36	186	105	291	604
Total Volume	189	915	1104	133	180	313	853	439	1292	2709
% App. Total	17.1	82.9		42.5	57.5		66	34		
PHF	.859	.880	.885	.792	.692	.738	.790	.938	.857	.942

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	52	260	312	42	51	93	188	110	298
+15 mins.	33	203	236	41	65	106	270	107	377
+30 mins.	49	230	279	33	45	78	209	117	326
+45 mins.	55	222	277	17	19	36	186	105	291
Total Volume	189	915	1104	133	180	313	853	439	1292
% App. Total	17.1	82.9		42.5	57.5		66	34	
PHF	.859	.880	.885	.792	.692	.738	.790	.938	.857

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles

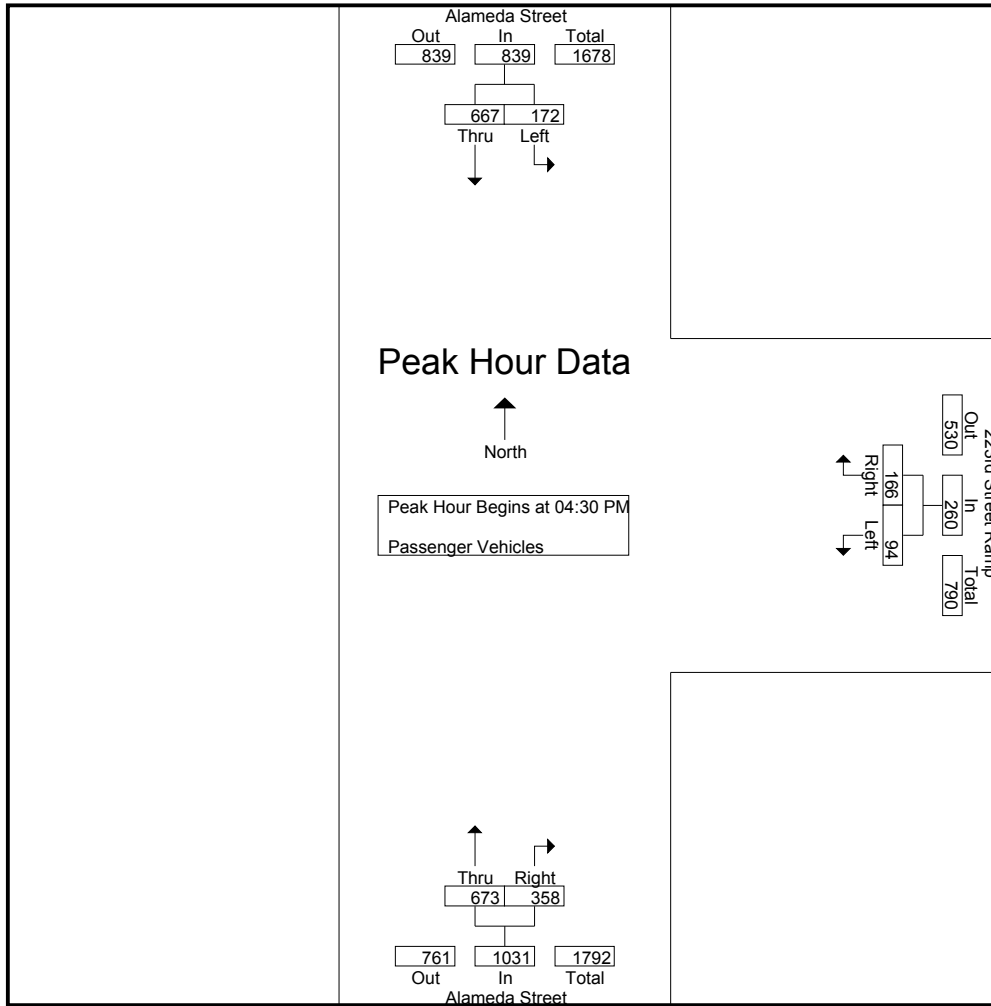
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	25	143	168	20	22	42	95	76	171	381
04:15 PM	29	166	195	23	26	49	136	74	210	454
04:30 PM	47	198	245	32	49	81	141	92	233	559
04:45 PM	29	147	176	28	60	88	204	83	287	551
Total	130	654	784	103	157	260	576	325	901	1945
05:00 PM	49	162	211	21	41	62	174	98	272	545
05:15 PM	47	160	207	13	16	29	154	85	239	475
05:30 PM	40	111	151	12	31	43	143	78	221	415
05:45 PM	26	108	134	7	22	29	120	68	188	351
Total	162	541	703	53	110	163	591	329	920	1786
Grand Total	292	1195	1487	156	267	423	1167	654	1821	3731
Apprch %	19.6	80.4		36.9	63.1		64.1	35.9		
Total %	7.8	32	39.9	4.2	7.2	11.3	31.3	17.5	48.8	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	47	198	245	32	49	81	141	92	233	559
04:45 PM	29	147	176	28	60	88	204	83	287	551
05:00 PM	49	162	211	21	41	62	174	98	272	545
05:15 PM	47	160	207	13	16	29	154	85	239	475
Total Volume	172	667	839	94	166	260	673	358	1031	2130
% App. Total	20.5	79.5		36.2	63.8		65.3	34.7		
PHF	.878	.842	.856	.734	.692	.739	.825	.913	.898	.953

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	47	198	245	32	49	81	141	92	233
+15 mins.	29	147	176	28	60	88	204	83	287
+30 mins.	49	162	211	21	41	62	174	98	272
+45 mins.	47	160	207	13	16	29	154	85	239
Total Volume	172	667	839	94	166	260	673	358	1031
% App. Total	20.5	79.5		36.2	63.8		65.3	34.7	
PHF	.878	.842	.856	.734	.692	.739	.825	.913	.898

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Bobtail Trucks

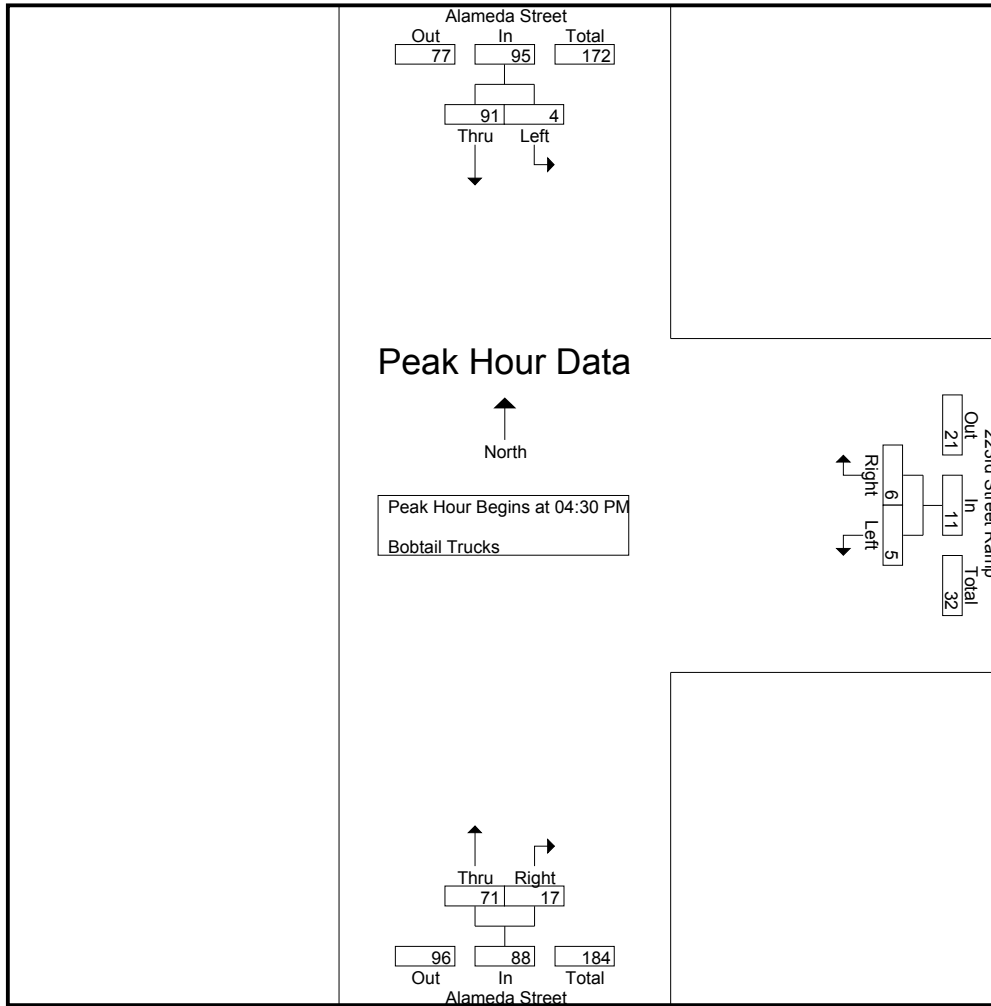
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	16	17	1	0	1	20	6	26	44
04:15 PM	1	14	15	1	6	7	32	4	36	58
04:30 PM	1	20	21	1	1	2	23	2	25	48
04:45 PM	2	19	21	2	2	4	22	8	30	55
Total	5	69	74	5	9	14	97	20	117	205
05:00 PM	0	31	31	2	2	4	11	2	13	48
05:15 PM	1	21	22	0	1	1	15	5	20	43
05:30 PM	0	13	13	1	1	2	18	1	19	34
05:45 PM	2	19	21	0	1	1	7	2	9	31
Total	3	84	87	3	5	8	51	10	61	156
Grand Total	8	153	161	8	14	22	148	30	178	361
Apprch %	5	95		36.4	63.6		83.1	16.9		
Total %	2.2	42.4	44.6	2.2	3.9	6.1	41	8.3	49.3	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	1	20	21	1	1	2	23	2	25	48
04:45 PM	2	19	21	2	2	4	22	8	30	55
05:00 PM	0	31	31	2	2	4	11	2	13	48
05:15 PM	1	21	22	0	1	1	15	5	20	43
Total Volume	4	91	95	5	6	11	71	17	88	194
% App. Total	4.2	95.8		45.5	54.5		80.7	19.3		
PHF	.500	.734	.766	.625	.750	.688	.772	.531	.733	.882

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	20	21	1	1	2	23	2	25
+15 mins.	2	19	21	2	2	4	22	8	30
+30 mins.	0	31	31	2	2	4	11	2	13
+45 mins.	1	21	22	0	1	1	15	5	20
Total Volume	4	91	95	5	6	11	71	17	88
% App. Total	4.2	95.8		45.5	54.5		80.7	19.3	
PHF	.500	.734	.766	.625	.750	.688	.772	.531	.733

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

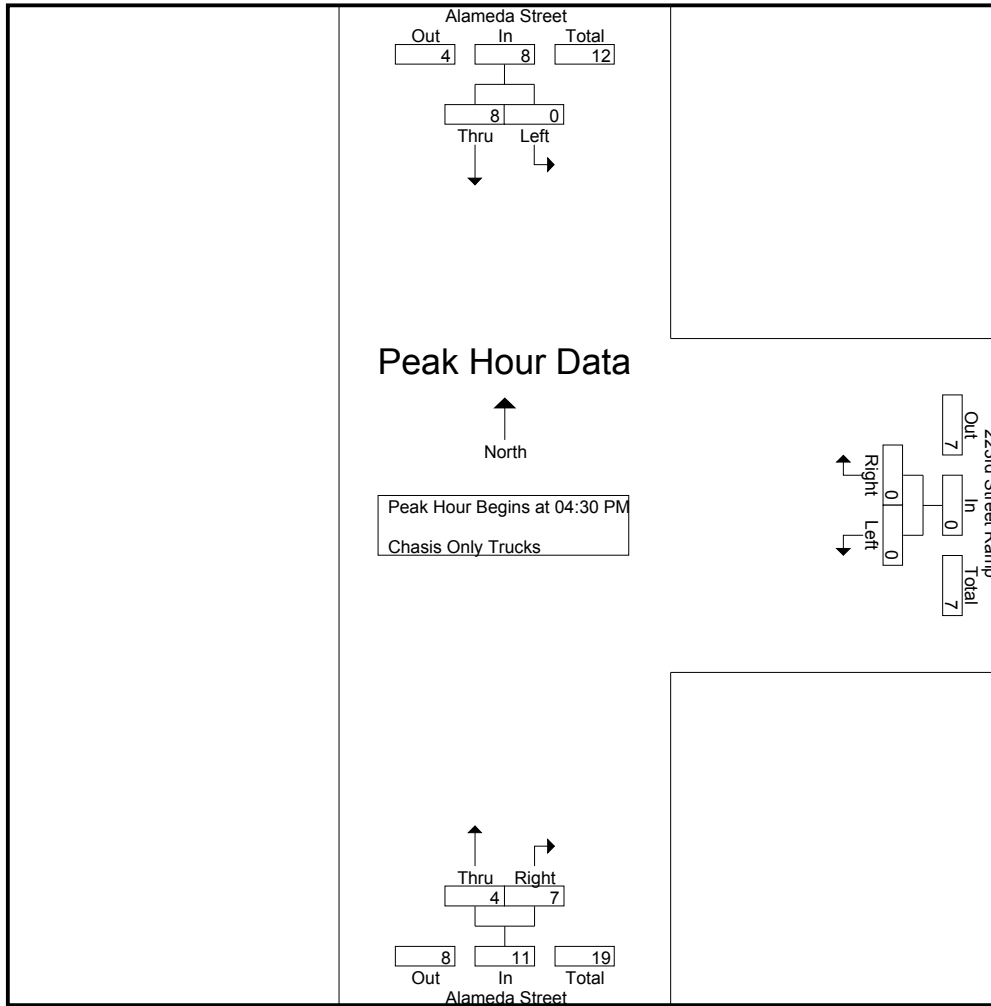
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	2	0	0	0	2	2	4	6
Total	0	3	3	0	0	0	4	2	6	9
05:00 PM	0	4	4	0	0	0	1	3	4	8
05:15 PM	0	2	2	0	0	0	1	2	3	5
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	6	6	0	0	0	0	0	0	6
Total	0	13	13	0	0	0	3	5	8	21
Grand Total	0	16	16	0	0	0	7	7	14	30
Apprch %	0	100		0	0		50	50		
Total %	0	53.3	53.3	0	0	0	23.3	23.3	46.7	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	2	0	0	0	2	2	4	6
05:00 PM	0	4	4	0	0	0	1	3	4	8
05:15 PM	0	2	2	0	0	0	1	2	3	5
Total Volume	0	8	8	0	0	0	4	7	11	19
% App. Total	0	100		0	0		36.4	63.6		
PHF	.000	.500	.500	.000	.000	.000	.500	.583	.688	.594

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	2	0	0	0	2	2	4
+30 mins.	0	4	4	0	0	0	1	3	4
+45 mins.	0	2	2	0	0	0	1	2	3
Total Volume	0	8	8	0	0	0	4	7	11
% App. Total	0	100		0	0		36.4	63.6	
PHF	.000	.500	.500	.000	.000	.000	.500	.583	.688

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Container Trucks

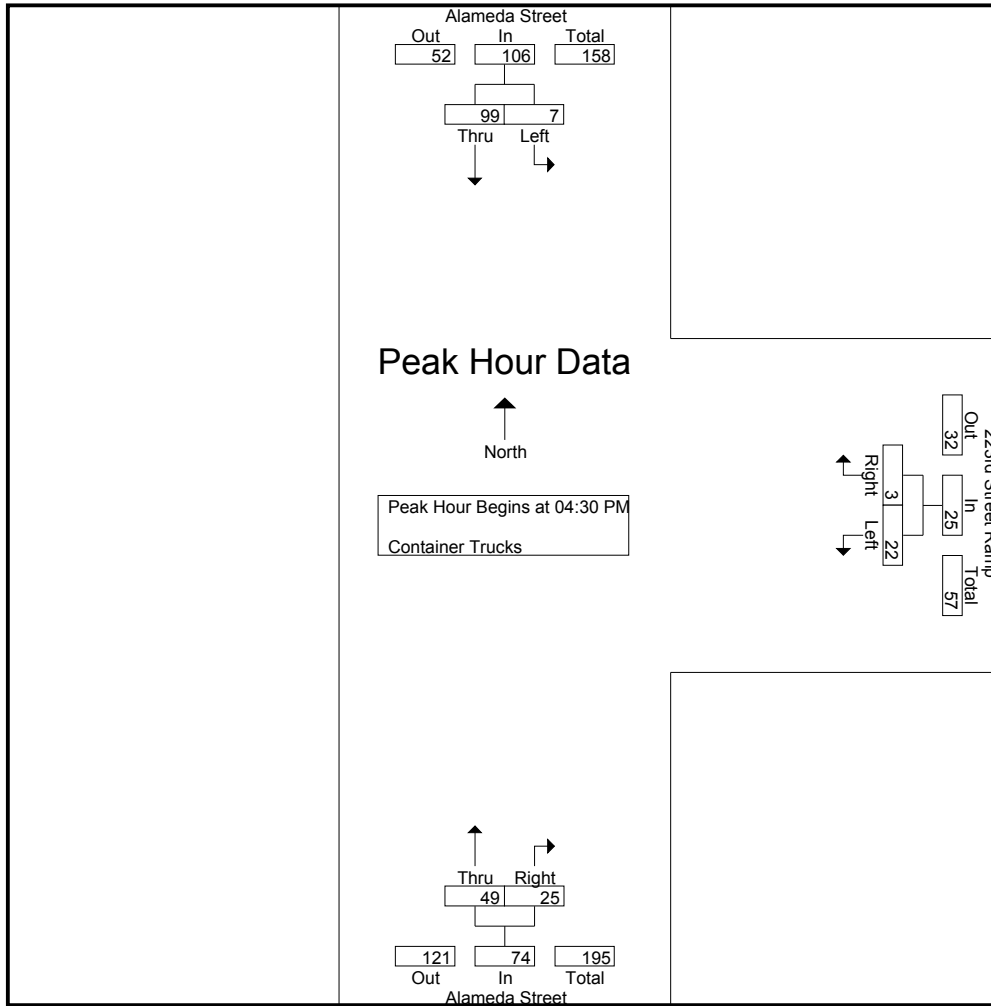
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	27	27	4	2	6	15	5	20	53
04:15 PM	1	26	27	7	0	7	15	5	20	54
04:30 PM	3	27	30	4	0	4	15	2	17	51
04:45 PM	0	24	24	8	1	9	23	9	32	65
Total	4	104	108	23	3	26	68	21	89	223
05:00 PM	0	19	19	7	1	8	5	6	11	38
05:15 PM	4	29	33	3	1	4	6	8	14	51
05:30 PM	1	19	20	5	0	5	3	4	7	32
05:45 PM	3	26	29	2	2	4	5	2	7	40
Total	8	93	101	17	4	21	19	20	39	161
Grand Total	12	197	209	40	7	47	87	41	128	384
Apprch %	5.7	94.3		85.1	14.9		68	32		
Total %	3.1	51.3	54.4	10.4	1.8	12.2	22.7	10.7	33.3	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	3	27	30	4	0	4	15	2	17	51
04:45 PM	0	24	24	8	1	9	23	9	32	65
05:00 PM	0	19	19	7	1	8	5	6	11	38
05:15 PM	4	29	33	3	1	4	6	8	14	51
Total Volume	7	99	106	22	3	25	49	25	74	205
% App. Total	6.6	93.4		88	12		66.2	33.8		
PHF	.438	.853	.803	.688	.750	.694	.533	.694	.578	.788

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	3	27	30	4	0	4	15	2	17
+15 mins.	0	24	24	8	1	9	23	9	32
+30 mins.	0	19	19	7	1	8	5	6	11
+45 mins.	4	29	33	3	1	4	6	8	14
Total Volume	7	99	106	22	3	25	49	25	74
% App. Total	6.6	93.4		88	12		66.2	33.8	
PHF	.438	.853	.803	.688	.750	.694	.533	.694	.578

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

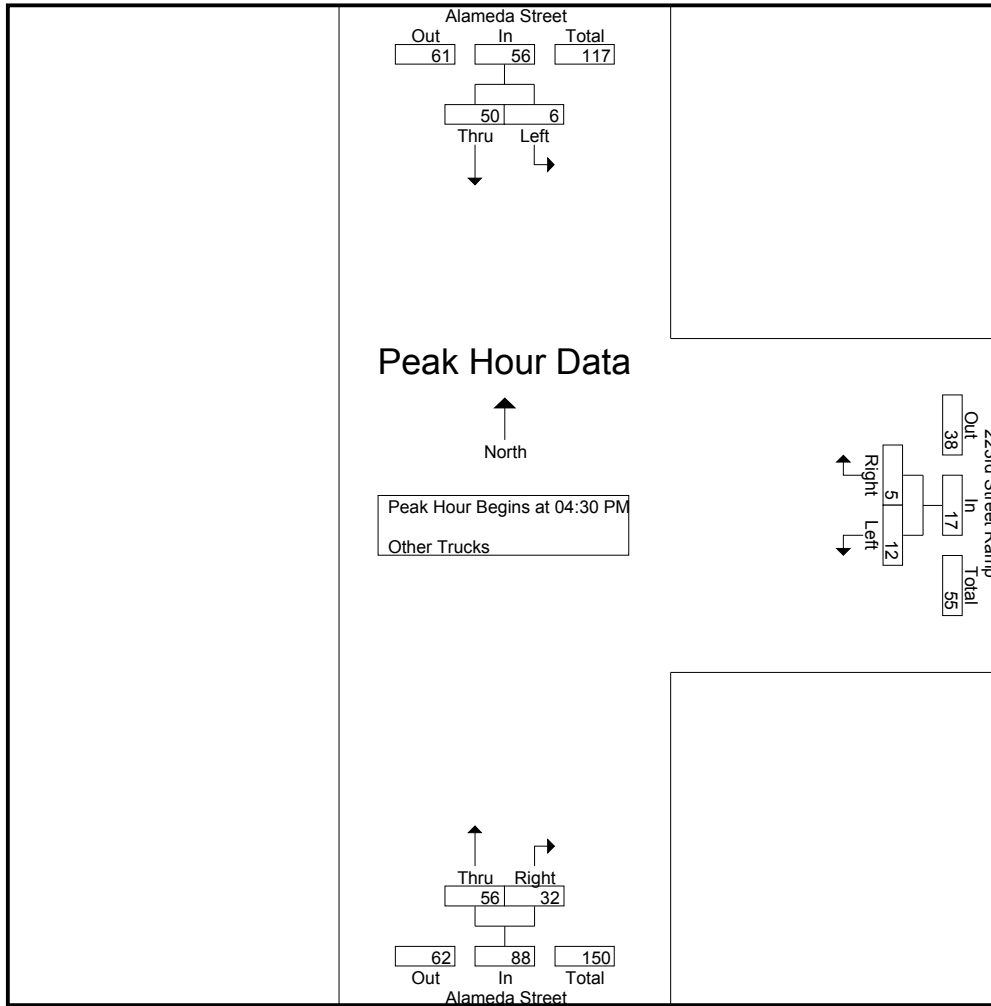
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	13	13	3	3	6	21	9	30	49
04:15 PM	0	10	10	2	0	2	9	5	14	26
04:30 PM	1	15	16	5	1	6	9	14	23	45
04:45 PM	2	11	13	3	2	5	19	5	24	42
Total	3	49	52	13	6	19	58	33	91	162
05:00 PM	0	14	14	3	1	4	18	8	26	44
05:15 PM	3	10	13	1	1	2	10	5	15	30
05:30 PM	2	12	14	0	1	1	7	9	16	31
05:45 PM	1	18	19	2	0	2	13	9	22	43
Total	6	54	60	6	3	9	48	31	79	148
Grand Total	9	103	112	19	9	28	106	64	170	310
Apprch %	8	92		67.9	32.1		62.4	37.6		
Total %	2.9	33.2	36.1	6.1	2.9	9	34.2	20.6	54.8	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	1	15	16	5	1	6	9	14	23	45
04:45 PM	2	11	13	3	2	5	19	5	24	42
05:00 PM	0	14	14	3	1	4	18	8	26	44
05:15 PM	3	10	13	1	1	2	10	5	15	30
Total Volume	6	50	56	12	5	17	56	32	88	161
% App. Total	10.7	89.3		70.6	29.4		63.6	36.4		
PHF	.500	.833	.875	.600	.625	.708	.737	.571	.846	.894

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	15	16	5	1	6	9	14	23
+15 mins.	2	11	13	3	2	5	19	5	24
+30 mins.	0	14	14	3	1	4	18	8	26
+45 mins.	3	10	13	1	1	2	10	5	15
Total Volume	6	50	56	12	5	17	56	32	88
% App. Total	10.7	89.3		70.6	29.4		63.6	36.4	
PHF	.500	.833	.875	.600	.625	.708	.737	.571	.846

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	22	185	207	36	16	52	78	48	126	385
07:15 AM	34	195	229	41	27	68	65	58	123	420
07:30 AM	28	271	299	59	42	101	102	48	150	550
07:45 AM	33	211	244	58	50	108	132	57	189	541
Total	117	862	979	194	135	329	377	211	588	1896
08:00 AM	23	183	206	44	32	76	96	40	136	418
08:15 AM	18	183	201	38	21	59	88	41	129	389
08:30 AM	22	147	169	25	12	37	91	39	130	336
08:45 AM	16	134	150	35	13	48	72	62	134	332
Total	79	647	726	142	78	220	347	182	529	1475
Grand Total	196	1509	1705	336	213	549	724	393	1117	3371
Apprch %	11.5	88.5		61.2	38.8		64.8	35.2		
Total %	5.8	44.8	50.6	10	6.3	16.3	21.5	11.7	33.1	
Passenger Vehicles	164	1008	1172	278	197	475	562	196	758	2405
% Passenger Vehicles	83.7	66.8	68.7	82.7	92.5	86.5	77.6	49.9	67.9	71.3
Bobtail Trucks	8	227	235	14	6	20	38	8	46	301
% Bobtail Trucks	4.1	15	13.8	4.2	2.8	3.6	5.2	2	4.1	8.9
Chasis Only Trucks	1	9	10	1	0	1	1	4	5	16
% Chasis Only Trucks	0.5	0.6	0.6	0.3	0	0.2	0.1	1	0.4	0.5
Container Trucks	9	105	114	7	2	9	44	87	131	254
% Container Trucks	4.6	7	6.7	2.1	0.9	1.6	6.1	22.1	11.7	7.5
Other Trucks	14	160	174	36	8	44	79	98	177	395
% Other Trucks	7.1	10.6	10.2	10.7	3.8	8	10.9	24.9	15.8	11.7

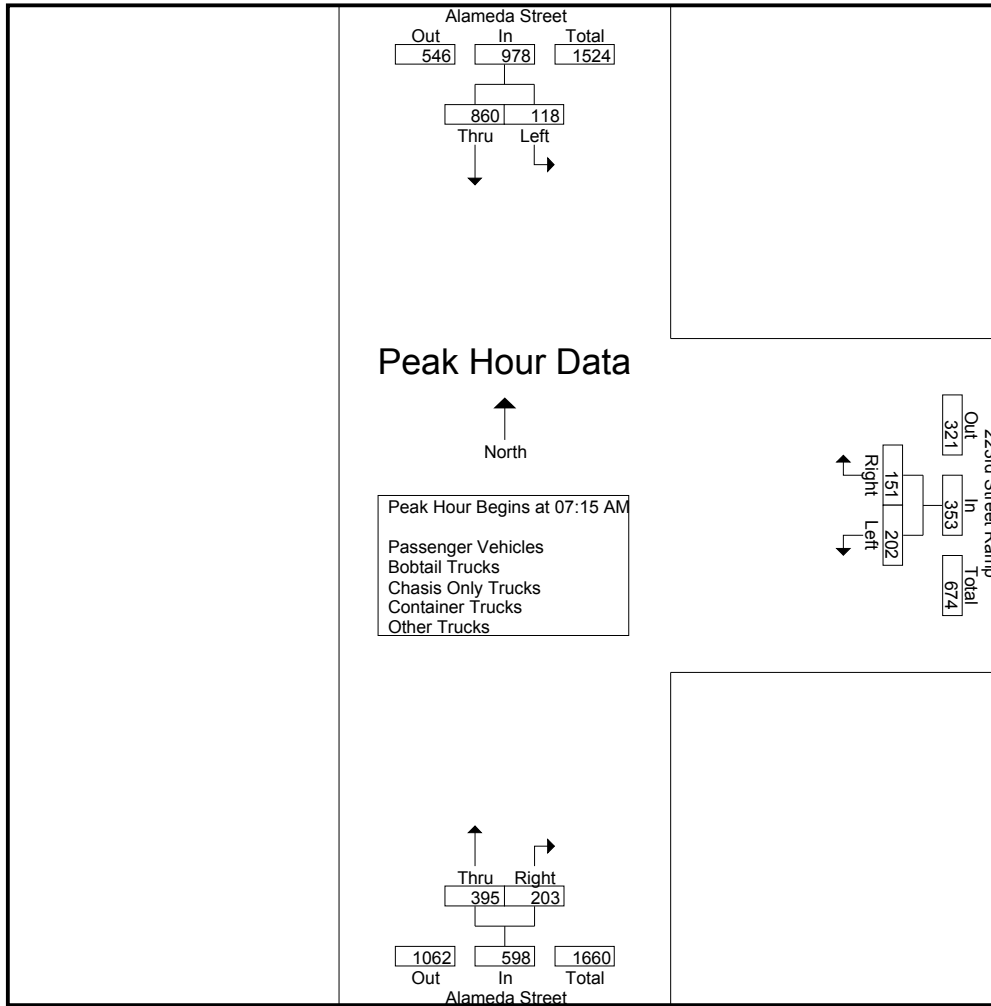
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	34	195	229	41	27	68	65	58	123	420
07:30 AM	28	271	299	59	42	101	102	48	150	550
07:45 AM	33	211	244	58	50	108	132	57	189	541
08:00 AM	23	183	206	44	32	76	96	40	136	418
Total Volume	118	860	978	202	151	353	395	203	598	1929
% App. Total	12.1	87.9		57.2	42.8		66.1	33.9		
PHF	.868	.793	.818	.856	.755	.817	.748	.875	.791	.877

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:30 AM		
+0 mins.	22	185	207	41	27	68	102	48	150
+15 mins.	34	195	229	59	42	101	132	57	189
+30 mins.	28	271	299	58	50	108	96	40	136
+45 mins.	33	211	244	44	32	76	88	41	129
Total Volume	117	862	979	202	151	353	418	186	604
% App. Total	12	88		57.2	42.8		69.2	30.8	
PHF	.860	.795	.819	.856	.755	.817	.792	.816	.799

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles

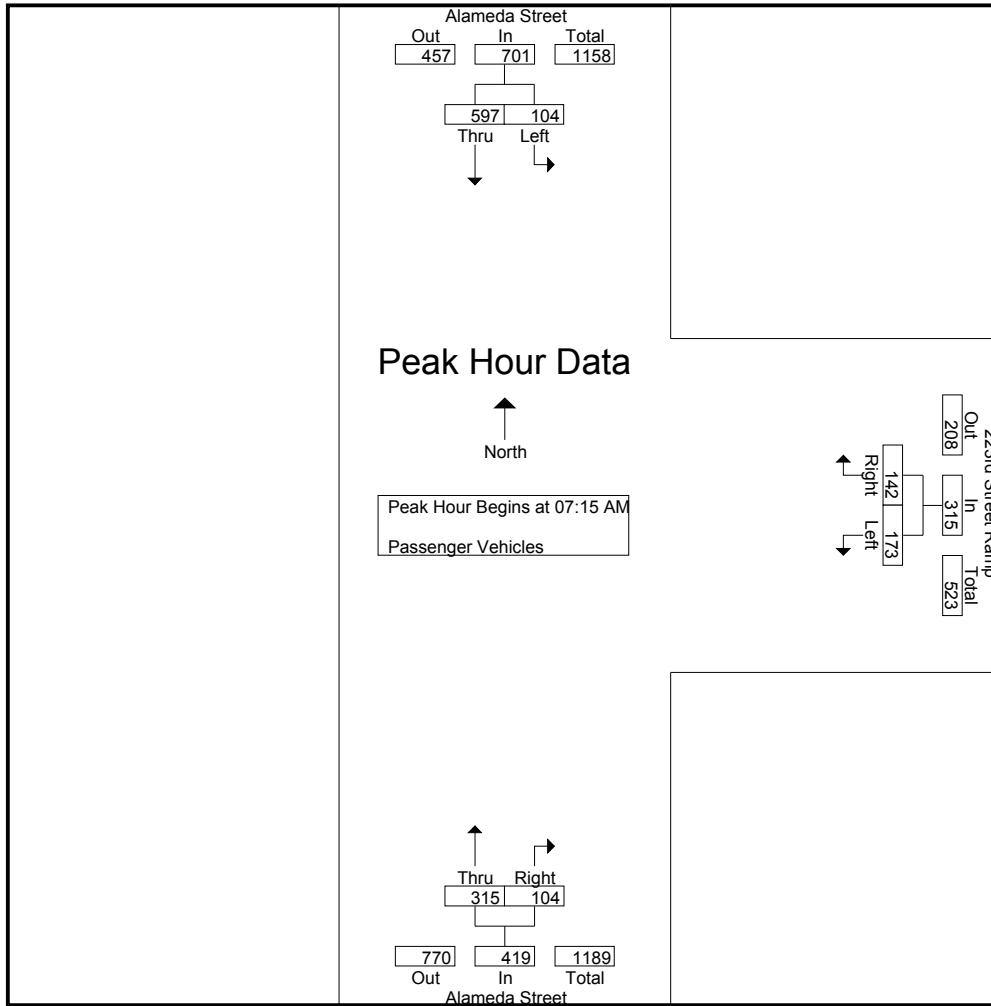
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	20	129	149	32	14	46	61	21	82	277
07:15 AM	32	142	174	35	23	58	46	26	72	304
07:30 AM	23	196	219	54	41	95	85	27	112	426
07:45 AM	30	149	179	49	48	97	113	31	144	420
Total	105	616	721	170	126	296	305	105	410	1427
08:00 AM	19	110	129	35	30	65	71	20	91	285
08:15 AM	15	105	120	30	20	50	68	26	94	264
08:30 AM	15	89	104	16	12	28	67	16	83	215
08:45 AM	10	88	98	27	9	36	51	29	80	214
Total	59	392	451	108	71	179	257	91	348	978
Grand Total	164	1008	1172	278	197	475	562	196	758	2405
Apprch %	14	86		58.5	41.5		74.1	25.9		
Total %	6.8	41.9	48.7	11.6	8.2	19.8	23.4	8.1	31.5	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	32	142	174	35	23	58	46	26	72	304
07:30 AM	23	196	219	54	41	95	85	27	112	426
07:45 AM	30	149	179	49	48	97	113	31	144	420
08:00 AM	19	110	129	35	30	65	71	20	91	285
Total Volume	104	597	701	173	142	315	315	104	419	1435
% App. Total	14.8	85.2		54.9	45.1		75.2	24.8		
PHF	.813	.761	.800	.801	.740	.812	.697	.839	.727	.842

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	32	142	174	35	23	58	46	26	72
+15 mins.	23	196	219	54	41	95	85	27	112
+30 mins.	30	149	179	49	48	97	113	31	144
+45 mins.	19	110	129	35	30	65	71	20	91
Total Volume	104	597	701	173	142	315	315	104	419
% App. Total	14.8	85.2		54.9	45.1		75.2	24.8	
PHF	.813	.761	.800	.801	.740	.812	.697	.839	.727

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	30	30	0	1	1	5	1	6	37
07:15 AM	1	30	31	1	1	2	7	1	8	41
07:30 AM	3	37	40	2	0	2	5	1	6	48
07:45 AM	2	28	30	1	1	2	4	0	4	36
Total	6	125	131	4	3	7	21	3	24	162
08:00 AM	0	29	29	6	2	8	3	0	3	40
08:15 AM	1	33	34	1	1	2	6	0	6	42
08:30 AM	1	26	27	2	0	2	3	3	6	35
08:45 AM	0	14	14	1	0	1	5	2	7	22
Total	2	102	104	10	3	13	17	5	22	139
Grand Total	8	227	235	14	6	20	38	8	46	301
Apprch %	3.4	96.6		70	30		82.6	17.4		
Total %	2.7	75.4	78.1	4.7	2	6.6	12.6	2.7	15.3	

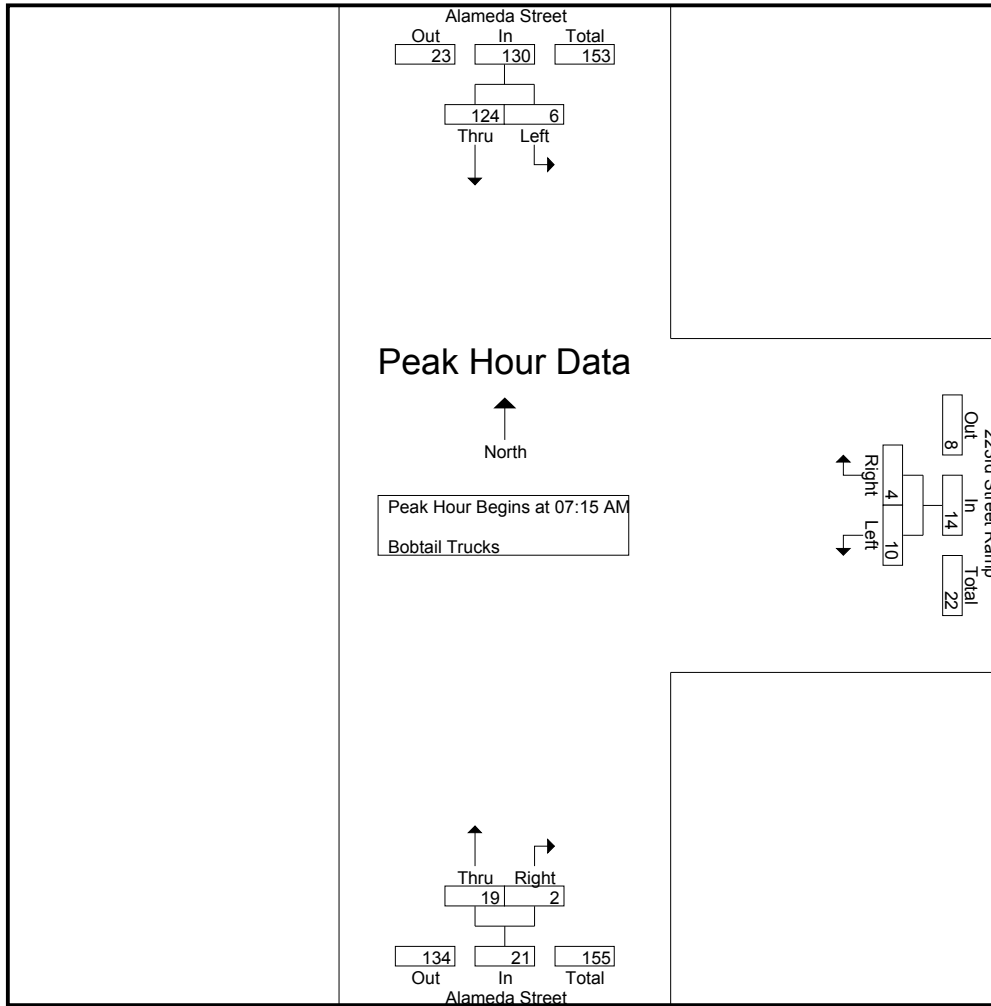
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	1	30	31	1	1	2	7	1	8	41
07:30 AM	3	37	40	2	0	2	5	1	6	48
07:45 AM	2	28	30	1	1	2	4	0	4	36
08:00 AM	0	29	29	6	2	8	3	0	3	40
Total Volume	6	124	130	10	4	14	19	2	21	165
% App. Total	4.6	95.4		71.4	28.6		90.5	9.5		
PHF	.500	.838	.813	.417	.500	.438	.679	.500	.656	.859

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	30	31	1	1	2	7	1	8
+15 mins.	3	37	40	2	0	2	5	1	6
+30 mins.	2	28	30	1	1	2	4	0	4
+45 mins.	0	29	29	6	2	8	3	0	3
Total Volume	6	124	130	10	4	14	19	2	21
% App. Total	4.6	95.4		71.4	28.6		90.5	9.5	
PHF	.500	.838	.813	.417	.500	.438	.679	.500	.656

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

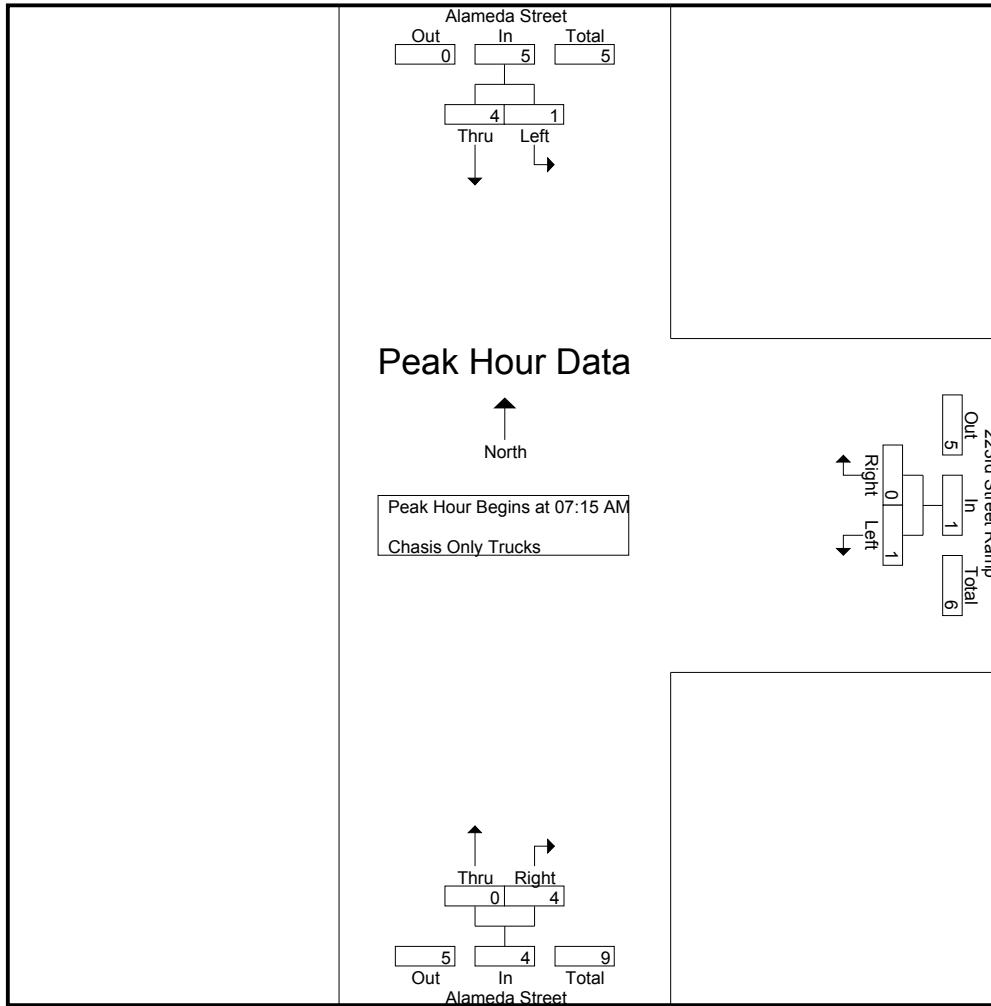
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	1	1	2	1	0	1	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	1	3	4	1	0	1	0	3	3	8
08:00 AM	0	2	2	0	0	0	0	1	1	3
08:15 AM	0	3	3	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	6	6	0	0	0	1	1	2	8
Grand Total	1	9	10	1	0	1	1	4	5	16
Apprch %	10	90		100	0		20	80		
Total %	6.2	56.2	62.5	6.2	0	6.2	6.2	25	31.2	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	1	1	2	1	0	1	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	2	2	0	0	0	0	1	1	3
Total Volume	1	4	5	1	0	1	0	4	4	10
% App. Total	20	80		100	0		0	100		
PHF	.250	.500	.625	.250	.000	.250	.000	1.00	1.00	.625

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	0	1	1
+15 mins.	1	1	2	1	0	1	0	1	1
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	2	2	0	0	0	0	1	1
Total Volume	1	4	5	1	0	1	0	4	4
% App. Total	20	80		100	0		0	100	
PHF	.250	.500	.625	.250	.000	.250	.000	1.000	1.000

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Container Trucks

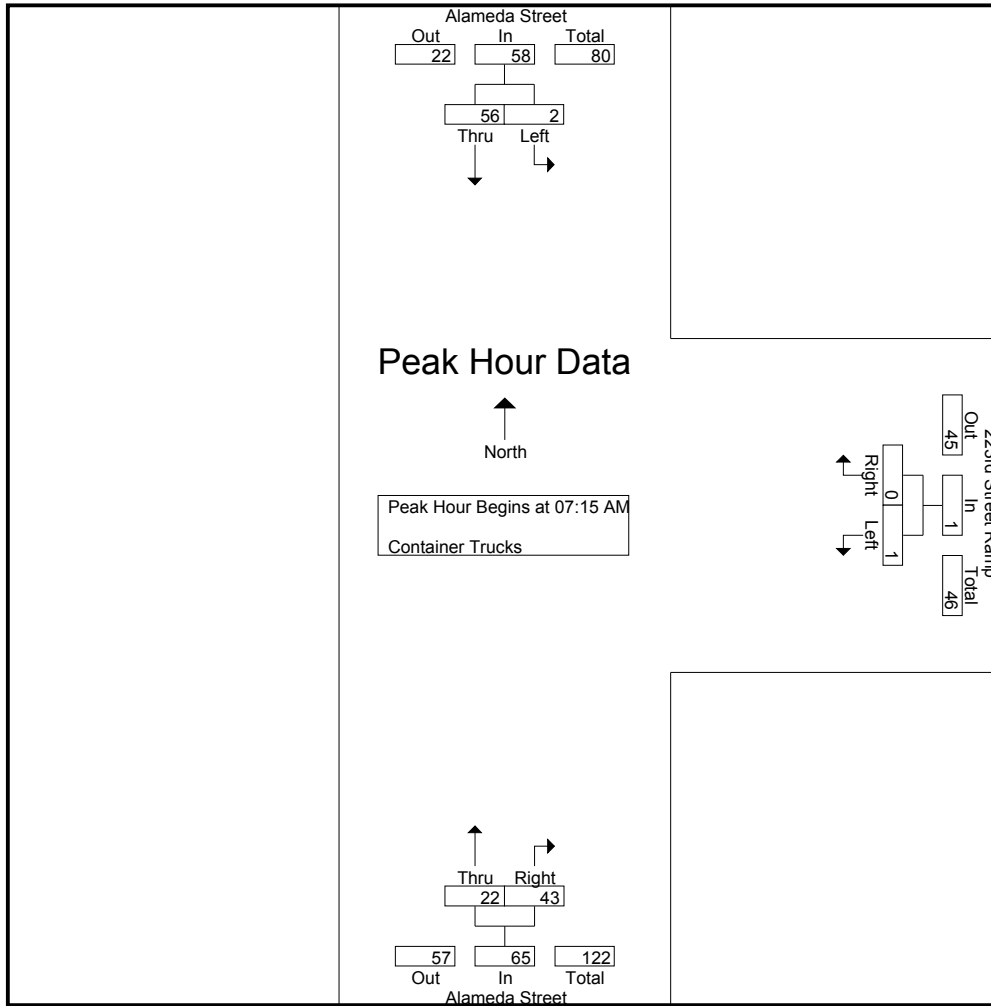
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	2	4	6	0	1	1	2	13	15	22
07:15 AM	1	6	7	1	0	1	4	16	20	28
07:30 AM	0	8	8	0	0	0	3	8	11	19
07:45 AM	0	20	20	0	0	0	6	13	19	39
Total	3	38	41	1	1	2	15	50	65	108
08:00 AM	1	22	23	0	0	0	9	6	15	38
08:15 AM	0	20	20	3	0	3	4	3	7	30
08:30 AM	2	15	17	1	0	1	9	10	19	37
08:45 AM	3	10	13	2	1	3	7	18	25	41
Total	6	67	73	6	1	7	29	37	66	146
Grand Total	9	105	114	7	2	9	44	87	131	254
Apprch %	7.9	92.1		77.8	22.2		33.6	66.4		
Total %	3.5	41.3	44.9	2.8	0.8	3.5	17.3	34.3	51.6	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	1	6	7	1	0	1	4	16	20	28
07:30 AM	0	8	8	0	0	0	3	8	11	19
07:45 AM	0	20	20	0	0	0	6	13	19	39
08:00 AM	1	22	23	0	0	0	9	6	15	38
Total Volume	2	56	58	1	0	1	22	43	65	124
% App. Total	3.4	96.6		100	0		33.8	66.2		
PHF	.500	.636	.630	.250	.000	.250	.611	.672	.813	.795

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	6	7	1	0	1	4	16	20
+15 mins.	0	8	8	0	0	0	3	8	11
+30 mins.	0	20	20	0	0	0	6	13	19
+45 mins.	1	22	23	0	0	0	9	6	15
Total Volume	2	56	58	1	0	1	22	43	65
% App. Total	3.4	96.6		100	0		33.8	66.2	
PHF	.500	.636	.630	.250	.000	.250	.611	.672	.813

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

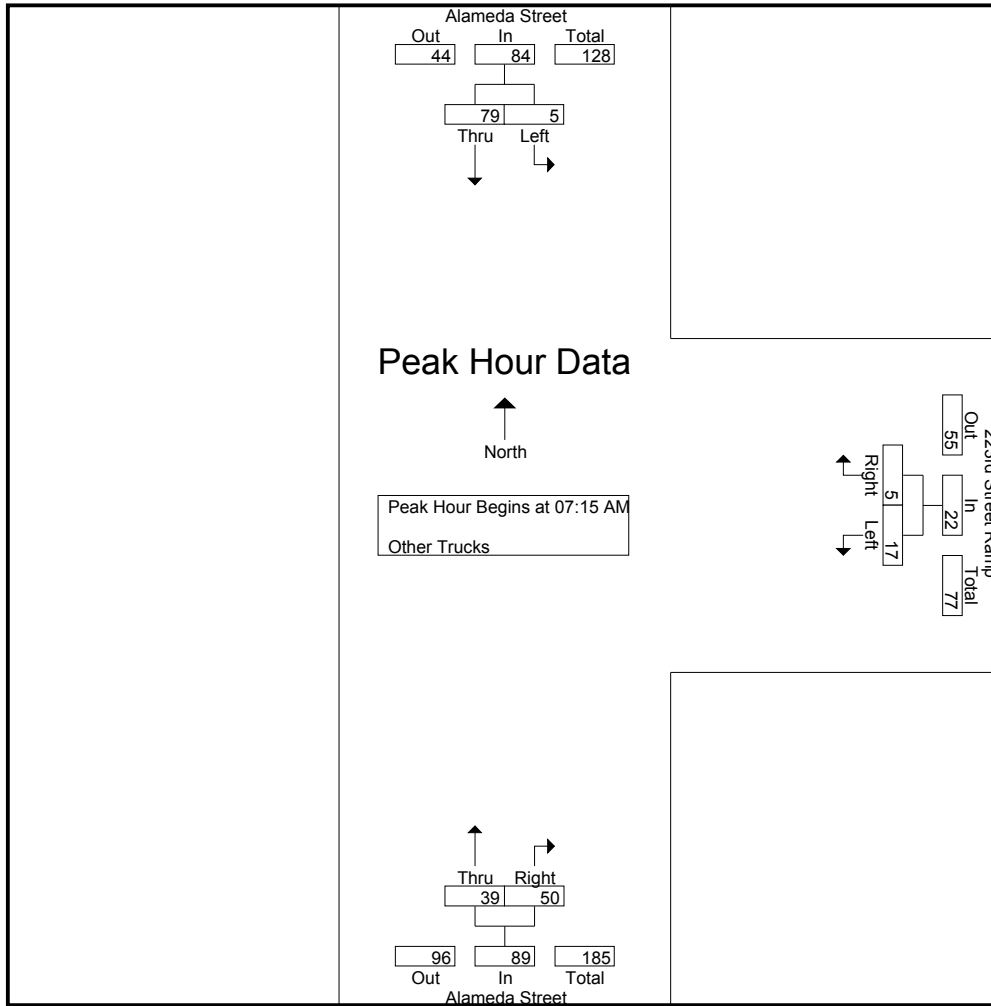
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	21	21	4	0	4	10	13	23	48
07:15 AM	0	16	16	4	3	7	8	14	22	45
07:30 AM	1	29	30	2	1	3	9	11	20	53
07:45 AM	1	14	15	8	1	9	9	12	21	45
Total	2	80	82	18	5	23	36	50	86	191
08:00 AM	3	20	23	3	0	3	13	13	26	52
08:15 AM	2	22	24	4	0	4	10	12	22	50
08:30 AM	4	17	21	6	0	6	11	10	21	48
08:45 AM	3	21	24	5	3	8	9	13	22	54
Total	12	80	92	18	3	21	43	48	91	204
Grand Total	14	160	174	36	8	44	79	98	177	395
Apprch %	8	92		81.8	18.2		44.6	55.4		
Total %	3.5	40.5	44.1	9.1	2	11.1	20	24.8	44.8	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	16	16	4	3	7	8	14	22	45
07:30 AM	1	29	30	2	1	3	9	11	20	53
07:45 AM	1	14	15	8	1	9	9	12	21	45
08:00 AM	3	20	23	3	0	3	13	13	26	52
Total Volume	5	79	84	17	5	22	39	50	89	195
% App. Total	6	94		77.3	22.7		43.8	56.2		
PHF	.417	.681	.700	.531	.417	.611	.750	.893	.856	.920

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RAM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	16	16	4	3	7	8	14	22
+15 mins.	1	29	30	2	1	3	9	11	20
+30 mins.	1	14	15	8	1	9	9	12	21
+45 mins.	3	20	23	3	0	3	13	13	26
Total Volume	5	79	84	17	5	22	39	50	89
% App. Total	6	94		77.3	22.7		43.8	56.2	
PHF	.417	.681	.700	.531	.417	.611	.750	.893	.856

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	17	115	132	37	20	57	75	52	127	316
01:15 PM	30	108	138	32	15	47	68	52	120	305
01:30 PM	20	112	132	33	26	59	133	48	181	372
01:45 PM	14	118	132	28	23	51	120	75	195	378
Total	81	453	534	130	84	214	396	227	623	1371
02:00 PM	24	110	134	31	22	53	116	68	184	371
02:15 PM	30	113	143	40	18	58	111	61	172	373
02:30 PM	36	187	223	25	25	50	124	88	212	485
02:45 PM	34	162	196	30	30	60	132	98	230	486
Total	124	572	696	126	95	221	483	315	798	1715
Grand Total	205	1025	1230	256	179	435	879	542	1421	3086
Apprch %	16.7	83.3		58.9	41.1		61.9	38.1		
Total %	6.6	33.2	39.9	8.3	5.8	14.1	28.5	17.6	46	
Passenger Vehicles	170	626	796	185	142	327	532	361	893	2016
% Passenger Vehicles	82.9	61.1	64.7	72.3	79.3	75.2	60.5	66.6	62.8	65.3
Bobtail Trucks	4	77	81	17	13	30	145	30	175	286
% Bobtail Trucks	2	7.5	6.6	6.6	7.3	6.9	16.5	5.5	12.3	9.3
Chasis Only Trucks	0	13	13	0	0	0	6	3	9	22
% Chasis Only Trucks	0	1.3	1.1	0	0	0	0.7	0.6	0.6	0.7
Container Trucks	17	168	185	14	4	18	71	53	124	327
% Container Trucks	8.3	16.4	15	5.5	2.2	4.1	8.1	9.8	8.7	10.6
Other Trucks	14	141	155	40	20	60	125	95	220	435
% Other Trucks	6.8	13.8	12.6	15.6	11.2	13.8	14.2	17.5	15.5	14.1

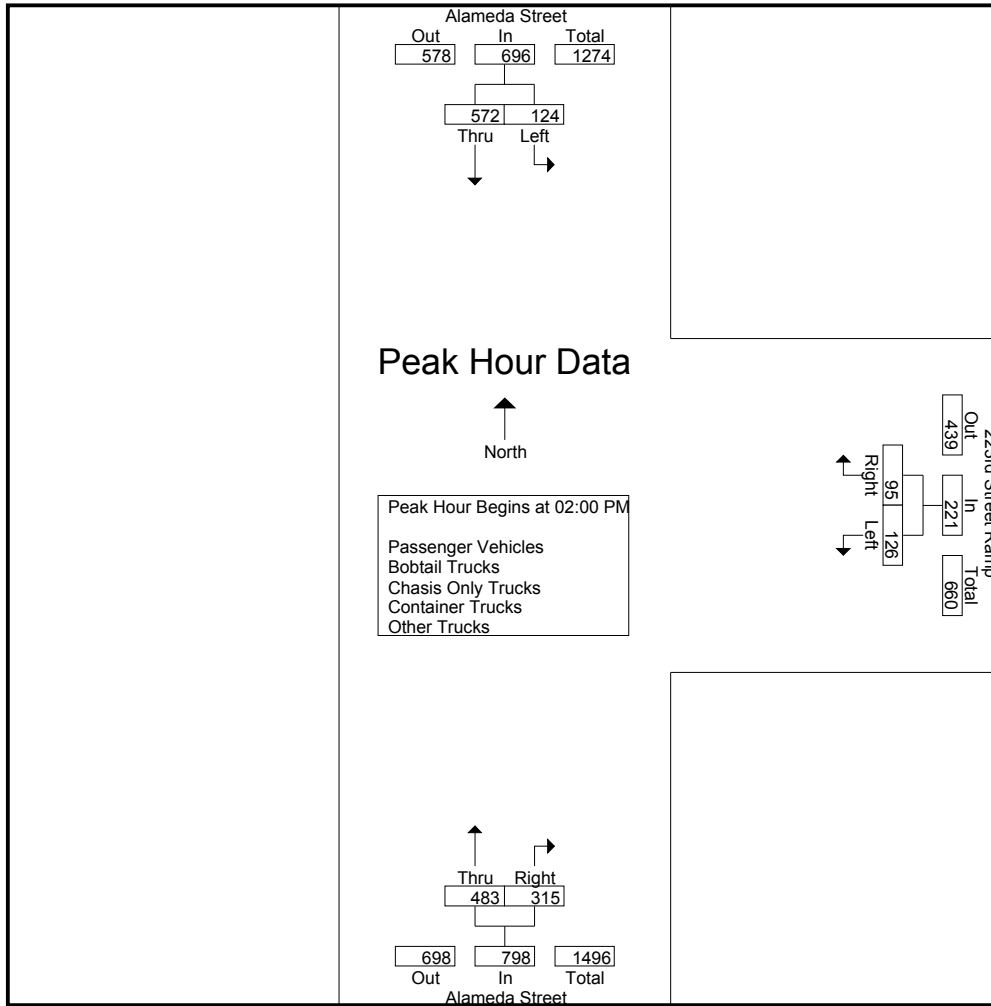
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	24	110	134	31	22	53	116	68	184	371
02:15 PM	30	113	143	40	18	58	111	61	172	373
02:30 PM	36	187	223	25	25	50	124	88	212	485
02:45 PM	34	162	196	30	30	60	132	98	230	486
Total Volume	124	572	696	126	95	221	483	315	798	1715
% App. Total	17.8	82.2		57	43		60.5	39.5		
PHF	.861	.765	.780	.788	.792	.921	.915	.804	.867	.882

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	24	110	134	31	22	53	116	68	184
+15 mins.	30	113	143	40	18	58	111	61	172
+30 mins.	36	187	223	25	25	50	124	88	212
+45 mins.	34	162	196	30	30	60	132	98	230
Total Volume	124	572	696	126	95	221	483	315	798
% App. Total	17.8	82.2		57	43		60.5	39.5	
PHF	.861	.765	.780	.788	.792	.921	.915	.804	.867

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	15	69	84	26	16	42	50	30	80	206
01:15 PM	25	61	86	19	10	29	50	33	83	198
01:30 PM	16	62	78	22	20	42	77	30	107	227
01:45 PM	12	70	82	24	16	40	74	46	120	242
Total	68	262	330	91	62	153	251	139	390	873
02:00 PM	21	63	84	23	20	43	61	47	108	235
02:15 PM	20	66	86	34	14	48	64	36	100	234
02:30 PM	30	126	156	17	20	37	81	64	145	338
02:45 PM	31	109	140	20	26	46	75	75	150	336
Total	102	364	466	94	80	174	281	222	503	1143
Grand Total	170	626	796	185	142	327	532	361	893	2016
Apprch %	21.4	78.6		56.6	43.4		59.6	40.4		
Total %	8.4	31.1	39.5	9.2	7	16.2	26.4	17.9	44.3	

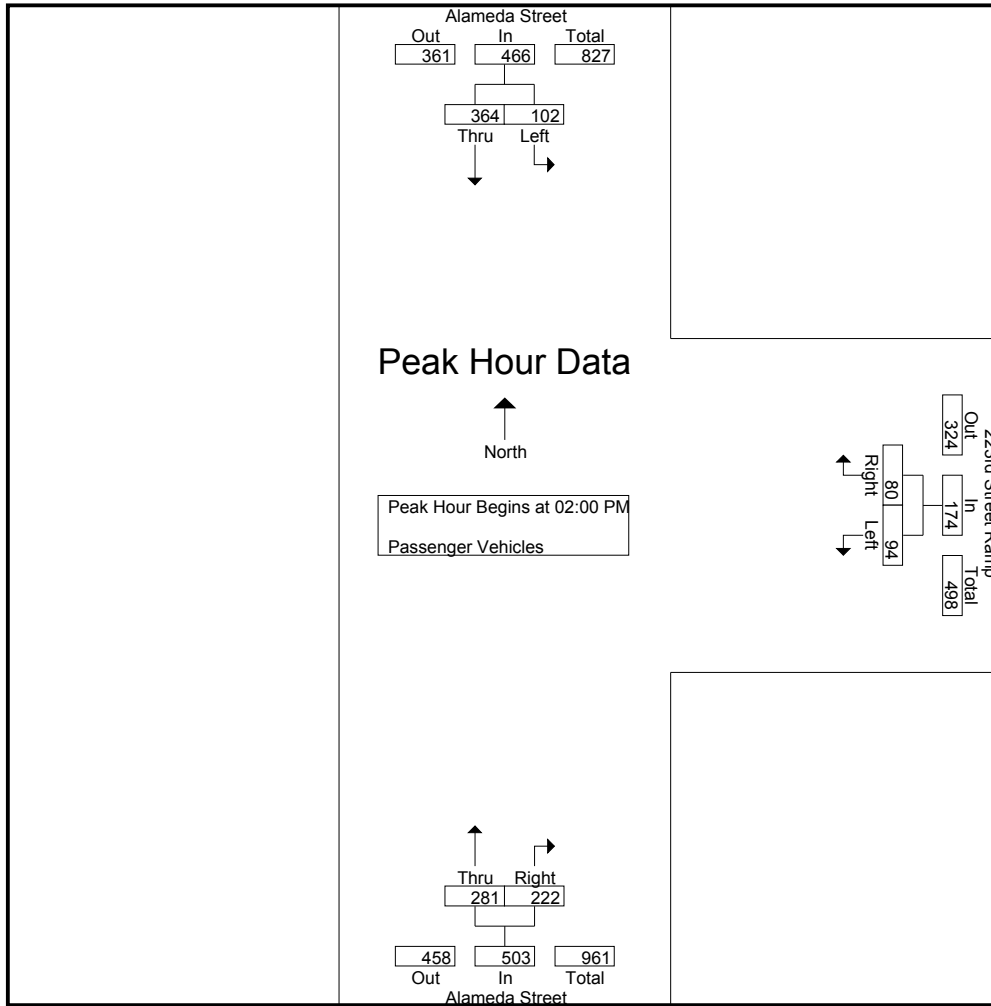
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	21	63	84	23	20	43	61	47	108	235
02:15 PM	20	66	86	34	14	48	64	36	100	234
02:30 PM	30	126	156	17	20	37	81	64	145	338
02:45 PM	31	109	140	20	26	46	75	75	150	336
Total Volume	102	364	466	94	80	174	281	222	503	1143
% App. Total	21.9	78.1		54	46		55.9	44.1		
PHF	.823	.722	.747	.691	.769	.906	.867	.740	.838	.845

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	21	63	84	23	20	43	61	47	108
+15 mins.	20	66	86	34	14	48	64	36	100
+30 mins.	30	126	156	17	20	37	81	64	145
+45 mins.	31	109	140	20	26	46	75	75	150
Total Volume	102	364	466	94	80	174	281	222	503
% App. Total	21.9	78.1	46	54	46	46	55.9	44.1	46
PHF	.823	.722	.747	.691	.769	.906	.867	.740	.838

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Bobtail Trucks

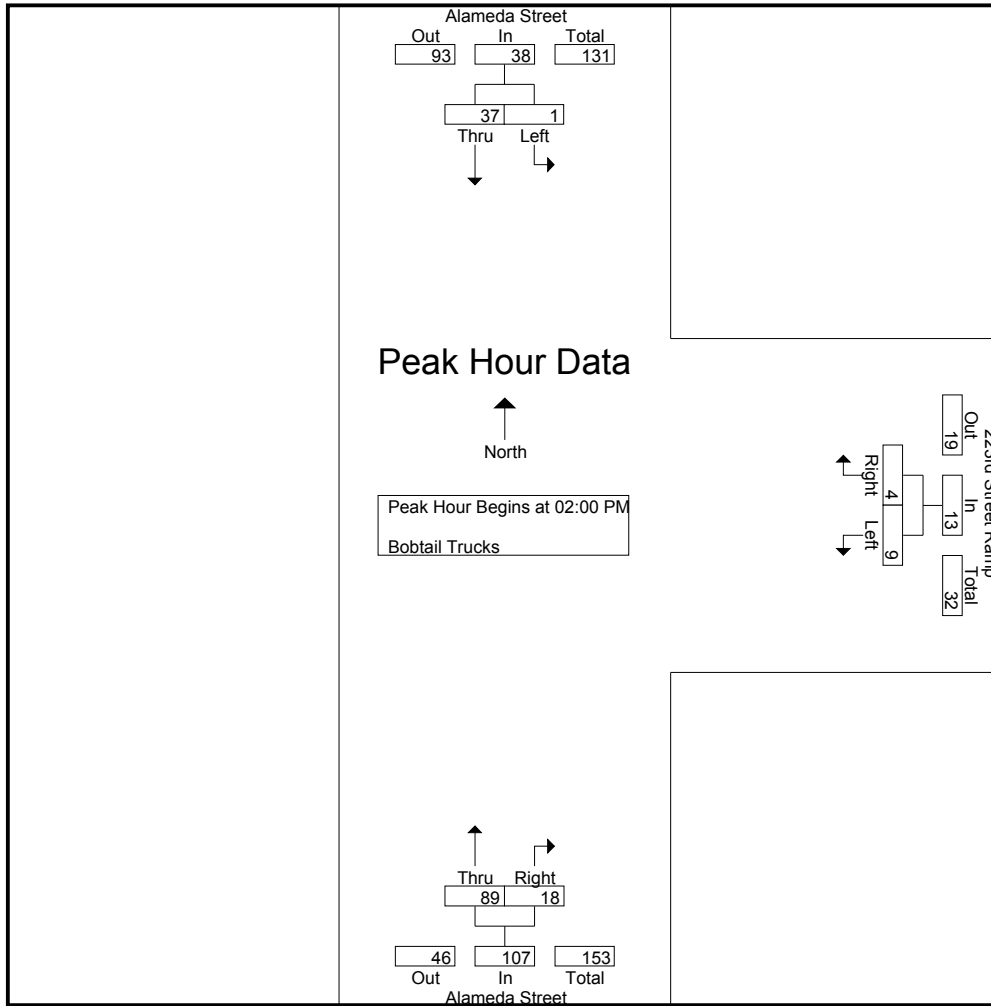
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	12	12	2	2	4	4	2	6	22
01:15 PM	2	5	7	2	2	4	6	6	12	23
01:30 PM	1	16	17	2	1	3	23	1	24	44
01:45 PM	0	7	7	2	4	6	23	3	26	39
Total	3	40	43	8	9	17	56	12	68	128
02:00 PM	0	7	7	4	0	4	25	4	29	40
02:15 PM	1	10	11	3	2	5	16	3	19	35
02:30 PM	0	8	8	0	0	0	19	7	26	34
02:45 PM	0	12	12	2	2	4	29	4	33	49
Total	1	37	38	9	4	13	89	18	107	158
Grand Total	4	77	81	17	13	30	145	30	175	286
Apprch %	4.9	95.1		56.7	43.3		82.9	17.1		
Total %	1.4	26.9	28.3	5.9	4.5	10.5	50.7	10.5	61.2	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	7	7	4	0	4	25	4	29	40
02:15 PM	1	10	11	3	2	5	16	3	19	35
02:30 PM	0	8	8	0	0	0	19	7	26	34
02:45 PM	0	12	12	2	2	4	29	4	33	49
Total Volume	1	37	38	9	4	13	89	18	107	158
% App. Total	2.6	97.4		69.2	30.8		83.2	16.8		
PHF	.250	.771	.792	.563	.500	.650	.767	.643	.811	.806

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	7	7	4	0	4	25	4	29
+15 mins.	1	10	11	3	2	5	16	3	19
+30 mins.	0	8	8	0	0	0	19	7	26
+45 mins.	0	12	12	2	2	4	29	4	33
Total Volume	1	37	38	9	4	13	89	18	107
% App. Total	2.6	97.4		69.2	30.8		83.2	16.8	
PHF	.250	.771	.792	.563	.500	.650	.767	.643	.811

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

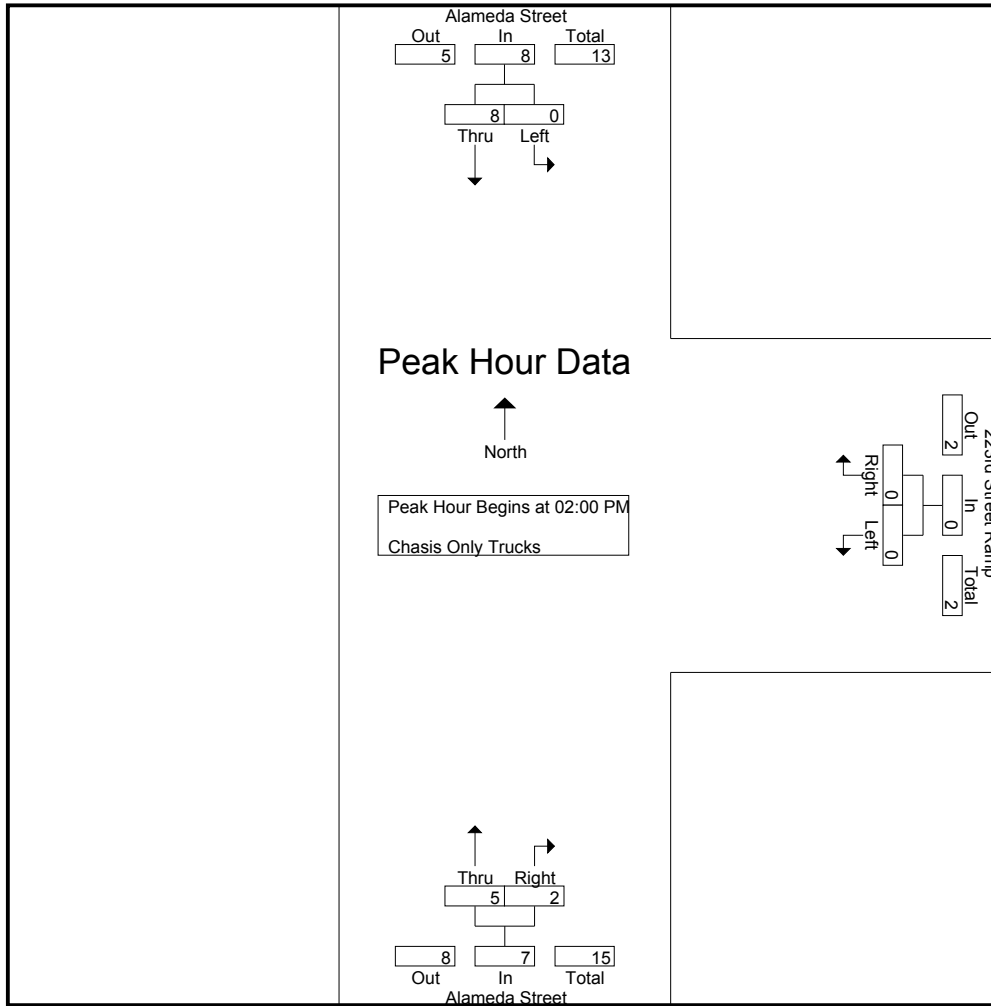
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	1	1	0	0	0	0	0	0	1
01:15 PM	0	1	1	0	0	0	1	0	1	2
01:30 PM	0	1	1	0	0	0	0	1	1	2
01:45 PM	0	2	2	0	0	0	0	0	0	2
Total	0	5	5	0	0	0	1	1	2	7
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	4	4	0	0	0	2	0	2	6
02:30 PM	0	2	2	0	0	0	1	0	1	3
02:45 PM	0	2	2	0	0	0	2	2	4	6
Total	0	8	8	0	0	0	5	2	7	15
Grand Total	0	13	13	0	0	0	6	3	9	22
Apprch %	0	100		0	0		66.7	33.3		
Total %	0	59.1	59.1	0	0	0	27.3	13.6	40.9	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	4	4	0	0	0	2	0	2	6
02:30 PM	0	2	2	0	0	0	1	0	1	3
02:45 PM	0	2	2	0	0	0	2	2	4	6
Total Volume	0	8	8	0	0	0	5	2	7	15
% App. Total	0	100		0	0		71.4	28.6		
PHF	.000	.500	.500	.000	.000	.000	.625	.250	.438	.625

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	4	4	0	0	0	2	0	2
+30 mins.	0	2	2	0	0	0	1	0	1
+45 mins.	0	2	2	0	0	0	2	2	4
Total Volume	0	8	8	0	0	0	5	2	7
% App. Total	0	100		0	0		71.4	28.6	
PHF	.000	.500	.500	.000	.000	.000	.625	.250	.438

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Container Trucks

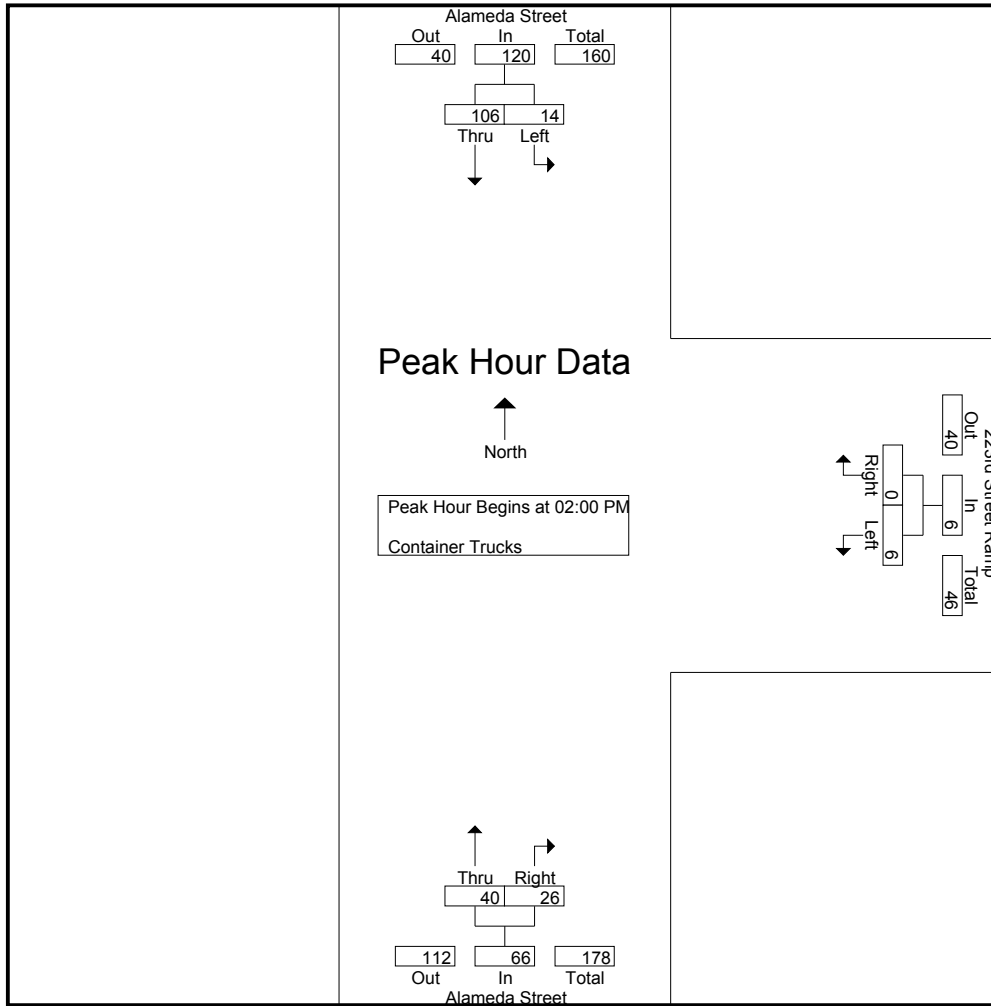
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	12	12	1	0	1	8	4	12	25
01:15 PM	1	16	17	1	0	1	5	5	10	28
01:30 PM	2	14	16	5	2	7	11	5	16	39
01:45 PM	0	20	20	1	2	3	7	13	20	43
Total	3	62	65	8	4	12	31	27	58	135
02:00 PM	2	31	33	1	0	1	10	4	14	48
02:15 PM	6	19	25	1	0	1	11	7	18	44
02:30 PM	4	31	35	0	0	0	9	9	18	53
02:45 PM	2	25	27	4	0	4	10	6	16	47
Total	14	106	120	6	0	6	40	26	66	192
Grand Total	17	168	185	14	4	18	71	53	124	327
Apprch %	9.2	90.8		77.8	22.2		57.3	42.7		
Total %	5.2	51.4	56.6	4.3	1.2	5.5	21.7	16.2	37.9	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	2	31	33	1	0	1	10	4	14	48
02:15 PM	6	19	25	1	0	1	11	7	18	44
02:30 PM	4	31	35	0	0	0	9	9	18	53
02:45 PM	2	25	27	4	0	4	10	6	16	47
Total Volume	14	106	120	6	0	6	40	26	66	192
% App. Total	11.7	88.3		100	0		60.6	39.4		
PHF	.583	.855	.857	.375	.000	.375	.909	.722	.917	.906

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	2	31	33	1	0	1	10	4	14
+15 mins.	6	19	25	1	0	1	11	7	18
+30 mins.	4	31	35	0	0	0	9	9	18
+45 mins.	2	25	27	4	0	4	10	6	16
Total Volume	14	106	120	6	0	6	40	26	66
% App. Total	11.7	88.3		100	0		60.6	39.4	
PHF	.583	.855	.857	.375	.000	.375	.909	.722	.917

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

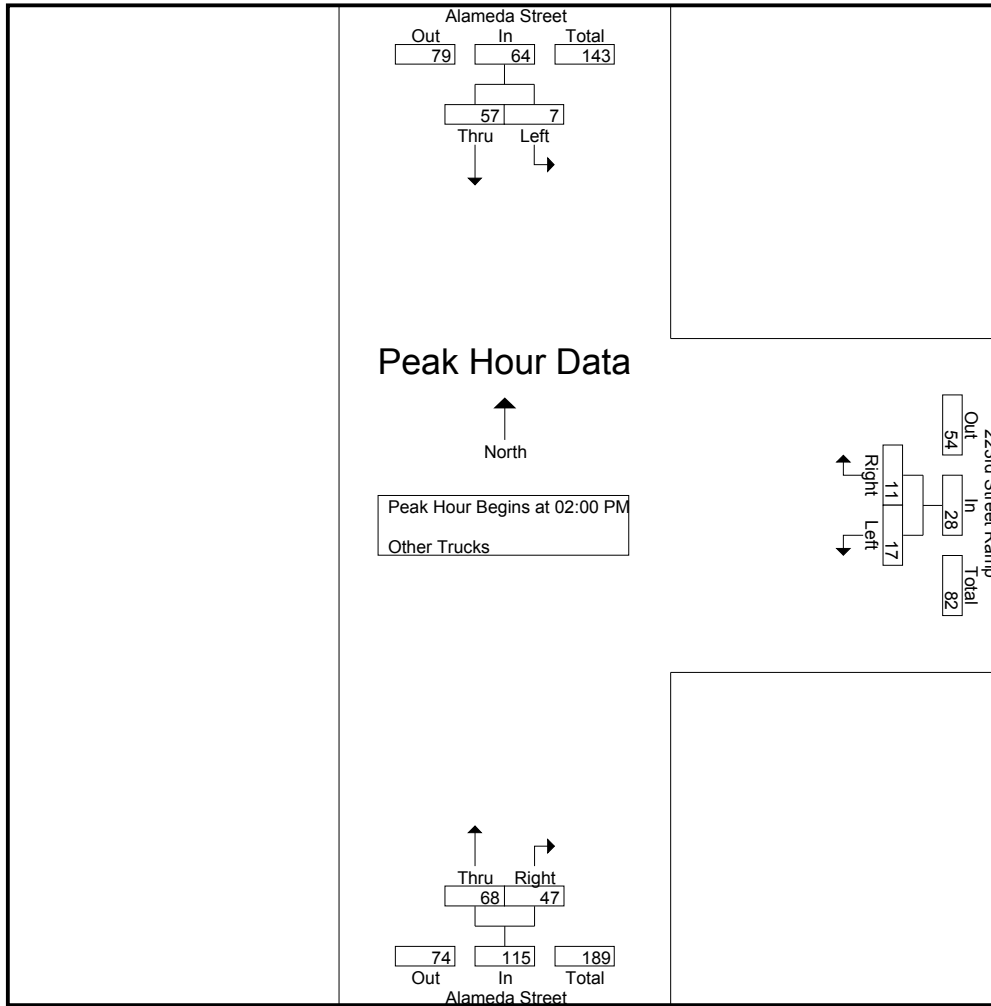
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	2	21	23	8	2	10	13	16	29	62
01:15 PM	2	25	27	10	3	13	6	8	14	54
01:30 PM	1	19	20	4	3	7	22	11	33	60
01:45 PM	2	19	21	1	1	2	16	13	29	52
Total	7	84	91	23	9	32	57	48	105	228
02:00 PM	1	9	10	3	2	5	20	13	33	48
02:15 PM	3	14	17	2	2	4	18	15	33	54
02:30 PM	2	20	22	8	5	13	14	8	22	57
02:45 PM	1	14	15	4	2	6	16	11	27	48
Total	7	57	64	17	11	28	68	47	115	207
Grand Total	14	141	155	40	20	60	125	95	220	435
Apprch %	9	91		66.7	33.3		56.8	43.2		
Total %	3.2	32.4	35.6	9.2	4.6	13.8	28.7	21.8	50.6	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	1	9	10	3	2	5	20	13	33	48
02:15 PM	3	14	17	2	2	4	18	15	33	54
02:30 PM	2	20	22	8	5	13	14	8	22	57
02:45 PM	1	14	15	4	2	6	16	11	27	48
Total Volume	7	57	64	17	11	28	68	47	115	207
% App. Total	10.9	89.1		60.7	39.3		59.1	40.9		
PHF	.583	.713	.727	.531	.550	.538	.850	.783	.871	.908

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: sunny

File Name : LBCAL223RMD
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	9	10	3	2	5	20	13	33
+15 mins.	3	14	17	2	2	4	18	15	33
+30 mins.	2	20	22	8	5	13	14	8	22
+45 mins.	1	14	15	4	2	6	16	11	27
Total Volume	7	57	64	17	11	28	68	47	115
% App. Total	10.9	89.1		60.7	39.3		59.1	40.9	
PHF	.583	.713	.727	.531	.550	.538	.850	.783	.871

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

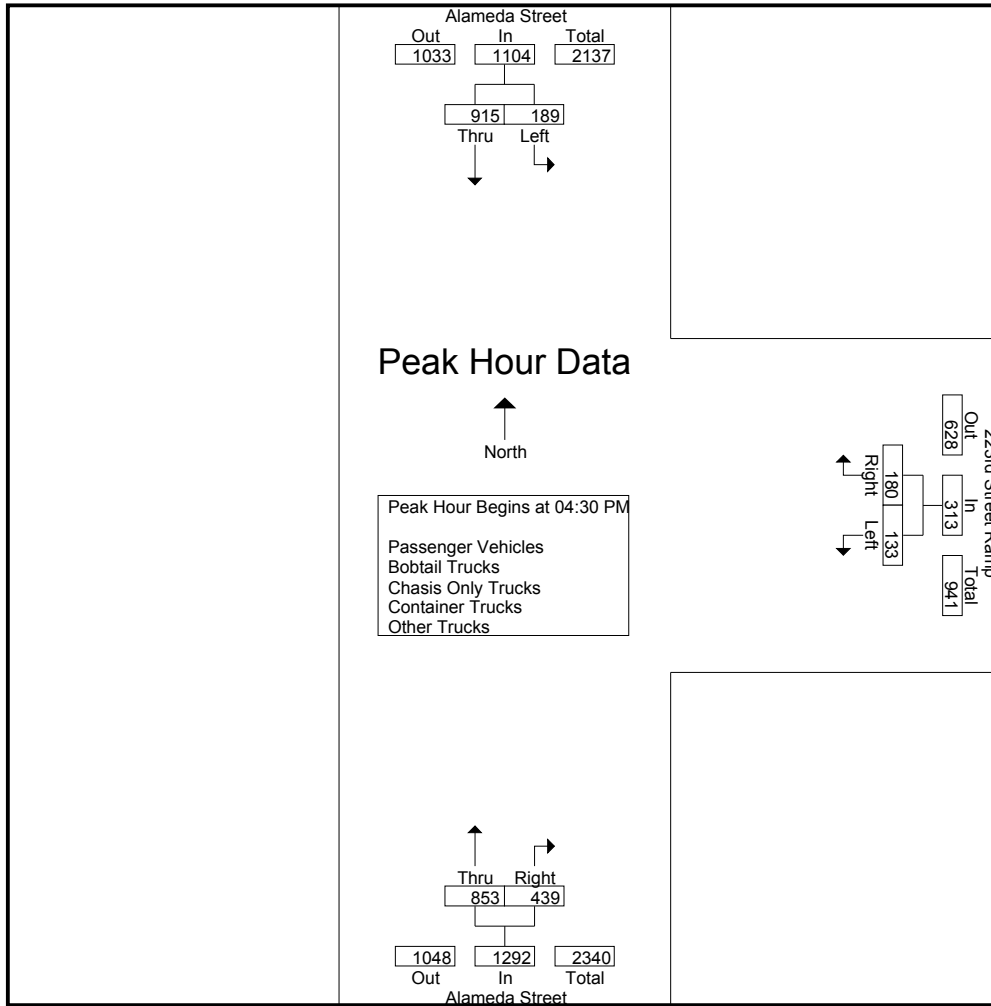
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	26	199	225	28	27	55	152	96	248	528
04:15 PM	31	217	248	33	32	65	193	88	281	594
04:30 PM	52	260	312	42	51	93	188	110	298	703
04:45 PM	33	203	236	41	65	106	270	107	377	719
Total	142	879	1021	144	175	319	803	401	1204	2544
05:00 PM	49	230	279	33	45	78	209	117	326	683
05:15 PM	55	222	277	17	19	36	186	105	291	604
05:30 PM	43	156	199	18	33	51	172	92	264	514
05:45 PM	32	177	209	11	25	36	145	81	226	471
Total	179	785	964	79	122	201	712	395	1107	2272
Grand Total	321	1664	1985	223	297	520	1515	796	2311	4816
Apprch %	16.2	83.8		42.9	57.1		65.6	34.4		
Total %	6.7	34.6	41.2	4.6	6.2	10.8	31.5	16.5	48	
Passenger Vehicles	292	1195	1487	156	267	423	1167	654	1821	3731
% Passenger Vehicles	91	71.8	74.9	70	89.9	81.3	77	82.2	78.8	77.5
Bobtail Trucks	8	153	161	8	14	22	148	30	178	361
% Bobtail Trucks	2.5	9.2	8.1	3.6	4.7	4.2	9.8	3.8	7.7	7.5
Chasis Only Trucks	0	16	16	0	0	0	7	7	14	30
% Chasis Only Trucks	0	1	0.8	0	0	0	0.5	0.9	0.6	0.6
Container Trucks	12	197	209	40	7	47	87	41	128	384
% Container Trucks	3.7	11.8	10.5	17.9	2.4	9	5.7	5.2	5.5	8
Other Trucks	9	103	112	19	9	28	106	64	170	310
% Other Trucks	2.8	6.2	5.6	8.5	3	5.4	7	8	7.4	6.4

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	52	260	312	42	51	93	188	110	298	703
04:45 PM	33	203	236	41	65	106	270	107	377	719
05:00 PM	49	230	279	33	45	78	209	117	326	683
05:15 PM	55	222	277	17	19	36	186	105	291	604
Total Volume	189	915	1104	133	180	313	853	439	1292	2709
% App. Total	17.1	82.9		42.5	57.5		66	34		
PHF	.859	.880	.885	.792	.692	.738	.790	.938	.857	.942

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	52	260	312	42	51	93	188	110	298
+15 mins.	33	203	236	41	65	106	270	107	377
+30 mins.	49	230	279	33	45	78	209	117	326
+45 mins.	55	222	277	17	19	36	186	105	291
Total Volume	189	915	1104	133	180	313	853	439	1292
% App. Total	17.1	82.9		42.5	57.5		66	34	
PHF	.859	.880	.885	.792	.692	.738	.790	.938	.857

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles

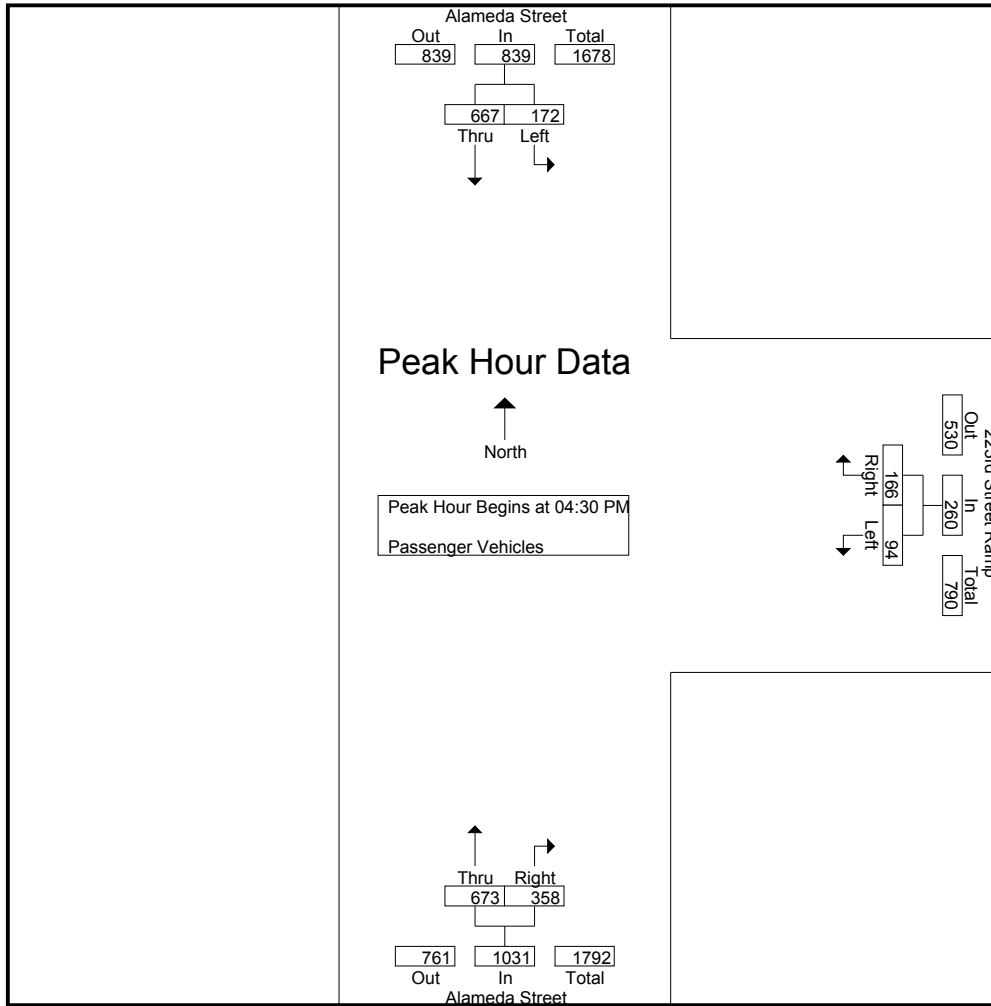
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	25	143	168	20	22	42	95	76	171	381
04:15 PM	29	166	195	23	26	49	136	74	210	454
04:30 PM	47	198	245	32	49	81	141	92	233	559
04:45 PM	29	147	176	28	60	88	204	83	287	551
Total	130	654	784	103	157	260	576	325	901	1945
05:00 PM	49	162	211	21	41	62	174	98	272	545
05:15 PM	47	160	207	13	16	29	154	85	239	475
05:30 PM	40	111	151	12	31	43	143	78	221	415
05:45 PM	26	108	134	7	22	29	120	68	188	351
Total	162	541	703	53	110	163	591	329	920	1786
Grand Total	292	1195	1487	156	267	423	1167	654	1821	3731
Apprch %	19.6	80.4		36.9	63.1		64.1	35.9		
Total %	7.8	32	39.9	4.2	7.2	11.3	31.3	17.5	48.8	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	47	198	245	32	49	81	141	92	233	559
04:45 PM	29	147	176	28	60	88	204	83	287	551
05:00 PM	49	162	211	21	41	62	174	98	272	545
05:15 PM	47	160	207	13	16	29	154	85	239	475
Total Volume	172	667	839	94	166	260	673	358	1031	2130
% App. Total	20.5	79.5		36.2	63.8		65.3	34.7		
PHF	.878	.842	.856	.734	.692	.739	.825	.913	.898	.953

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	47	198	245	32	49	81	141	92	233
+15 mins.	29	147	176	28	60	88	204	83	287
+30 mins.	49	162	211	21	41	62	174	98	272
+45 mins.	47	160	207	13	16	29	154	85	239
Total Volume	172	667	839	94	166	260	673	358	1031
% App. Total	20.5	79.5		36.2	63.8		65.3	34.7	
PHF	.878	.842	.856	.734	.692	.739	.825	.913	.898

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Bobtail Trucks

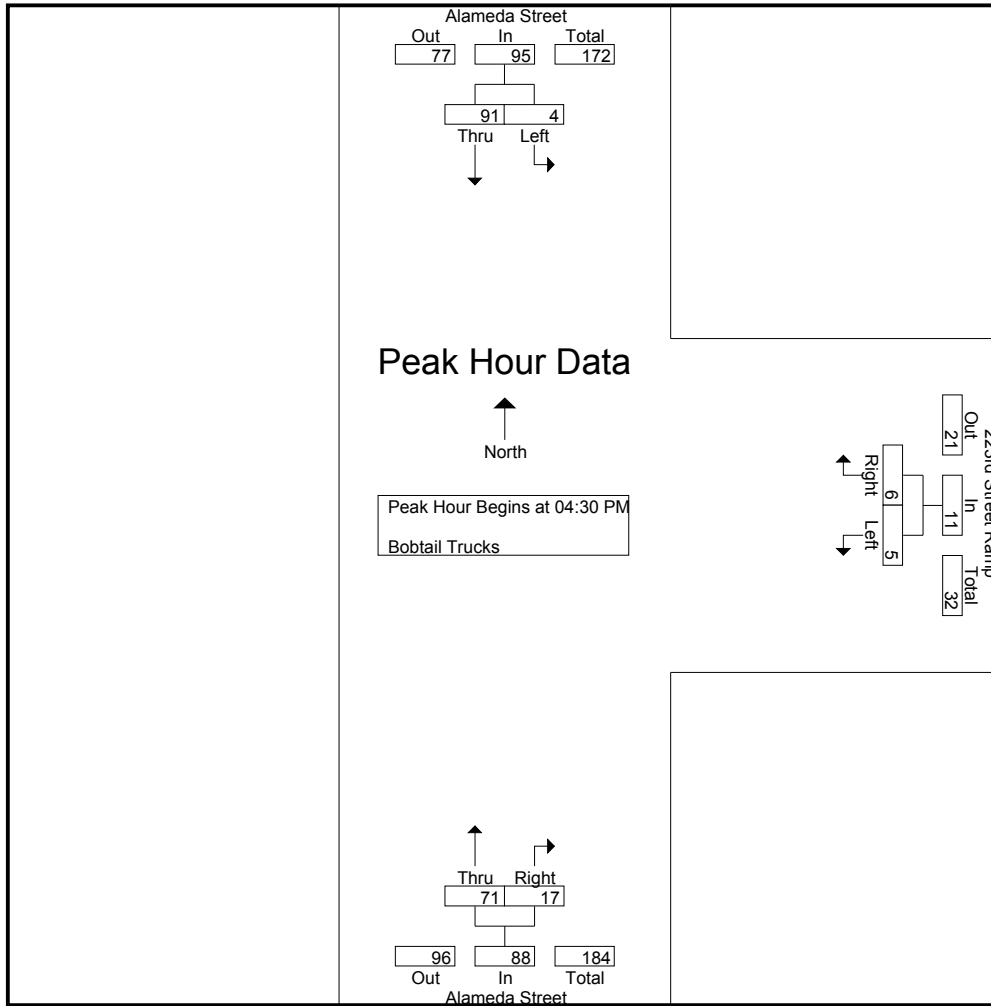
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	16	17	1	0	1	20	6	26	44
04:15 PM	1	14	15	1	6	7	32	4	36	58
04:30 PM	1	20	21	1	1	2	23	2	25	48
04:45 PM	2	19	21	2	2	4	22	8	30	55
Total	5	69	74	5	9	14	97	20	117	205
05:00 PM	0	31	31	2	2	4	11	2	13	48
05:15 PM	1	21	22	0	1	1	15	5	20	43
05:30 PM	0	13	13	1	1	2	18	1	19	34
05:45 PM	2	19	21	0	1	1	7	2	9	31
Total	3	84	87	3	5	8	51	10	61	156
Grand Total	8	153	161	8	14	22	148	30	178	361
Apprch %	5	95		36.4	63.6		83.1	16.9		
Total %	2.2	42.4	44.6	2.2	3.9	6.1	41	8.3	49.3	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	1	20	21	1	1	2	23	2	25	48
04:45 PM	2	19	21	2	2	4	22	8	30	55
05:00 PM	0	31	31	2	2	4	11	2	13	48
05:15 PM	1	21	22	0	1	1	15	5	20	43
Total Volume	4	91	95	5	6	11	71	17	88	194
% App. Total	4.2	95.8		45.5	54.5		80.7	19.3		
PHF	.500	.734	.766	.625	.750	.688	.772	.531	.733	.882

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	20	21	1	1	2	23	2	25
+15 mins.	2	19	21	2	2	4	22	8	30
+30 mins.	0	31	31	2	2	4	11	2	13
+45 mins.	1	21	22	0	1	1	15	5	20
Total Volume	4	91	95	5	6	11	71	17	88
% App. Total	4.2	95.8		45.5	54.5		80.7	19.3	
PHF	.500	.734	.766	.625	.750	.688	.772	.531	.733

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

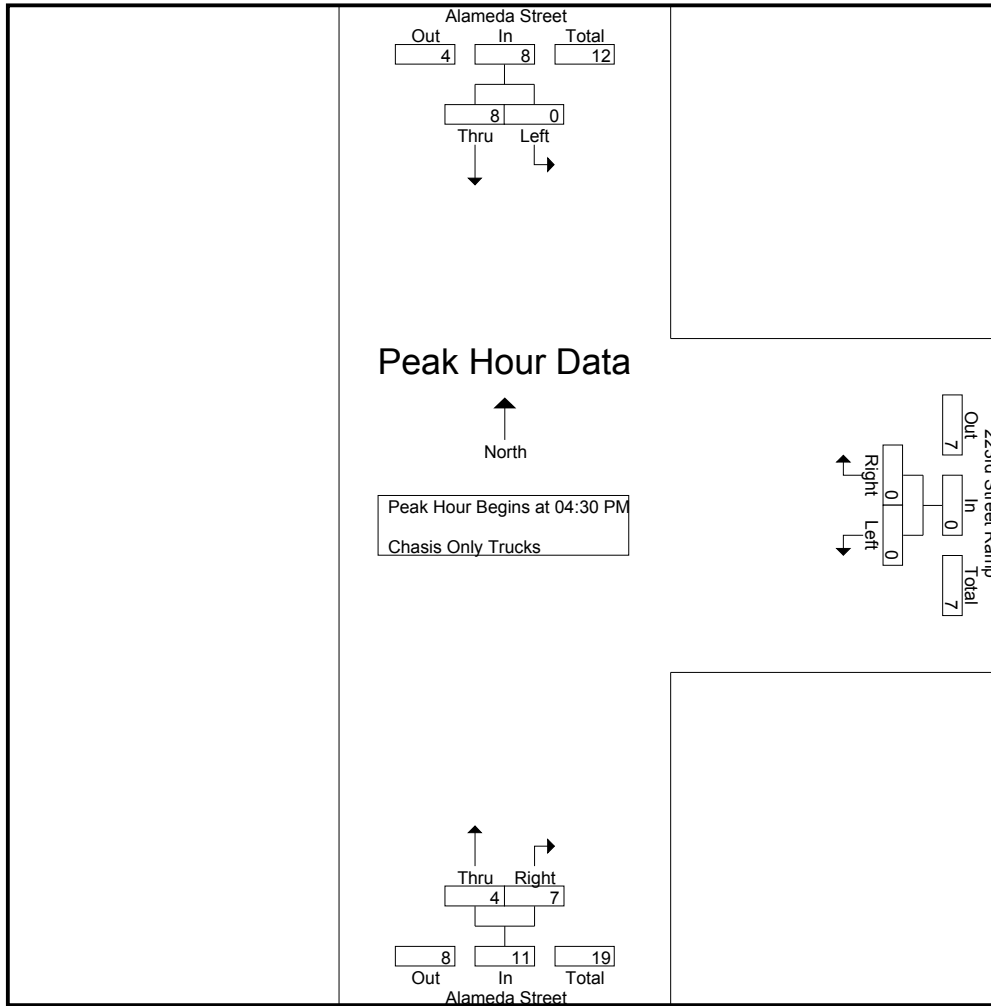
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	2	0	0	0	2	2	4	6
Total	0	3	3	0	0	0	4	2	6	9
05:00 PM	0	4	4	0	0	0	1	3	4	8
05:15 PM	0	2	2	0	0	0	1	2	3	5
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	6	6	0	0	0	0	0	0	6
Total	0	13	13	0	0	0	3	5	8	21
Grand Total	0	16	16	0	0	0	7	7	14	30
Apprch %	0	100		0	0		50	50		
Total %	0	53.3	53.3	0	0	0	23.3	23.3	46.7	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	2	0	0	0	2	2	4	6
05:00 PM	0	4	4	0	0	0	1	3	4	8
05:15 PM	0	2	2	0	0	0	1	2	3	5
Total Volume	0	8	8	0	0	0	4	7	11	19
% App. Total	0	100		0	0		36.4	63.6		
PHF	.000	.500	.500	.000	.000	.000	.500	.583	.688	.594

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	2	0	0	0	2	2	4
+30 mins.	0	4	4	0	0	0	1	3	4
+45 mins.	0	2	2	0	0	0	1	2	3
Total Volume	0	8	8	0	0	0	4	7	11
% App. Total	0	100		0	0		36.4	63.6	
PHF	.000	.500	.500	.000	.000	.000	.500	.583	.688

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Container Trucks

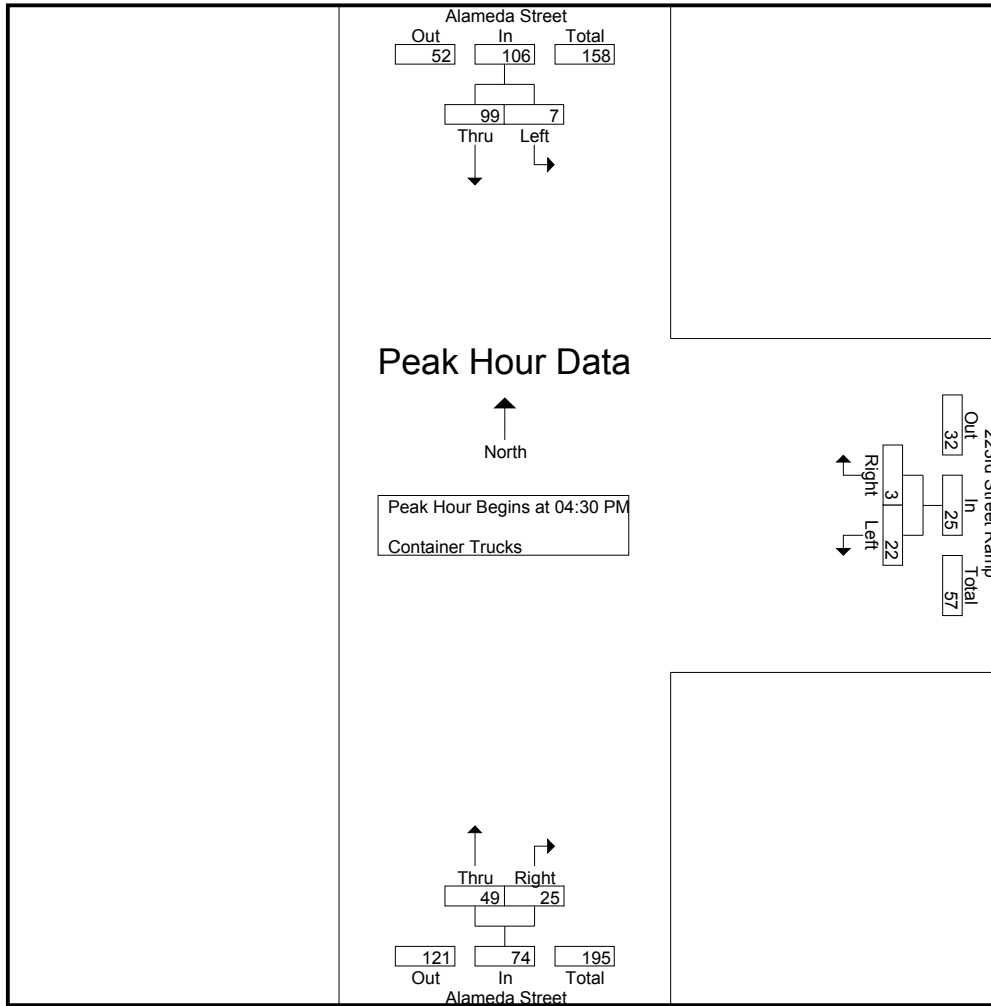
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	27	27	4	2	6	15	5	20	53
04:15 PM	1	26	27	7	0	7	15	5	20	54
04:30 PM	3	27	30	4	0	4	15	2	17	51
04:45 PM	0	24	24	8	1	9	23	9	32	65
Total	4	104	108	23	3	26	68	21	89	223
05:00 PM	0	19	19	7	1	8	5	6	11	38
05:15 PM	4	29	33	3	1	4	6	8	14	51
05:30 PM	1	19	20	5	0	5	3	4	7	32
05:45 PM	3	26	29	2	2	4	5	2	7	40
Total	8	93	101	17	4	21	19	20	39	161
Grand Total	12	197	209	40	7	47	87	41	128	384
Apprch %	5.7	94.3		85.1	14.9		68	32		
Total %	3.1	51.3	54.4	10.4	1.8	12.2	22.7	10.7	33.3	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	3	27	30	4	0	4	15	2	17	51
04:45 PM	0	24	24	8	1	9	23	9	32	65
05:00 PM	0	19	19	7	1	8	5	6	11	38
05:15 PM	4	29	33	3	1	4	6	8	14	51
Total Volume	7	99	106	22	3	25	49	25	74	205
% App. Total	6.6	93.4		88	12		66.2	33.8		
PHF	.438	.853	.803	.688	.750	.694	.533	.694	.578	.788

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	3	27	30	4	0	4	15	2	17
+15 mins.	0	24	24	8	1	9	23	9	32
+30 mins.	0	19	19	7	1	8	5	6	11
+45 mins.	4	29	33	3	1	4	6	8	14
Total Volume	7	99	106	22	3	25	49	25	74
% App. Total	6.6	93.4		88	12		66.2	33.8	
PHF	.438	.853	.803	.688	.750	.694	.533	.694	.578

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

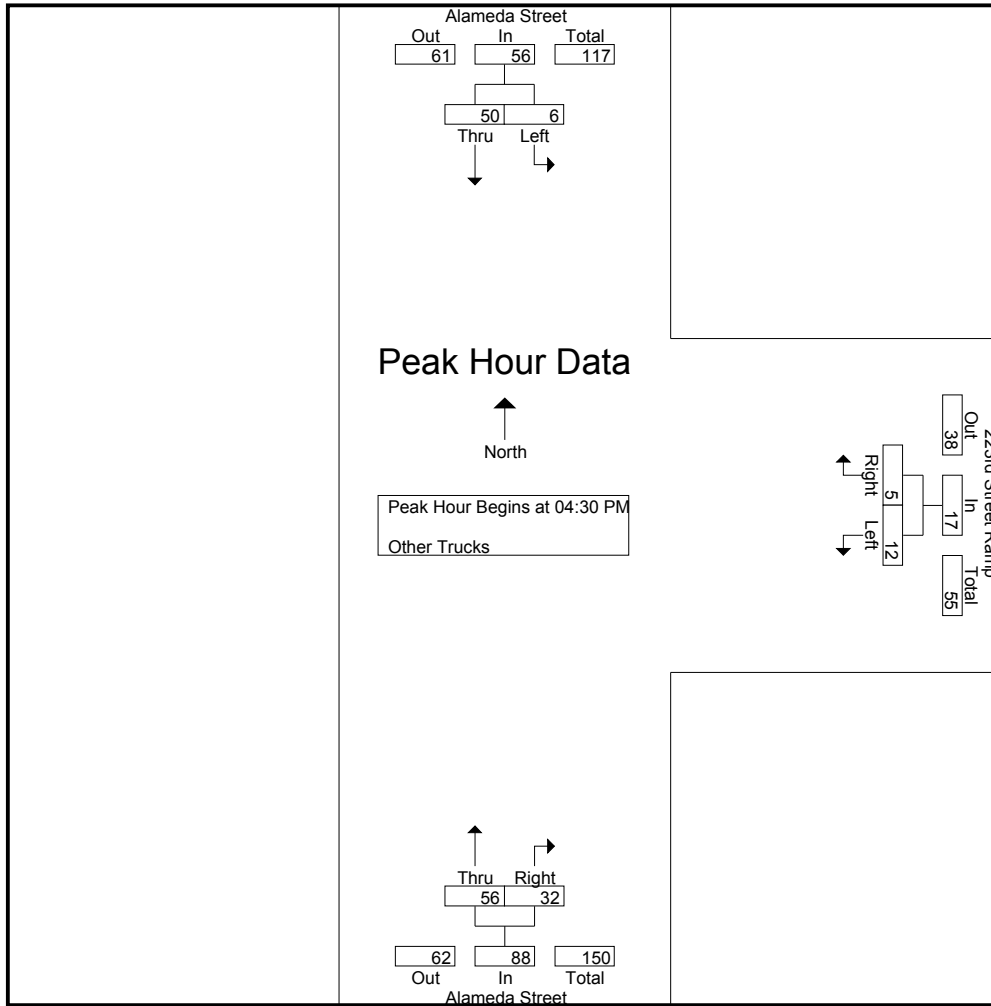
Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	13	13	3	3	6	21	9	30	49
04:15 PM	0	10	10	2	0	2	9	5	14	26
04:30 PM	1	15	16	5	1	6	9	14	23	45
04:45 PM	2	11	13	3	2	5	19	5	24	42
Total	3	49	52	13	6	19	58	33	91	162
05:00 PM	0	14	14	3	1	4	18	8	26	44
05:15 PM	3	10	13	1	1	2	10	5	15	30
05:30 PM	2	12	14	0	1	1	7	9	16	31
05:45 PM	1	18	19	2	0	2	13	9	22	43
Total	6	54	60	6	3	9	48	31	79	148
Grand Total	9	103	112	19	9	28	106	64	170	310
Apprch %	8	92		67.9	32.1		62.4	37.6		
Total %	2.9	33.2	36.1	6.1	2.9	9	34.2	20.6	54.8	

Start Time	Alameda Street Southbound			223rd Street Ramp Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	1	15	16	5	1	6	9	14	23	45
04:45 PM	2	11	13	3	2	5	19	5	24	42
05:00 PM	0	14	14	3	1	4	18	8	26	44
05:15 PM	3	10	13	1	1	2	10	5	15	30
Total Volume	6	50	56	12	5	17	56	32	88	161
% App. Total	10.7	89.3		70.6	29.4		63.6	36.4		
PHF	.500	.833	.875	.600	.625	.708	.737	.571	.846	.894

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street
 E/W: 223rd Street Ramp
 Weather: Sunny

File Name : LBCAL223RPM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	15	16	5	1	6	9	14	23
+15 mins.	2	11	13	3	2	5	19	5	24
+30 mins.	0	14	14	3	1	4	18	8	26
+45 mins.	3	10	13	1	1	2	10	5	15
Total Volume	6	50	56	12	5	17	56	32	88
% App. Total	10.7	89.3		70.6	29.4		63.6	36.4	
PHF	.500	.833	.875	.600	.625	.708	.737	.571	.846

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

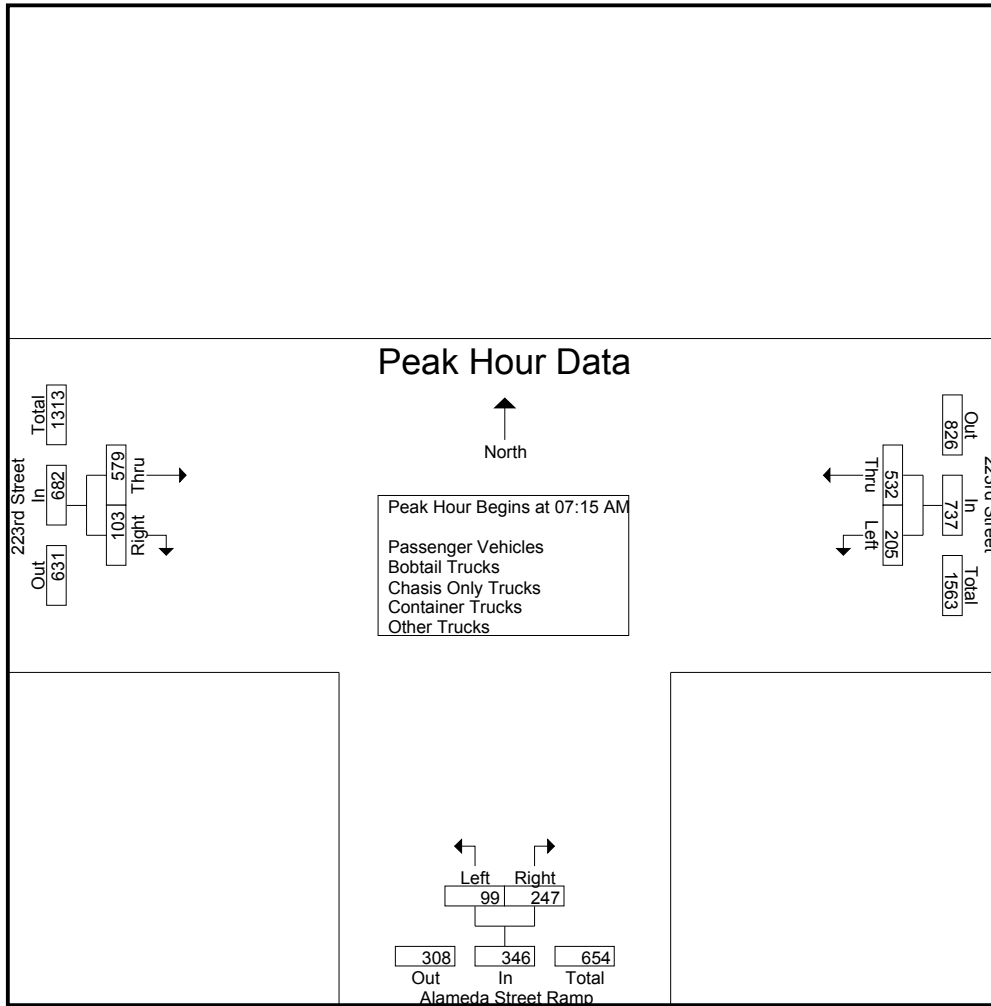
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	37	132	169	20	59	79	97	16	113	361
07:15 AM	43	143	186	29	71	100	140	16	156	442
07:30 AM	55	152	207	22	60	82	118	31	149	438
07:45 AM	60	118	178	28	61	89	184	30	214	481
Total	195	545	740	99	251	350	539	93	632	1722
08:00 AM	47	119	166	20	55	75	137	26	163	404
08:15 AM	22	112	134	11	45	56	124	13	137	327
08:30 AM	31	80	111	14	54	68	86	14	100	279
08:45 AM	23	61	84	21	67	88	84	9	93	265
Total	123	372	495	66	221	287	431	62	493	1275
Grand Total	318	917	1235	165	472	637	970	155	1125	2997
Apprch %	25.7	74.3		25.9	74.1		86.2	13.8		
Total %	10.6	30.6	41.2	5.5	15.7	21.3	32.4	5.2	37.5	
Passenger Vehicles	272	886	1158	138	253	391	917	131	1048	2597
% Passenger Vehicles	85.5	96.6	93.8	83.6	53.6	61.4	94.5	84.5	93.2	86.7
Bobtail Trucks	13	0	13	3	11	14	1	6	7	34
% Bobtail Trucks	4.1	0	1.1	1.8	2.3	2.2	0.1	3.9	0.6	1.1
Chasis Only Trucks	1	0	1	0	5	5	0	0	0	6
% Chasis Only Trucks	0.3	0	0.1	0	1.1	0.8	0	0	0	0.2
Container Trucks	6	1	7	0	107	107	10	3	13	127
% Container Trucks	1.9	0.1	0.6	0	22.7	16.8	1	1.9	1.2	4.2
Other Trucks	26	30	56	24	96	120	42	15	57	233
% Other Trucks	8.2	3.3	4.5	14.5	20.3	18.8	4.3	9.7	5.1	7.8

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	43	143	186	29	71	100	140	16	156	442
07:30 AM	55	152	207	22	60	82	118	31	149	438
07:45 AM	60	118	178	28	61	89	184	30	214	481
08:00 AM	47	119	166	20	55	75	137	26	163	404
Total Volume	205	532	737	99	247	346	579	103	682	1765
% App. Total	27.8	72.2		28.6	71.4		84.9	15.1		
PHF	.854	.875	.890	.853	.870	.865	.787	.831	.797	.917

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

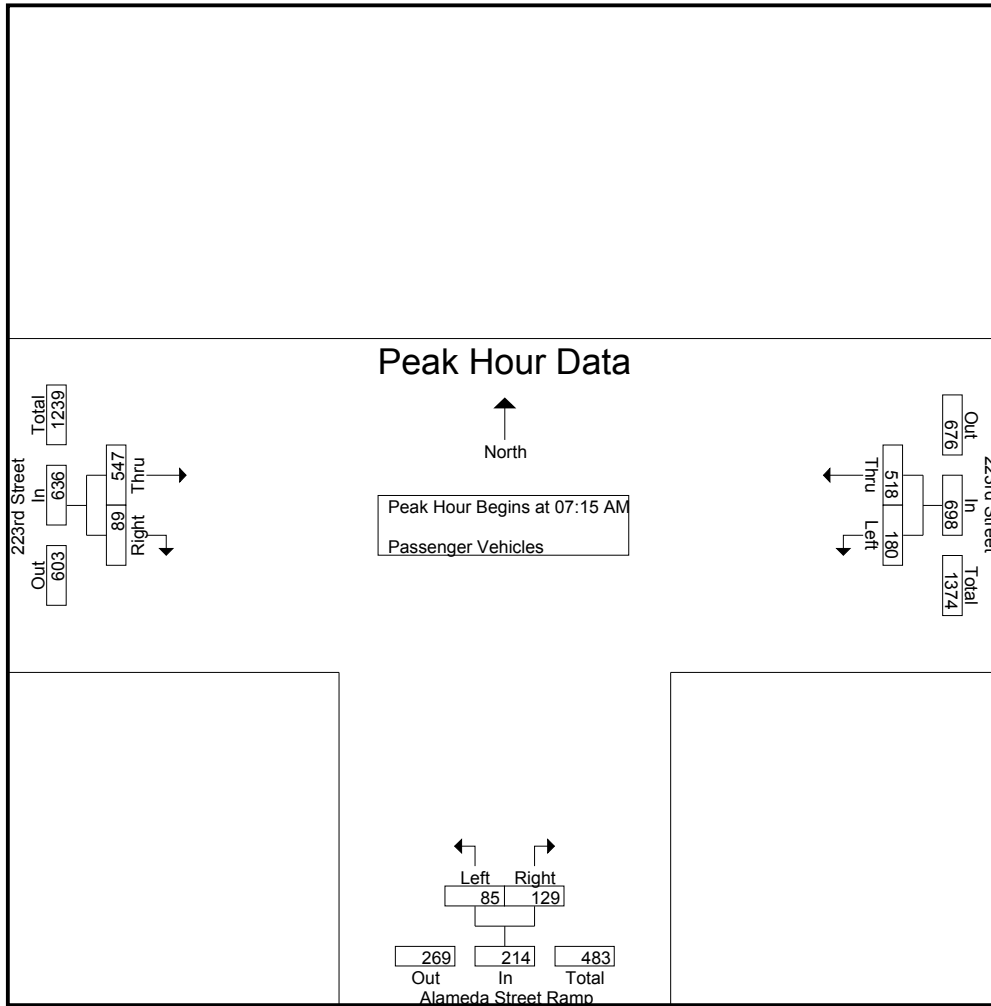
Groups Printed- Passenger Vehicles

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	32	121	153	18	28	46	88	14	102	301
07:15 AM	39	141	180	24	34	58	134	14	148	386
07:30 AM	51	151	202	18	33	51	114	26	140	393
07:45 AM	49	112	161	24	32	56	175	29	204	421
Total	171	525	696	84	127	211	511	83	594	1501
08:00 AM	41	114	155	19	30	49	124	20	144	348
08:15 AM	17	108	125	8	29	37	122	9	131	293
08:30 AM	23	79	102	10	32	42	79	13	92	236
08:45 AM	20	60	80	17	35	52	81	6	87	219
Total	101	361	462	54	126	180	406	48	454	1096
Grand Total	272	886	1158	138	253	391	917	131	1048	2597
Apprch %	23.5	76.5		35.3	64.7		87.5	12.5		
Total %	10.5	34.1	44.6	5.3	9.7	15.1	35.3	5	40.4	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	39	141	180	24	34	58	134	14	148	386
07:30 AM	51	151	202	18	33	51	114	26	140	393
07:45 AM	49	112	161	24	32	56	175	29	204	421
08:00 AM	41	114	155	19	30	49	124	20	144	348
Total Volume	180	518	698	85	129	214	547	89	636	1548
% App. Total	25.8	74.2		39.7	60.3		86	14		
PHF	.882	.858	.864	.885	.949	.922	.781	.767	.779	.919

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	39	141	180	24	34	58	134	14	148
+15 mins.	51	151	202	18	33	51	114	26	140
+30 mins.	49	112	161	24	32	56	175	29	204
+45 mins.	41	114	155	19	30	49	124	20	144
Total Volume	180	518	698	85	129	214	547	89	636
% App. Total	25.8	74.2		39.7	60.3		86	14	
PHF	.882	.858	.864	.885	.949	.922	.781	.767	.779

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

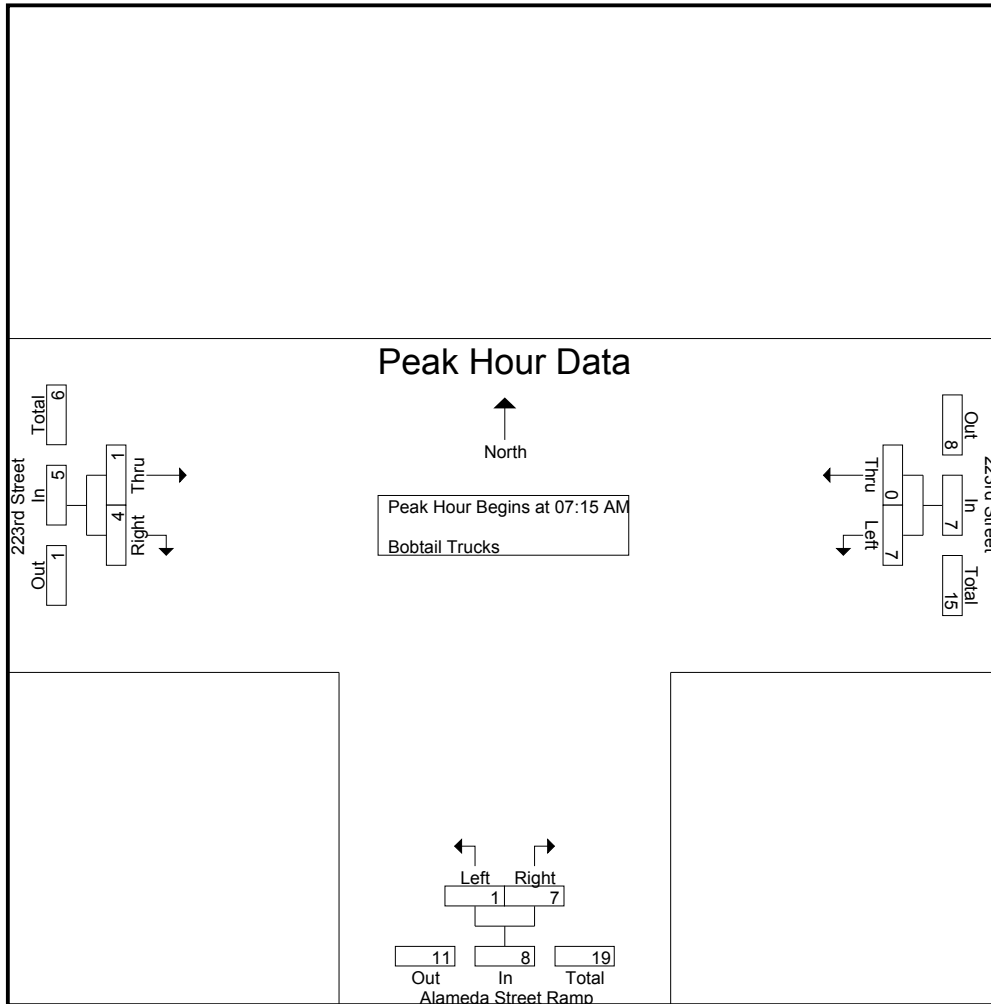
Groups Printed- Bobtail Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	0	1	1	2	3	0	0	0	4
07:15 AM	0	0	0	0	3	3	0	0	0	3
07:30 AM	0	0	0	1	1	2	0	1	1	3
07:45 AM	4	0	4	0	2	2	0	1	1	7
Total	5	0	5	2	8	10	0	2	2	17
08:00 AM	3	0	3	0	1	1	1	2	3	7
08:15 AM	2	0	2	0	1	1	0	1	1	4
08:30 AM	3	0	3	1	0	1	0	0	0	4
08:45 AM	0	0	0	0	1	1	0	1	1	2
Total	8	0	8	1	3	4	1	4	5	17
Grand Total	13	0	13	3	11	14	1	6	7	34
Apprch %	100	0		21.4	78.6		14.3	85.7		
Total %	38.2	0	38.2	8.8	32.4	41.2	2.9	17.6	20.6	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	3	3	0	0	0	3
07:30 AM	0	0	0	1	1	2	0	1	1	3
07:45 AM	4	0	4	0	2	2	0	1	1	7
08:00 AM	3	0	3	0	1	1	1	2	3	7
Total Volume	7	0	7	1	7	8	1	4	5	20
% App. Total	100	0		12.5	87.5		20	80		
PHF	.438	.000	.438	.250	.583	.667	.250	.500	.417	.714

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	3	3	0	0	0
+15 mins.	0	0	0	1	1	2	0	1	1
+30 mins.	4	0	4	0	2	2	0	1	1
+45 mins.	3	0	3	0	1	1	1	2	3
Total Volume	7	0	7	1	7	8	1	4	5
% App. Total	100	0		12.5	87.5		20	80	
PHF	.438	.000	.438	.250	.583	.667	.250	.500	.417

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

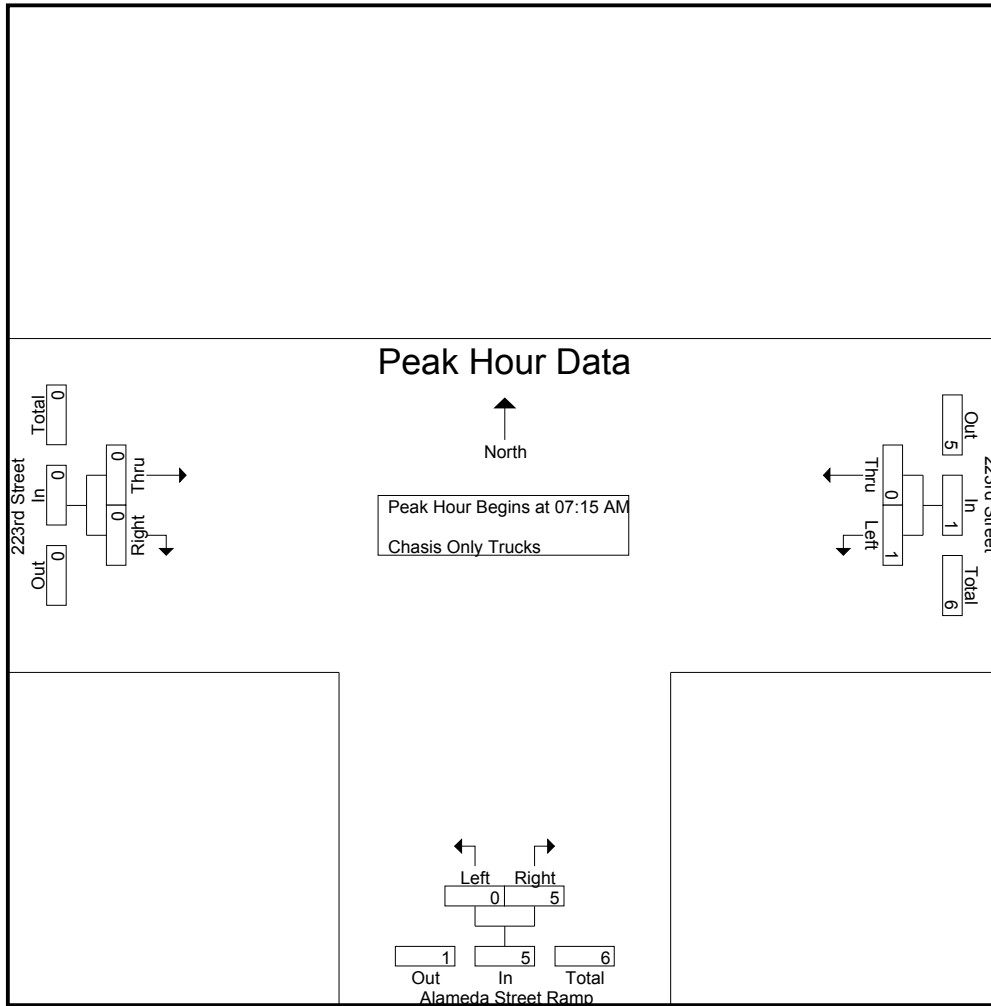
Groups Printed- Chasis Only Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	1	0	1	0	5	5	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	5	5	0	0	0	6
Apprch %	100	0		0	100		0	0		
Total %	16.7	0	16.7	0	83.3	83.3	0	0	0	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	5	5	0	0	0	6
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.625	.625	.000	.000	.000	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	2	2	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	5	5	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.625	.625	.000	.000	.000

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

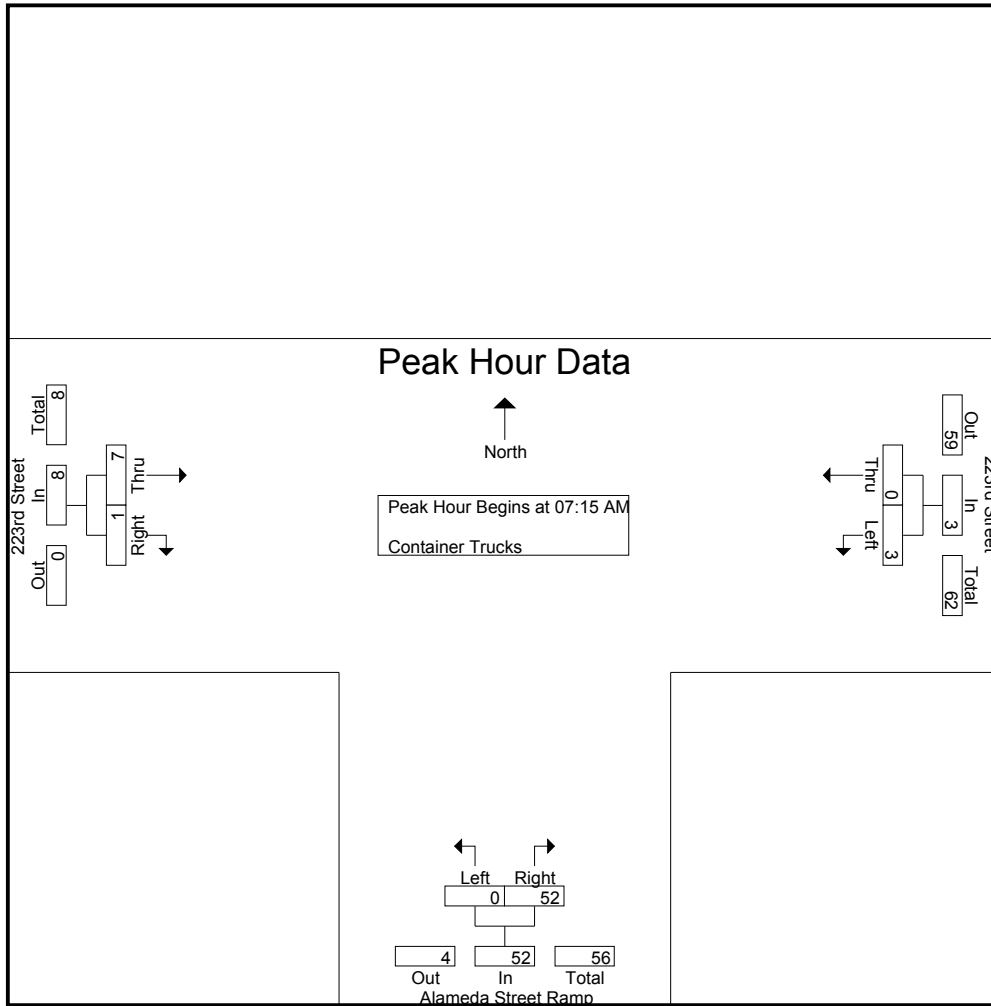
Groups Printed- Container Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	14	14	1	1	2	16
07:15 AM	0	0	0	0	20	20	2	0	2	22
07:30 AM	1	0	1	0	11	11	0	0	0	12
07:45 AM	2	0	2	0	11	11	3	0	3	16
Total	3	0	3	0	56	56	6	1	7	66
08:00 AM	0	0	0	0	10	10	2	1	3	13
08:15 AM	1	1	2	0	4	4	1	1	2	8
08:30 AM	2	0	2	0	16	16	1	0	1	19
08:45 AM	0	0	0	0	21	21	0	0	0	21
Total	3	1	4	0	51	51	4	2	6	61
Grand Total	6	1	7	0	107	107	10	3	13	127
Apprch %	85.7	14.3		0	100		76.9	23.1		
Total %	4.7	0.8	5.5	0	84.3	84.3	7.9	2.4	10.2	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	20	20	2	0	2	22
07:30 AM	1	0	1	0	11	11	0	0	0	12
07:45 AM	2	0	2	0	11	11	3	0	3	16
08:00 AM	0	0	0	0	10	10	2	1	3	13
Total Volume	3	0	3	0	52	52	7	1	8	63
% App. Total	100	0		0	100		87.5	12.5		
PHF	.375	.000	.375	.000	.650	.650	.583	.250	.667	.716

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	20	20	2	0	2
+15 mins.	1	0	1	0	11	11	0	0	0
+30 mins.	2	0	2	0	11	11	3	0	3
+45 mins.	0	0	0	0	10	10	2	1	3
Total Volume	3	0	3	0	52	52	7	1	8
% App. Total	100	0		0	100		87.5	12.5	
PHF	.375	.000	.375	.000	.650	.650	.583	.250	.667

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
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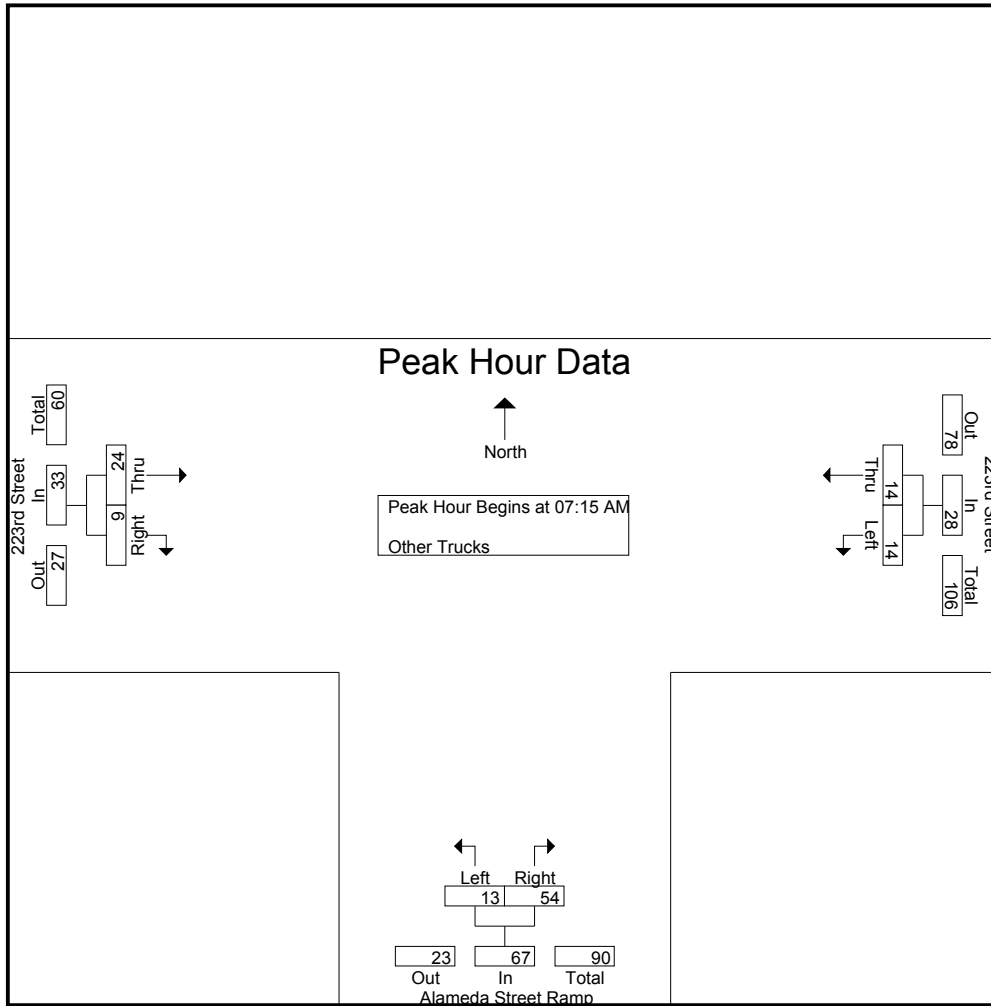
Groups Printed- Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	11	15	1	15	16	8	1	9	40
07:15 AM	4	2	6	5	12	17	4	2	6	29
07:30 AM	3	1	4	3	13	16	4	4	8	28
07:45 AM	4	6	10	4	15	19	6	0	6	35
Total	15	20	35	13	55	68	22	7	29	132
08:00 AM	3	5	8	1	14	15	10	3	13	36
08:15 AM	2	3	5	3	11	14	1	2	3	22
08:30 AM	3	1	4	3	6	9	6	1	7	20
08:45 AM	3	1	4	4	10	14	3	2	5	23
Total	11	10	21	11	41	52	20	8	28	101
Grand Total	26	30	56	24	96	120	42	15	57	233
Apprch %	46.4	53.6		20	80		73.7	26.3		
Total %	11.2	12.9	24	10.3	41.2	51.5	18	6.4	24.5	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	2	6	5	12	17	4	2	6	29
07:30 AM	3	1	4	3	13	16	4	4	8	28
07:45 AM	4	6	10	4	15	19	6	0	6	35
08:00 AM	3	5	8	1	14	15	10	3	13	36
Total Volume	14	14	28	13	54	67	24	9	33	128
% App. Total	50	50		19.4	80.6		72.7	27.3		
PHF	.875	.583	.700	.650	.900	.882	.600	.563	.635	.889

City of Long Beach
 N/S: Alameda Street Ramp
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 Weather: Sunny

File Name : LBCAL223AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	2	6	5	12	17	4	2	6
+15 mins.	3	1	4	3	13	16	4	4	8
+30 mins.	4	6	10	4	15	19	6	0	6
+45 mins.	3	5	8	1	14	15	10	3	13
Total Volume	14	14	28	13	54	67	24	9	33
% App. Total	50	50		19.4	80.6		72.7	27.3	
PHF	.875	.583	.700	.650	.900	.882	.600	.563	.635

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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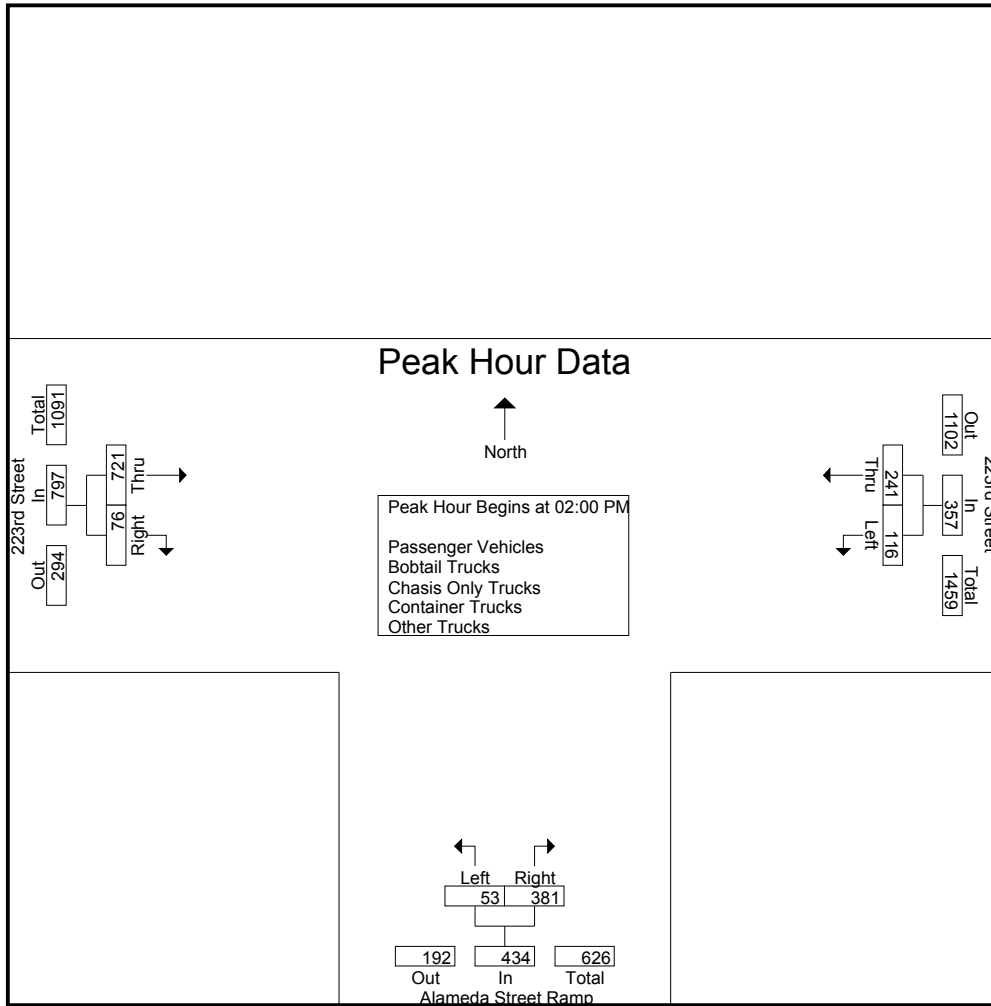
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	33	53	86	13	43	56	99	23	122	264
01:15 PM	26	51	77	14	72	86	103	19	122	285
01:30 PM	26	69	95	19	45	64	120	24	144	303
01:45 PM	31	57	88	20	75	95	141	20	161	344
Total	116	230	346	66	235	301	463	86	549	1196
02:00 PM	34	58	92	11	84	95	159	12	171	358
02:15 PM	29	68	97	14	76	90	158	19	177	364
02:30 PM	31	61	92	16	113	129	214	12	226	447
02:45 PM	22	54	76	12	108	120	190	33	223	419
Total	116	241	357	53	381	434	721	76	797	1588
Grand Total	232	471	703	119	616	735	1184	162	1346	2784
Apprch %	33	67		16.2	83.8		88	12		
Total %	8.3	16.9	25.3	4.3	22.1	26.4	42.5	5.8	48.3	
Passenger Vehicles	167	451	618	97	415	512	1104	135	1239	2369
% Passenger Vehicles	72	95.8	87.9	81.5	67.4	69.7	93.2	83.3	92.1	85.1
Bobtail Trucks	12	3	15	8	26	34	6	14	20	69
% Bobtail Trucks	5.2	0.6	2.1	6.7	4.2	4.6	0.5	8.6	1.5	2.5
Chasis Only Trucks	0	0	0	0	3	3	0	0	0	3
% Chasis Only Trucks	0	0	0	0	0.5	0.4	0	0	0	0.1
Container Trucks	13	0	13	2	74	76	24	2	26	115
% Container Trucks	5.6	0	1.8	1.7	12	10.3	2	1.2	1.9	4.1
Other Trucks	40	17	57	12	98	110	50	11	61	228
% Other Trucks	17.2	3.6	8.1	10.1	15.9	15	4.2	6.8	4.5	8.2

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	34	58	92	11	84	95	159	12	171	358
02:15 PM	29	68	97	14	76	90	158	19	177	364
02:30 PM	31	61	92	16	113	129	214	12	226	447
02:45 PM	22	54	76	12	108	120	190	33	223	419
Total Volume	116	241	357	53	381	434	721	76	797	1588
% App. Total	32.5	67.5		12.2	87.8		90.5	9.5		
PHF	.853	.886	.920	.828	.843	.841	.842	.576	.882	.888

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:30 PM			02:00 PM			02:00 PM		
+0 mins.	26	69	95	11	84	95	159	12	171
+15 mins.	31	57	88	14	76	90	158	19	177
+30 mins.	34	58	92	16	113	129	214	12	226
+45 mins.	29	68	97	12	108	120	190	33	223
Total Volume	120	252	372	53	381	434	721	76	797
% App. Total	32.3	67.7		12.2	87.8		90.5	9.5	
PHF	.882	.913	.959	.828	.843	.841	.842	.576	.882

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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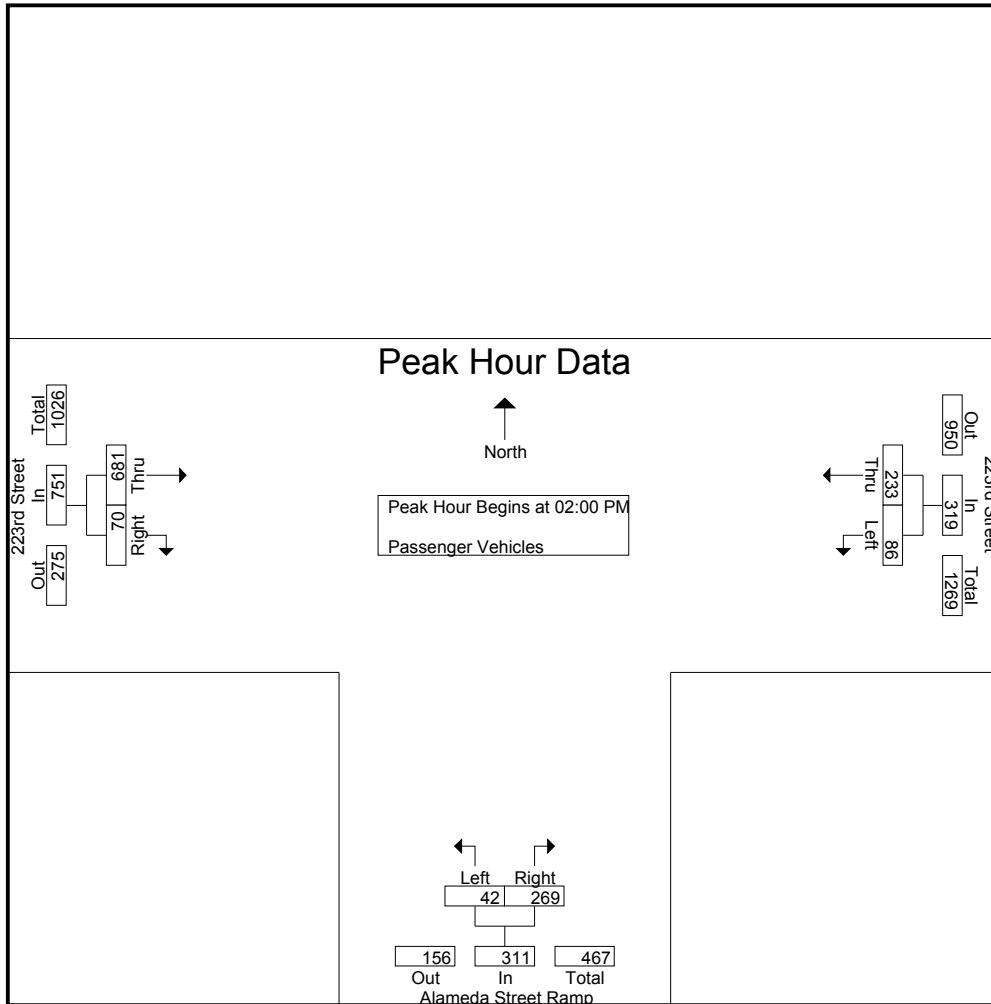
Groups Printed- Passenger Vehicles

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	24	49	73	10	27	37	87	16	103	213
01:15 PM	14	47	61	11	49	60	88	14	102	223
01:30 PM	19	67	86	16	25	41	115	18	133	260
01:45 PM	24	55	79	18	45	63	133	17	150	292
Total	81	218	299	55	146	201	423	65	488	988
02:00 PM	24	56	80	10	59	69	152	12	164	313
02:15 PM	26	65	91	8	43	51	148	17	165	307
02:30 PM	21	60	81	13	84	97	201	12	213	391
02:45 PM	15	52	67	11	83	94	180	29	209	370
Total	86	233	319	42	269	311	681	70	751	1381
Grand Total	167	451	618	97	415	512	1104	135	1239	2369
Apprch %	27	73		18.9	81.1		89.1	10.9		
Total %	7	19	26.1	4.1	17.5	21.6	46.6	5.7	52.3	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	24	56	80	10	59	69	152	12	164	313
02:15 PM	26	65	91	8	43	51	148	17	165	307
02:30 PM	21	60	81	13	84	97	201	12	213	391
02:45 PM	15	52	67	11	83	94	180	29	209	370
Total Volume	86	233	319	42	269	311	681	70	751	1381
% App. Total	27	73		13.5	86.5		90.7	9.3		
PHF	.827	.896	.876	.808	.801	.802	.847	.603	.881	.883

City of Long Beach
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 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	24	56	80	10	59	69	152	12	164
+15 mins.	26	65	91	8	43	51	148	17	165
+30 mins.	21	60	81	13	84	97	201	12	213
+45 mins.	15	52	67	11	83	94	180	29	209
Total Volume	86	233	319	42	269	311	681	70	751
% App. Total	27	73		13.5	86.5		90.7	9.3	
PHF	.827	.896	.876	.808	.801	.802	.847	.603	.881

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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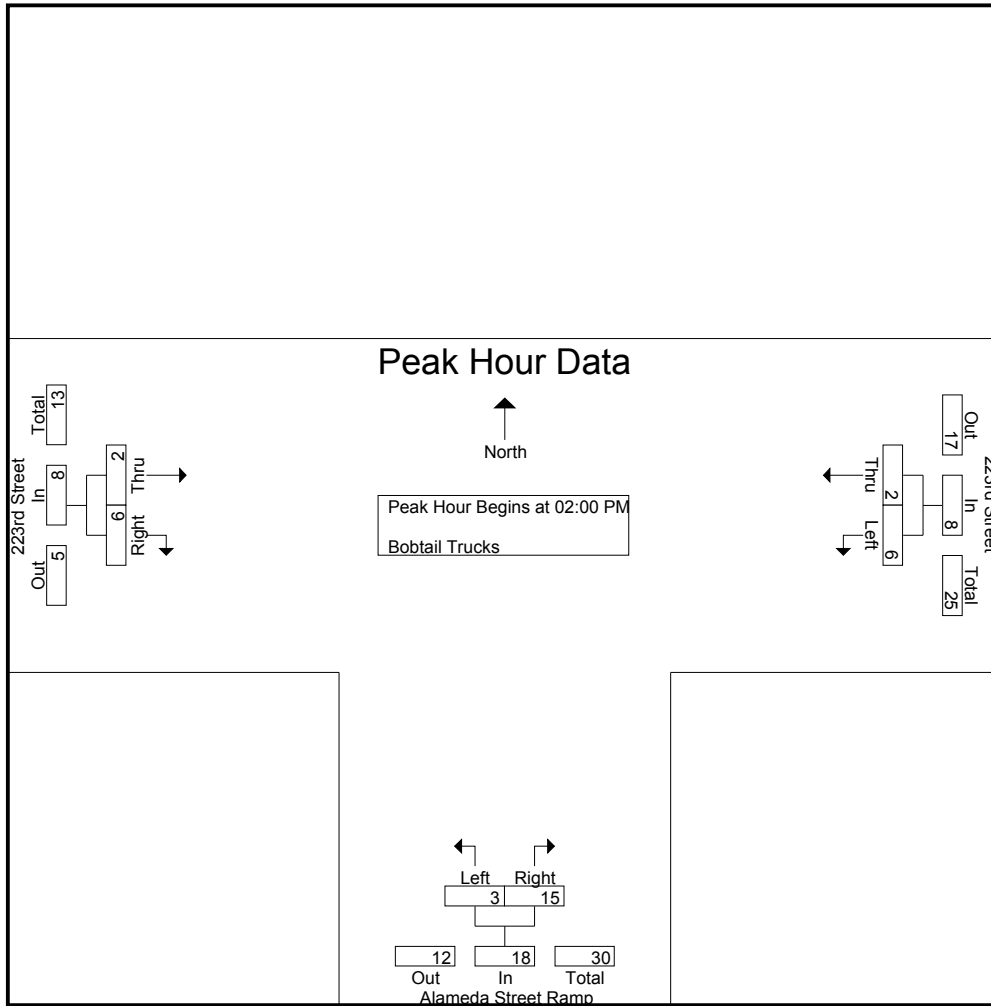
Groups Printed- Bobtail Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	2	0	2	1	2	3	3	3	6	11
01:15 PM	2	1	3	1	6	7	1	2	3	13
01:30 PM	0	0	0	1	0	1	0	1	1	2
01:45 PM	2	0	2	2	3	5	0	2	2	9
Total	6	1	7	5	11	16	4	8	12	35
02:00 PM	4	0	4	0	4	4	0	0	0	8
02:15 PM	1	1	2	2	3	5	0	2	2	9
02:30 PM	0	0	0	1	5	6	0	0	0	6
02:45 PM	1	1	2	0	3	3	2	4	6	11
Total	6	2	8	3	15	18	2	6	8	34
Grand Total	12	3	15	8	26	34	6	14	20	69
Apprch %	80	20		23.5	76.5		30	70		
Total %	17.4	4.3	21.7	11.6	37.7	49.3	8.7	20.3	29	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	4	0	4	0	4	4	0	0	0	8
02:15 PM	1	1	2	2	3	5	0	2	2	9
02:30 PM	0	0	0	1	5	6	0	0	0	6
02:45 PM	1	1	2	0	3	3	2	4	6	11
Total Volume	6	2	8	3	15	18	2	6	8	34
% App. Total	75	25		16.7	83.3		25	75		
PHF	.375	.500	.500	.375	.750	.750	.250	.375	.333	.773

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	4	0	4	0	4	4	0	0	0
+15 mins.	1	1	2	2	3	5	0	2	2
+30 mins.	0	0	0	1	5	6	0	0	0
+45 mins.	1	1	2	0	3	3	2	4	6
Total Volume	6	2	8	3	15	18	2	6	8
% App. Total	75	25		16.7	83.3		25	75	
PHF	.375	.500	.500	.375	.750	.750	.250	.375	.333

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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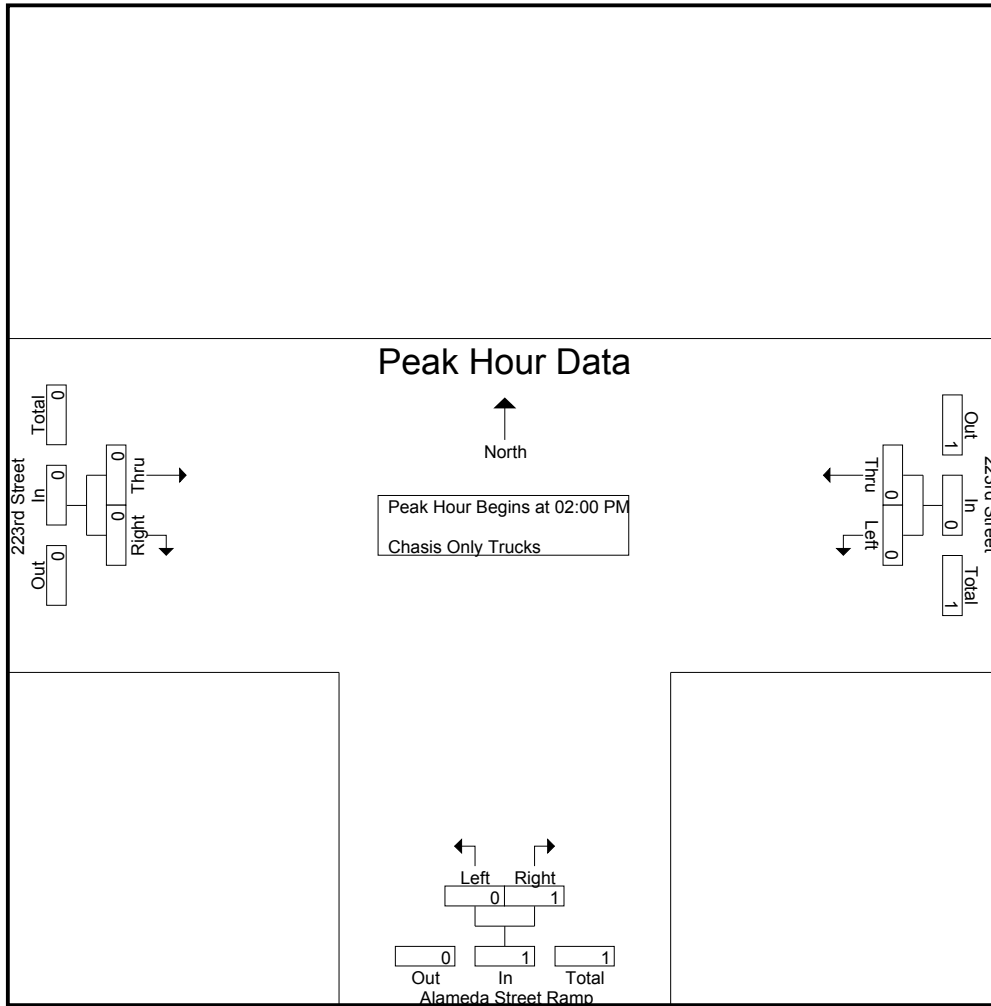
Groups Printed- Chasis Only Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	1	1	0	0	0	1
01:30 PM	0	0	0	0	1	1	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	3	3	0	0	0	3
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0	0	0	100	100	0	0	0
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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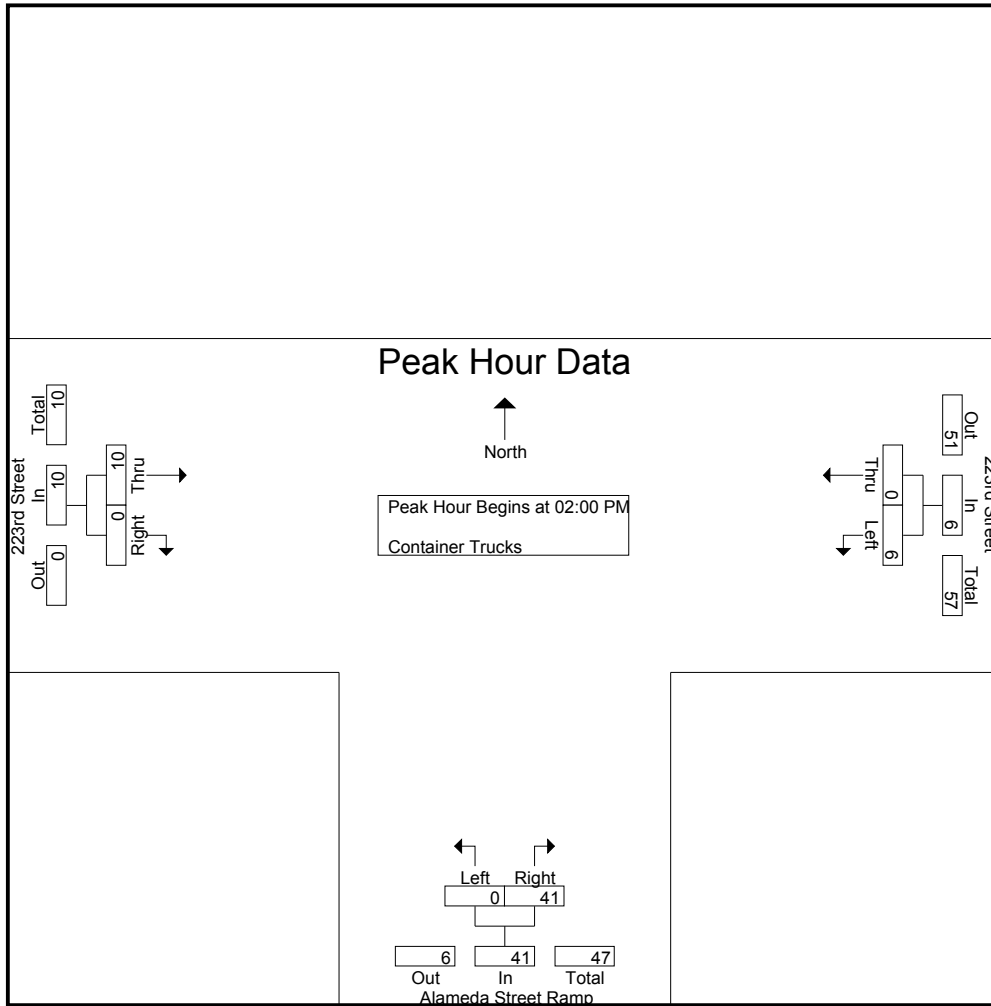
Groups Printed- Container Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	1	0	1	1	4	5	4	0	4	10
01:15 PM	1	0	1	0	6	6	7	0	7	14
01:30 PM	3	0	3	1	8	9	1	2	3	15
01:45 PM	2	0	2	0	15	15	2	0	2	19
Total	7	0	7	2	33	35	14	2	16	58
02:00 PM	1	0	1	0	7	7	1	0	1	9
02:15 PM	1	0	1	0	12	12	5	0	5	18
02:30 PM	1	0	1	0	13	13	3	0	3	17
02:45 PM	3	0	3	0	9	9	1	0	1	13
Total	6	0	6	0	41	41	10	0	10	57
Grand Total	13	0	13	2	74	76	24	2	26	115
Apprch %	100	0		2.6	97.4		92.3	7.7		
Total %	11.3	0	11.3	1.7	64.3	66.1	20.9	1.7	22.6	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	1	0	1	0	7	7	1	0	1	9
02:15 PM	1	0	1	0	12	12	5	0	5	18
02:30 PM	1	0	1	0	13	13	3	0	3	17
02:45 PM	3	0	3	0	9	9	1	0	1	13
Total Volume	6	0	6	0	41	41	10	0	10	57
% App. Total	100	0		0	100		100	0		
PHF	.500	.000	.500	.000	.788	.788	.500	.000	.500	.792

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	0	1	0	7	7	1	0	1
+15 mins.	1	0	1	0	12	12	5	0	5
+30 mins.	1	0	1	0	13	13	3	0	3
+45 mins.	3	0	3	0	9	9	1	0	1
Total Volume	6	0	6	0	41	41	10	0	10
% App. Total	100	0		0	100		100	0	
PHF	.500	.000	.500	.000	.788	.788	.500	.000	.500

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

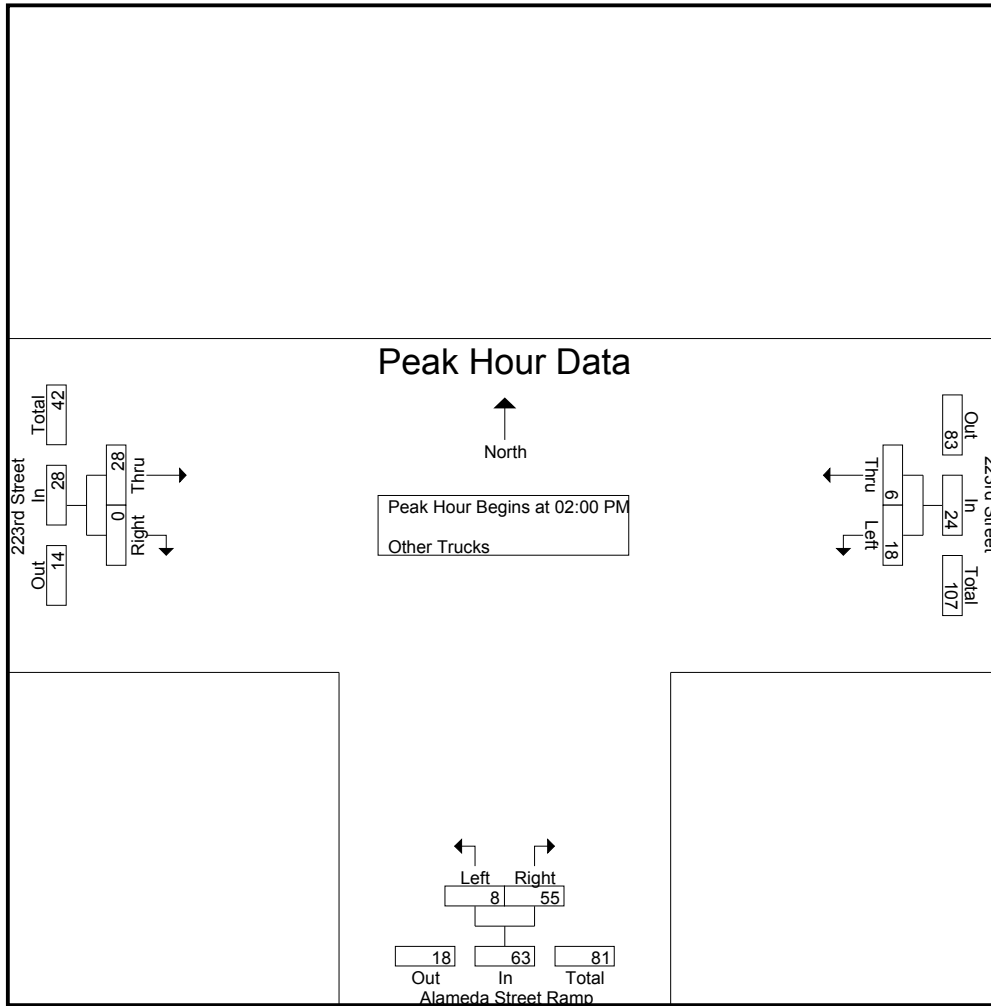
Groups Printed- Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	6	4	10	1	10	11	5	4	9	30
01:15 PM	9	3	12	2	10	12	7	3	10	34
01:30 PM	4	2	6	1	11	12	4	3	7	25
01:45 PM	3	2	5	0	12	12	6	1	7	24
Total	22	11	33	4	43	47	22	11	33	113
02:00 PM	5	2	7	1	14	15	6	0	6	28
02:15 PM	1	2	3	4	18	22	5	0	5	30
02:30 PM	9	1	10	2	11	13	10	0	10	33
02:45 PM	3	1	4	1	12	13	7	0	7	24
Total	18	6	24	8	55	63	28	0	28	115
Grand Total	40	17	57	12	98	110	50	11	61	228
Apprch %	70.2	29.8		10.9	89.1		82	18		
Total %	17.5	7.5	25	5.3	43	48.2	21.9	4.8	26.8	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	5	2	7	1	14	15	6	0	6	28
02:15 PM	1	2	3	4	18	22	5	0	5	30
02:30 PM	9	1	10	2	11	13	10	0	10	33
02:45 PM	3	1	4	1	12	13	7	0	7	24
Total Volume	18	6	24	8	55	63	28	0	28	115
% App. Total	75	25		12.7	87.3		100	0		
PHF	.500	.750	.600	.500	.764	.716	.700	.000	.700	.871

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	5	2	7	1	14	15	6	0	6
+15 mins.	1	2	3	4	18	22	5	0	5
+30 mins.	9	1	10	2	11	13	10	0	10
+45 mins.	3	1	4	1	12	13	7	0	7
Total Volume	18	6	24	8	55	63	28	0	28
% App. Total	75	25		12.7	87.3		100	0	
PHF	.500	.750	.600	.500	.764	.716	.700	.000	.700

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
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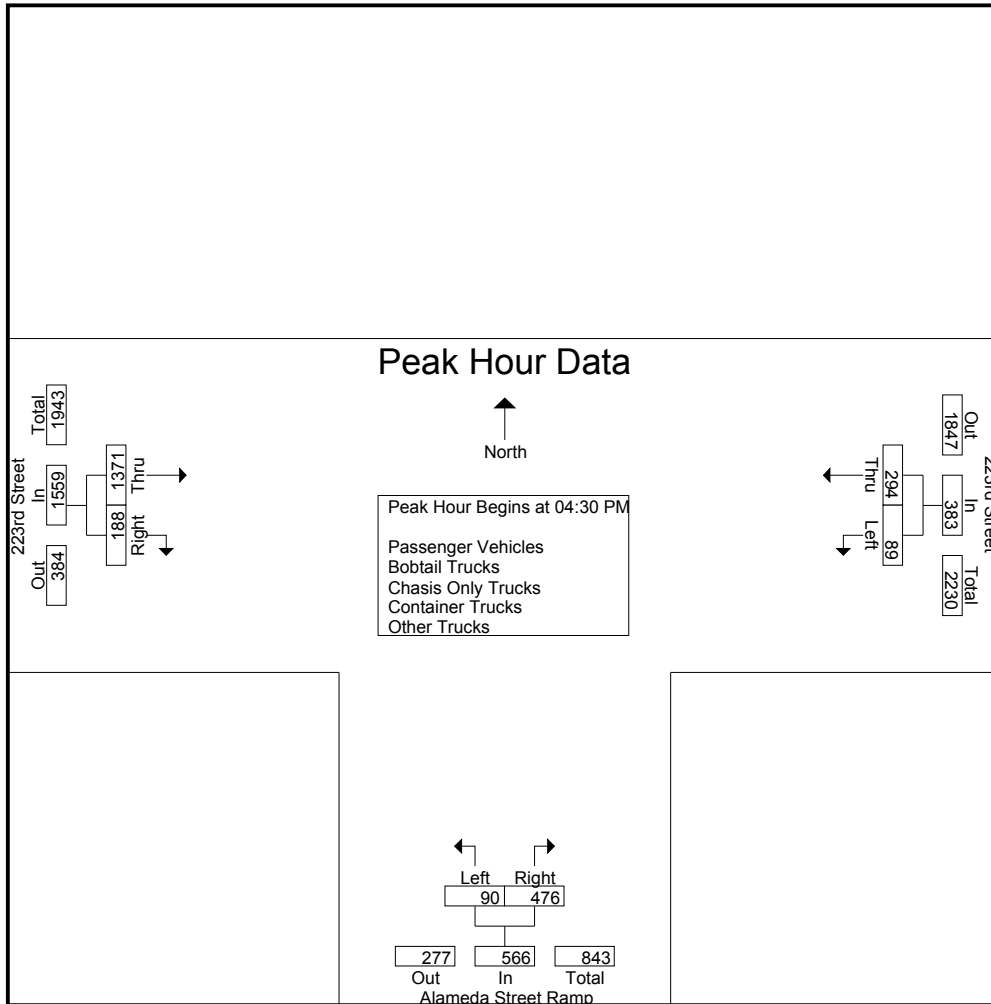
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	29	64	93	20	105	125	326	20	346	564
04:15 PM	26	62	88	13	100	113	298	40	338	539
04:30 PM	22	58	80	25	107	132	358	64	422	634
04:45 PM	28	75	103	23	101	124	395	64	459	686
Total	105	259	364	81	413	494	1377	188	1565	2423
05:00 PM	21	80	101	22	137	159	330	42	372	632
05:15 PM	18	81	99	20	131	151	288	18	306	556
05:30 PM	12	65	77	14	111	125	335	30	365	567
05:45 PM	15	56	71	11	101	112	363	20	383	566
Total	66	282	348	67	480	547	1316	110	1426	2321
Grand Total	171	541	712	148	893	1041	2693	298	2991	4744
Apprch %	24	76		14.2	85.8		90	10		
Total %	3.6	11.4	15	3.1	18.8	21.9	56.8	6.3	63	
Passenger Vehicles	130	526	656	126	761	887	2661	240	2901	4444
% Passenger Vehicles	76	97.2	92.1	85.1	85.2	85.2	98.8	80.5	97	93.7
Bobtail Trucks	7	2	9	11	22	33	2	15	17	59
% Bobtail Trucks	4.1	0.4	1.3	7.4	2.5	3.2	0.1	5	0.6	1.2
Chasis Only Trucks	0	0	0	0	5	5	0	0	0	5
% Chasis Only Trucks	0	0	0	0	0.6	0.5	0	0	0	0.1
Container Trucks	13	1	14	2	51	53	3	31	34	101
% Container Trucks	7.6	0.2	2	1.4	5.7	5.1	0.1	10.4	1.1	2.1
Other Trucks	21	12	33	9	54	63	27	12	39	135
% Other Trucks	12.3	2.2	4.6	6.1	6	6.1	1	4	1.3	2.8

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	22	58	80	25	107	132	358	64	422	634
04:45 PM	28	75	103	23	101	124	395	64	459	686
05:00 PM	21	80	101	22	137	159	330	42	372	632
05:15 PM	18	81	99	20	131	151	288	18	306	556
Total Volume	89	294	383	90	476	566	1371	188	1559	2508
% App. Total	23.2	76.8		15.9	84.1		87.9	12.1		
PHF	.795	.907	.930	.900	.869	.890	.868	.734	.849	.914

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:15 PM		
+0 mins.	22	58	80	25	107	132	298	40	338
+15 mins.	28	75	103	23	101	124	358	64	422
+30 mins.	21	80	101	22	137	159	395	64	459
+45 mins.	18	81	99	20	131	151	330	42	372
Total Volume	89	294	383	90	476	566	1381	210	1591
% App. Total	23.2	76.8		15.9	84.1		86.8	13.2	
PHF	.795	.907	.930	.900	.869	.890	.874	.820	.867

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

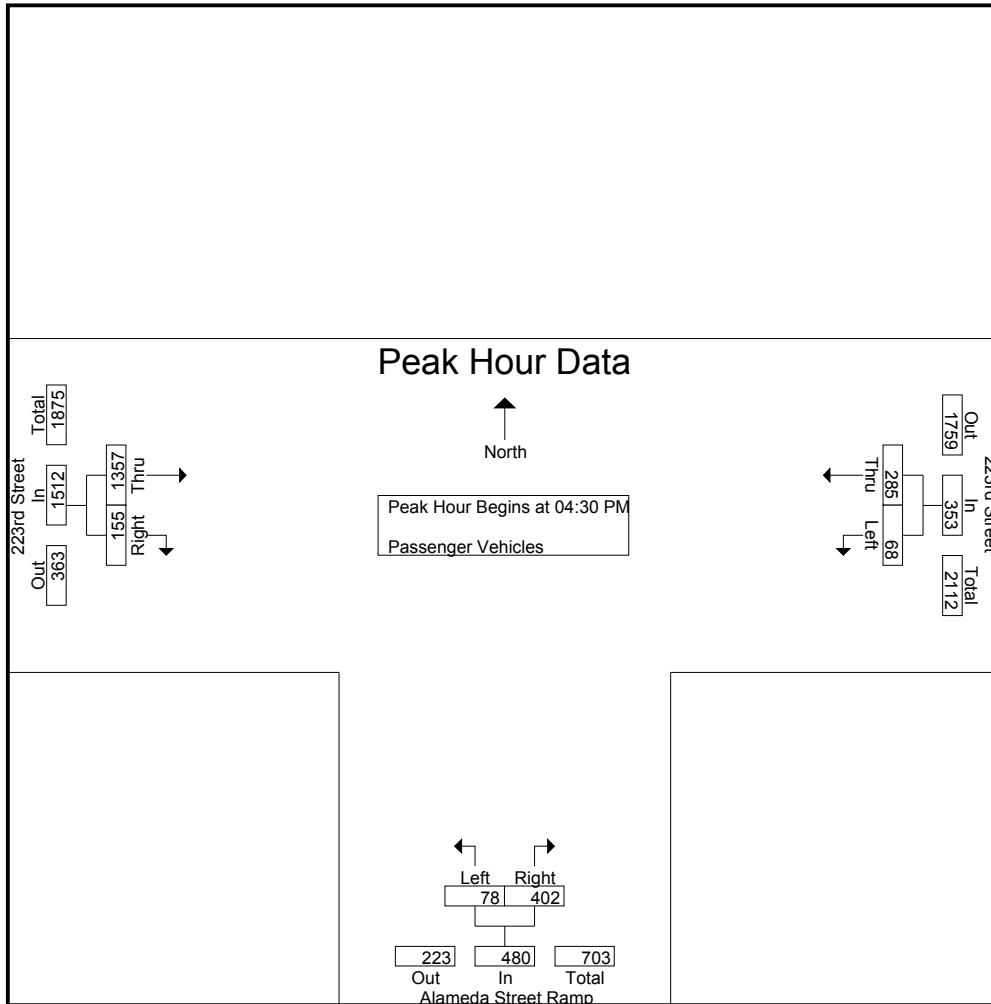
Groups Printed- Passenger Vehicles

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	22	63	85	16	89	105	320	14	334	524
04:15 PM	21	59	80	12	90	102	293	27	320	502
04:30 PM	18	57	75	21	92	113	356	56	412	600
04:45 PM	20	72	92	19	81	100	389	57	446	638
Total	81	251	332	68	352	420	1358	154	1512	2264
05:00 PM	15	78	93	20	121	141	328	30	358	592
05:15 PM	15	78	93	18	108	126	284	12	296	515
05:30 PM	10	64	74	13	93	106	331	26	357	537
05:45 PM	9	55	64	7	87	94	360	18	378	536
Total	49	275	324	58	409	467	1303	86	1389	2180
Grand Total	130	526	656	126	761	887	2661	240	2901	4444
Apprch %	19.8	80.2		14.2	85.8		91.7	8.3		
Total %	2.9	11.8	14.8	2.8	17.1	20	59.9	5.4	65.3	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	18	57	75	21	92	113	356	56	412	600
04:45 PM	20	72	92	19	81	100	389	57	446	638
05:00 PM	15	78	93	20	121	141	328	30	358	592
05:15 PM	15	78	93	18	108	126	284	12	296	515
Total Volume	68	285	353	78	402	480	1357	155	1512	2345
% App. Total	19.3	80.7		16.2	83.8		89.7	10.3		
PHF	.850	.913	.949	.929	.831	.851	.872	.680	.848	.919

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	18	57	75	21	92	113	356	56	412
+15 mins.	20	72	92	19	81	100	389	57	446
+30 mins.	15	78	93	20	121	141	328	30	358
+45 mins.	15	78	93	18	108	126	284	12	296
Total Volume	68	285	353	78	402	480	1357	155	1512
% App. Total	19.3	80.7		16.2	83.8		89.7	10.3	
PHF	.850	.913	.949	.929	.831	.851	.872	.680	.848

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
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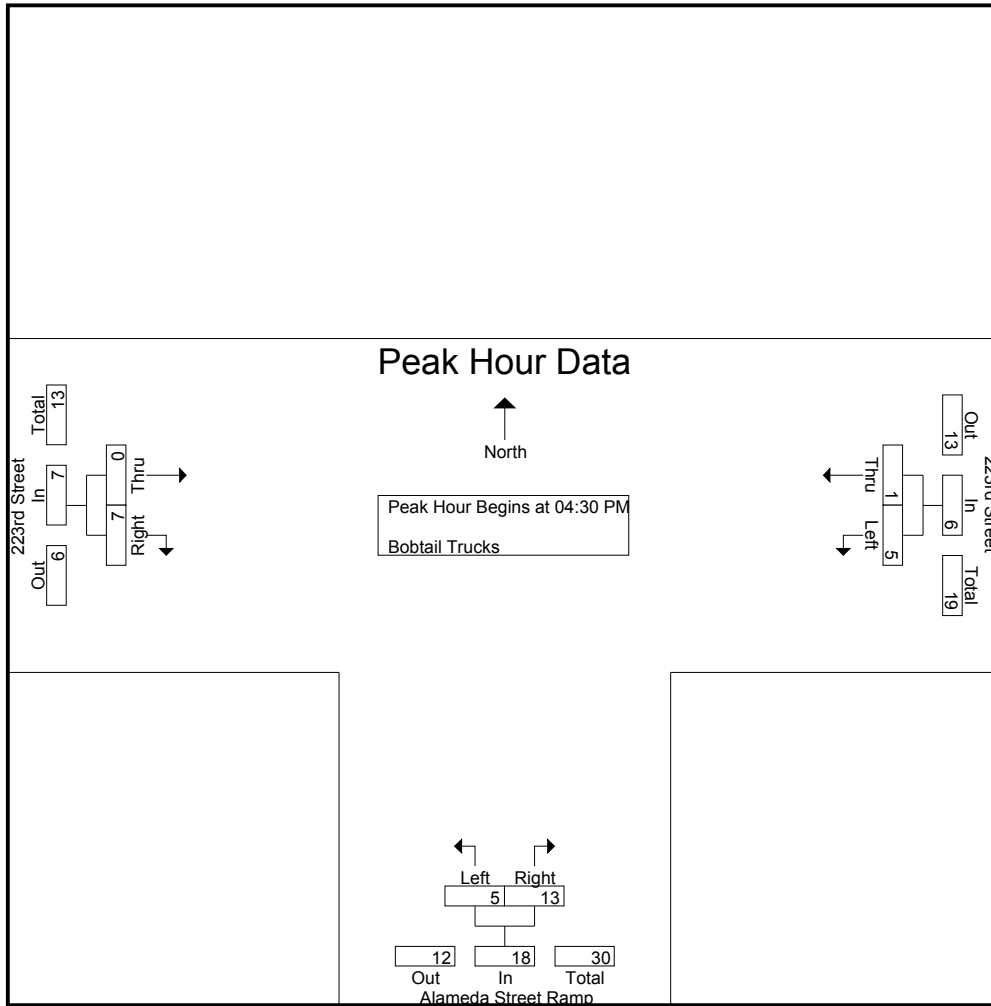
Groups Printed- Bobtail Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	3	4	7	0	2	2	9
04:15 PM	1	1	2	1	2	3	2	5	7	12
04:30 PM	1	0	1	2	1	3	0	2	2	6
04:45 PM	2	1	3	2	6	8	0	0	0	11
Total	4	2	6	8	13	21	2	9	11	38
05:00 PM	1	0	1	0	2	2	0	4	4	7
05:15 PM	1	0	1	1	4	5	0	1	1	7
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	2	2	4	0	1	1	5
Total	3	0	3	3	9	12	0	6	6	21
Grand Total	7	2	9	11	22	33	2	15	17	59
Apprch %	77.8	22.2		33.3	66.7		11.8	88.2		
Total %	11.9	3.4	15.3	18.6	37.3	55.9	3.4	25.4	28.8	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	0	1	2	1	3	0	2	2	6
04:45 PM	2	1	3	2	6	8	0	0	0	11
05:00 PM	1	0	1	0	2	2	0	4	4	7
05:15 PM	1	0	1	1	4	5	0	1	1	7
Total Volume	5	1	6	5	13	18	0	7	7	31
% App. Total	83.3	16.7		27.8	72.2		0	100		
PHF	.625	.250	.500	.625	.542	.563	.000	.438	.438	.705

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	0	1	2	1	3	0	2	2
+15 mins.	2	1	3	2	6	8	0	0	0
+30 mins.	1	0	1	0	2	2	0	4	4
+45 mins.	1	0	1	1	4	5	0	1	1
Total Volume	5	1	6	5	13	18	0	7	7
% App. Total	83.3	16.7		27.8	72.2		0	100	
PHF	.625	.250	.500	.625	.542	.563	.000	.438	.438

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

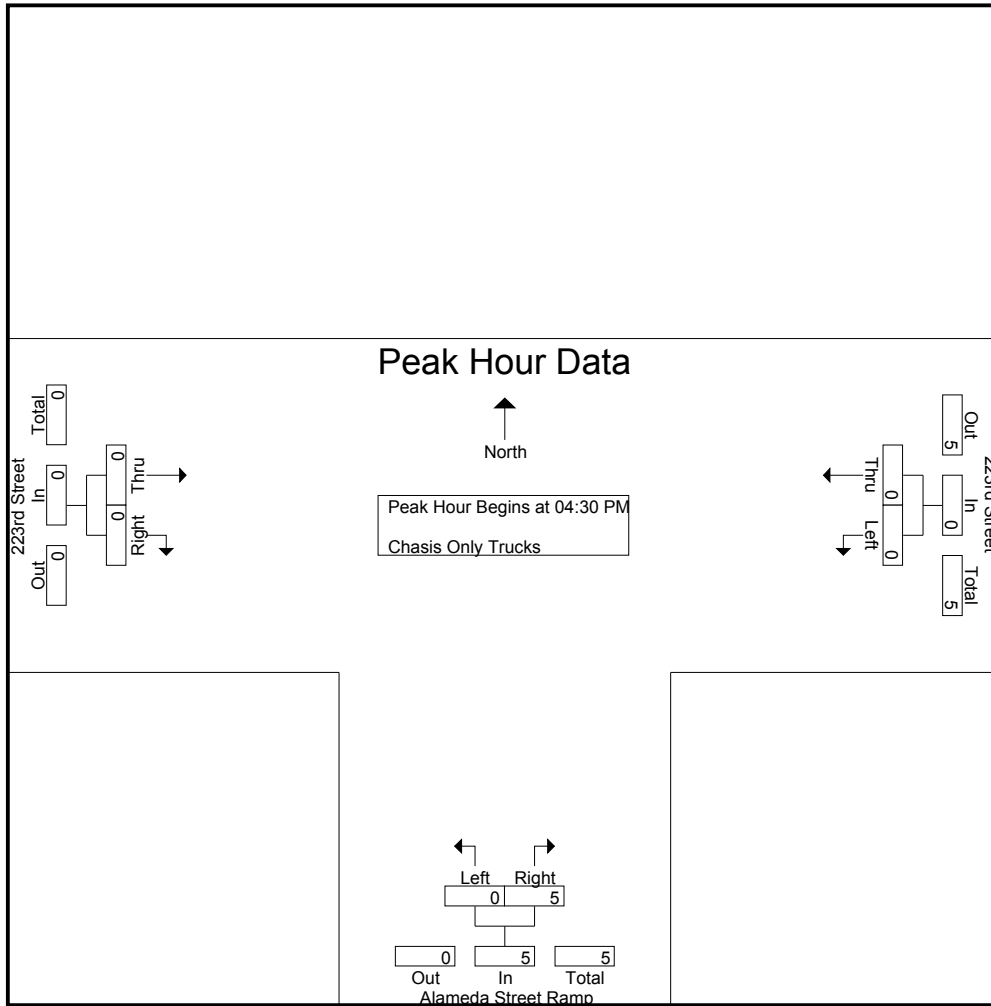
Groups Printed- Chasis Only Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	3	3	0	0	0	3
05:15 PM	0	0	0	0	2	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	5	5	0	0	0	5
Grand Total	0	0	0	0	5	5	0	0	0	5
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	3	3	0	0	0	3
05:15 PM	0	0	0	0	2	2	0	0	0	2
Total Volume	0	0	0	0	5	5	0	0	0	5
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.417	.417	.000	.000	.000	.417

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	3	3	0	0	0
+45 mins.	0	0	0	0	2	2	0	0	0
Total Volume	0	0	0	0	5	5	0	0	0
% App. Total	0	0	0	0	100		0	0	
PHF	.000	.000	.000	.000	.417	.417	.000	.000	.000

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

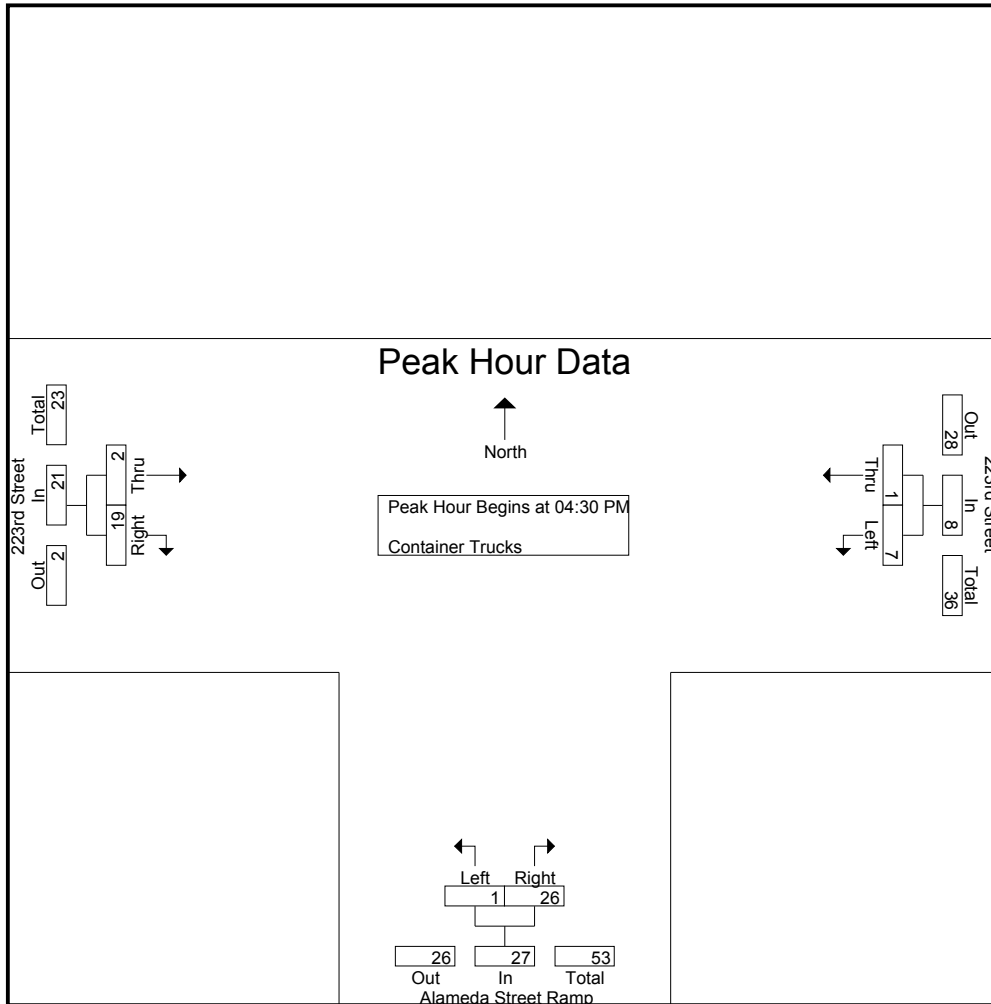
Groups Printed- Container Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	0	2	0	6	6	0	3	3	11
04:15 PM	2	0	2	0	5	5	0	7	7	14
04:30 PM	0	0	0	0	3	3	0	3	3	6
04:45 PM	3	0	3	1	7	8	0	6	6	17
Total	7	0	7	1	21	22	0	19	19	48
05:00 PM	3	1	4	0	7	7	0	6	6	17
05:15 PM	1	0	1	0	9	9	2	4	6	16
05:30 PM	1	0	1	0	8	8	1	2	3	12
05:45 PM	1	0	1	1	6	7	0	0	0	8
Total	6	1	7	1	30	31	3	12	15	53
Grand Total	13	1	14	2	51	53	3	31	34	101
Apprch %	92.9	7.1		3.8	96.2		8.8	91.2		
Total %	12.9	1	13.9	2	50.5	52.5	3	30.7	33.7	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	3	3	0	3	3	6
04:45 PM	3	0	3	1	7	8	0	6	6	17
05:00 PM	3	1	4	0	7	7	0	6	6	17
05:15 PM	1	0	1	0	9	9	2	4	6	16
Total Volume	7	1	8	1	26	27	2	19	21	56
% App. Total	87.5	12.5		3.7	96.3		9.5	90.5		
PHF	.583	.250	.500	.250	.722	.750	.250	.792	.875	.824

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 0000011
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	3	3	0	3	3
+15 mins.	3	0	3	1	7	8	0	6	6
+30 mins.	3	1	4	0	7	7	0	6	6
+45 mins.	1	0	1	0	9	9	2	4	6
Total Volume	7	1	8	1	26	27	2	19	21
% App. Total	87.5	12.5		3.7	96.3		9.5	90.5	
PHF	.583	.250	.500	.250	.722	.750	.250	.792	.875

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

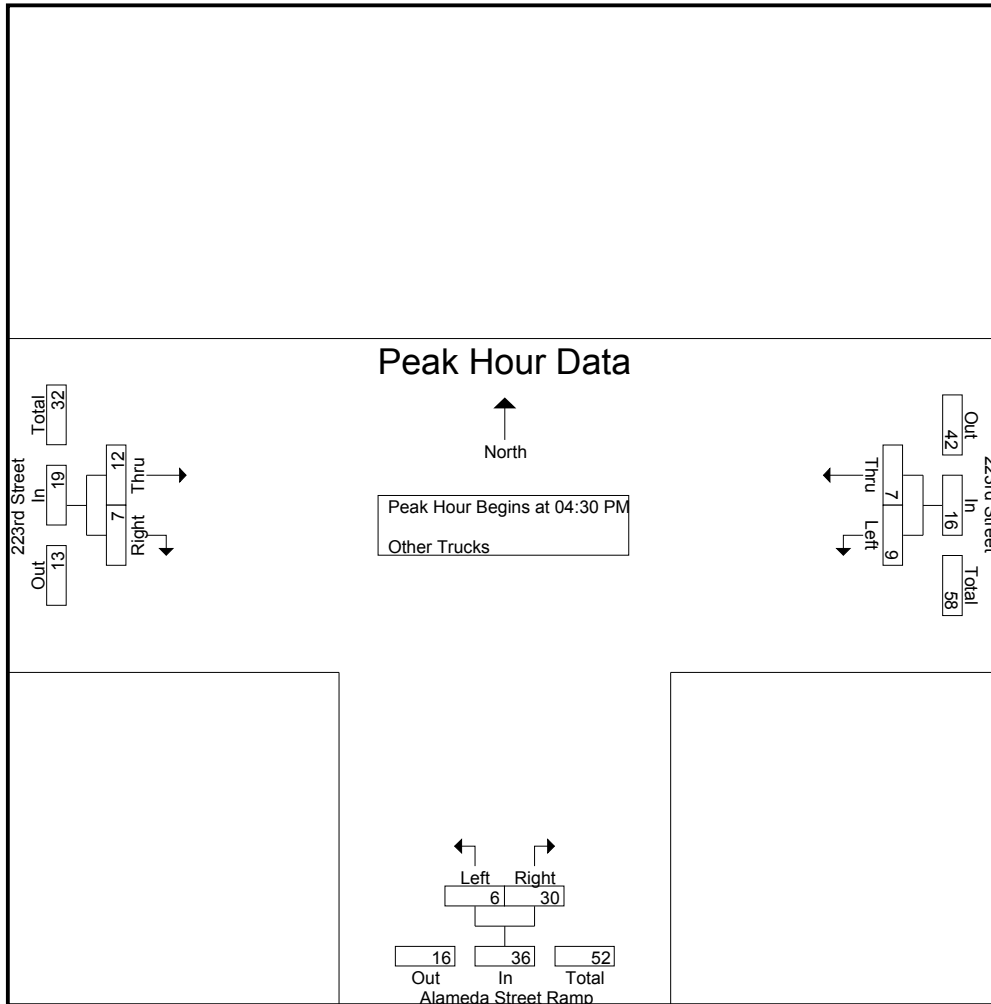
Groups Printed- Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	5	1	6	1	6	7	6	1	7	20
04:15 PM	2	2	4	0	3	3	3	1	4	11
04:30 PM	3	1	4	2	11	13	2	3	5	22
04:45 PM	3	2	5	1	7	8	6	1	7	20
Total	13	6	19	4	27	31	17	6	23	73
05:00 PM	2	1	3	2	4	6	2	2	4	13
05:15 PM	1	3	4	1	8	9	2	1	3	16
05:30 PM	0	1	1	1	9	10	3	2	5	16
05:45 PM	5	1	6	1	6	7	3	1	4	17
Total	8	6	14	5	27	32	10	6	16	62
Grand Total	21	12	33	9	54	63	27	12	39	135
Apprch %	63.6	36.4		14.3	85.7		69.2	30.8		
Total %	15.6	8.9	24.4	6.7	40	46.7	20	8.9	28.9	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	3	1	4	2	11	13	2	3	5	22
04:45 PM	3	2	5	1	7	8	6	1	7	20
05:00 PM	2	1	3	2	4	6	2	2	4	13
05:15 PM	1	3	4	1	8	9	2	1	3	16
Total Volume	9	7	16	6	30	36	12	7	19	71
% App. Total	56.2	43.8		16.7	83.3		63.2	36.8		
PHF	.750	.583	.800	.750	.682	.692	.500	.583	.679	.807

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 0000011
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	3	1	4	2	11	13	2	3	5
+15 mins.	3	2	5	1	7	8	6	1	7
+30 mins.	2	1	3	2	4	6	2	2	4
+45 mins.	1	3	4	1	8	9	2	1	3
Total Volume	9	7	16	6	30	36	12	7	19
% App. Total	56.2	43.8		16.7	83.3		63.2	36.8	
PHF	.750	.583	.800	.750	.682	.692	.500	.583	.679

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

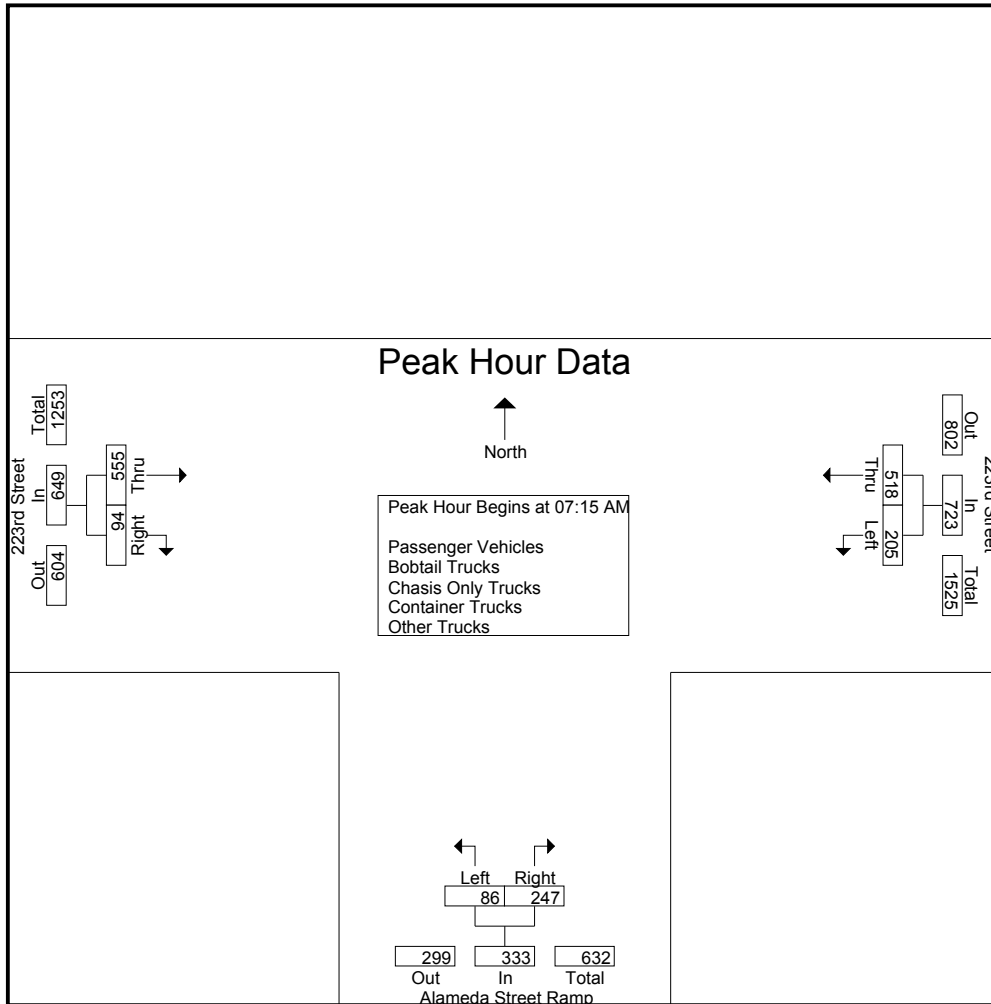
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	37	121	158	19	59	78	89	15	104	340
07:15 AM	43	141	184	24	71	95	136	14	150	429
07:30 AM	55	151	206	19	60	79	114	27	141	426
07:45 AM	60	112	172	24	61	85	178	30	208	465
Total	195	525	720	86	251	337	517	86	603	1660
08:00 AM	47	114	161	19	55	74	127	23	150	385
08:15 AM	22	109	131	8	45	53	123	11	134	318
08:30 AM	31	79	110	11	54	65	80	13	93	268
08:45 AM	23	60	83	17	67	84	81	7	88	255
Total	123	362	485	55	221	276	411	54	465	1226
Grand Total	318	887	1205	141	472	613	928	140	1068	2886
Apprch %	26.4	73.6		23	77		86.9	13.1		
Total %	11	30.7	41.8	4.9	16.4	21.2	32.2	4.9	37	
Passenger Vehicles	272	886	1158	138	253	391	917	131	1048	2597
% Passenger Vehicles	85.5	99.9	96.1	97.9	53.6	63.8	98.8	93.6	98.1	90
Bobtail Trucks	13	0	13	3	11	14	1	6	7	34
% Bobtail Trucks	4.1	0	1.1	2.1	2.3	2.3	0.1	4.3	0.7	1.2
Chasis Only Trucks	1	0	1	0	5	5	0	0	0	6
% Chasis Only Trucks	0.3	0	0.1	0	1.1	0.8	0	0	0	0.2
Container Trucks	6	1	7	0	107	107	10	3	13	127
% Container Trucks	1.9	0.1	0.6	0	22.7	17.5	1.1	2.1	1.2	4.4
Other Trucks	26	0	26	0	96	96	0	0	0	122
% Other Trucks	8.2	0	2.2	0	20.3	15.7	0	0	0	4.2

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	43	141	184	24	71	95	136	14	150	429
07:30 AM	55	151	206	19	60	79	114	27	141	426
07:45 AM	60	112	172	24	61	85	178	30	208	465
08:00 AM	47	114	161	19	55	74	127	23	150	385
Total Volume	205	518	723	86	247	333	555	94	649	1705
% App. Total	28.4	71.6		25.8	74.2		85.5	14.5		
PHF	.854	.858	.877	.896	.870	.876	.779	.783	.780	.917

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	43	141	184	19	59	78	136	14	150
+15 mins.	55	151	206	24	71	95	114	27	141
+30 mins.	60	112	172	19	60	79	178	30	208
+45 mins.	47	114	161	24	61	85	127	23	150
Total Volume	205	518	723	86	251	337	555	94	649
% App. Total	28.4	71.6		25.5	74.5		85.5	14.5	
PHF	.854	.858	.877	.896	.884	.887	.779	.783	.780

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

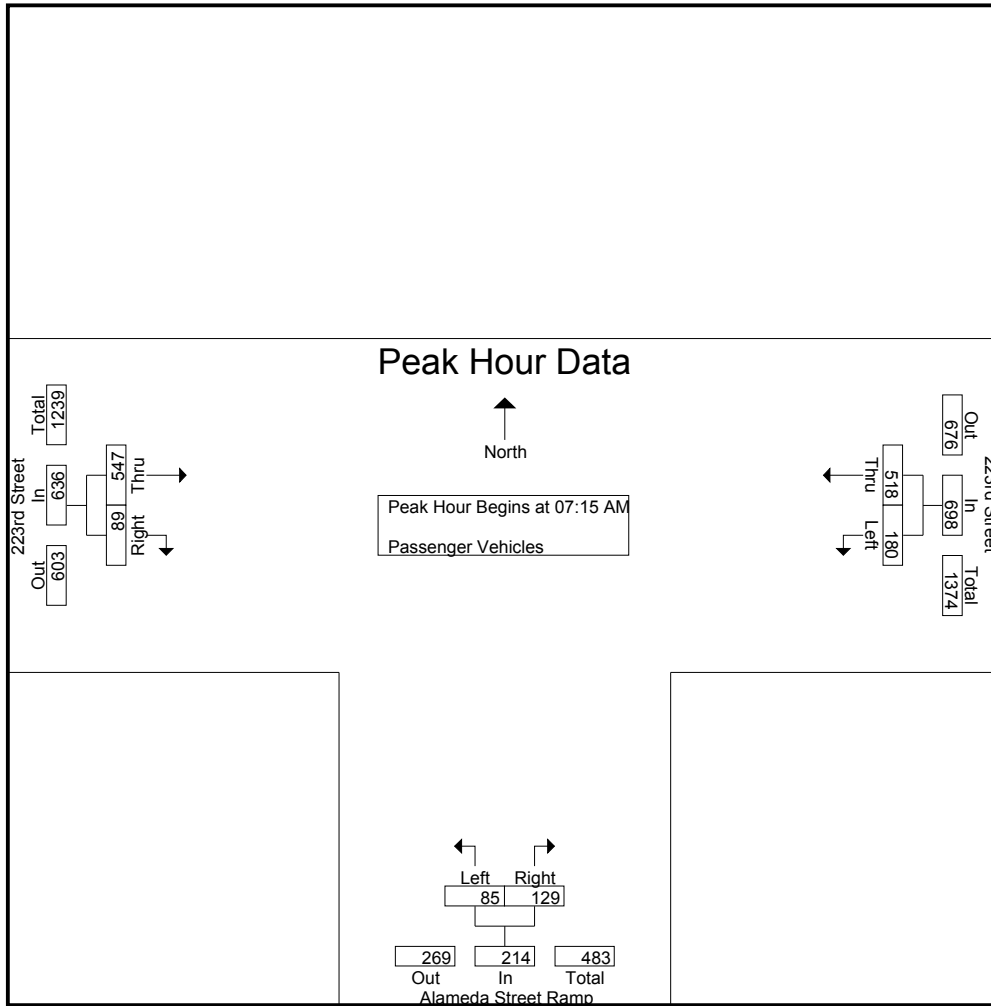
Groups Printed- Passenger Vehicles

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	32	121	153	18	28	46	88	14	102	301
07:15 AM	39	141	180	24	34	58	134	14	148	386
07:30 AM	51	151	202	18	33	51	114	26	140	393
07:45 AM	49	112	161	24	32	56	175	29	204	421
Total	171	525	696	84	127	211	511	83	594	1501
08:00 AM	41	114	155	19	30	49	124	20	144	348
08:15 AM	17	108	125	8	29	37	122	9	131	293
08:30 AM	23	79	102	10	32	42	79	13	92	236
08:45 AM	20	60	80	17	35	52	81	6	87	219
Total	101	361	462	54	126	180	406	48	454	1096
Grand Total	272	886	1158	138	253	391	917	131	1048	2597
Apprch %	23.5	76.5		35.3	64.7		87.5	12.5		
Total %	10.5	34.1	44.6	5.3	9.7	15.1	35.3	5	40.4	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	39	141	180	24	34	58	134	14	148	386
07:30 AM	51	151	202	18	33	51	114	26	140	393
07:45 AM	49	112	161	24	32	56	175	29	204	421
08:00 AM	41	114	155	19	30	49	124	20	144	348
Total Volume	180	518	698	85	129	214	547	89	636	1548
% App. Total	25.8	74.2		39.7	60.3		86	14		
PHF	.882	.858	.864	.885	.949	.922	.781	.767	.779	.919

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	39	141	180	24	34	58	134	14	148
+15 mins.	51	151	202	18	33	51	114	26	140
+30 mins.	49	112	161	24	32	56	175	29	204
+45 mins.	41	114	155	19	30	49	124	20	144
Total Volume	180	518	698	85	129	214	547	89	636
% App. Total	25.8	74.2		39.7	60.3		86	14	
PHF	.882	.858	.864	.885	.949	.922	.781	.767	.779

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

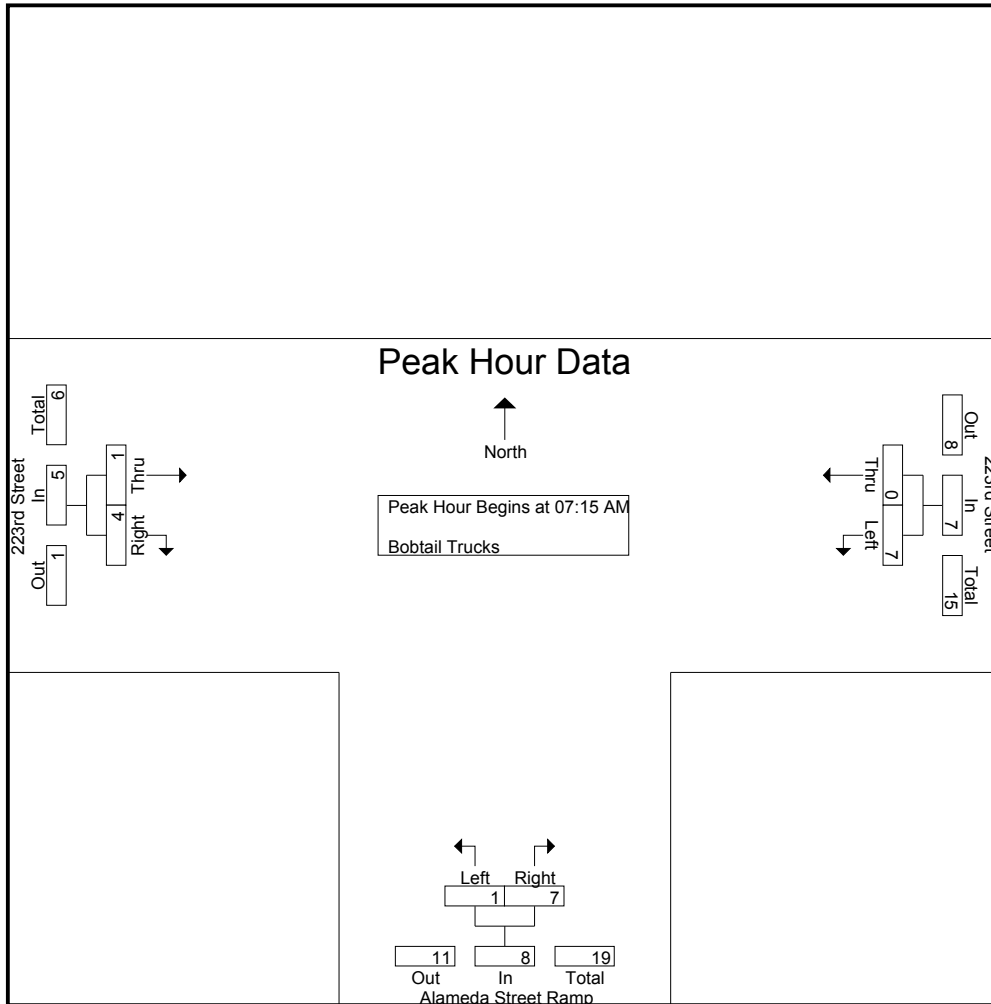
Groups Printed- Bobtail Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	0	1	1	2	3	0	0	0	4
07:15 AM	0	0	0	0	3	3	0	0	0	3
07:30 AM	0	0	0	1	1	2	0	1	1	3
07:45 AM	4	0	4	0	2	2	0	1	1	7
Total	5	0	5	2	8	10	0	2	2	17
08:00 AM	3	0	3	0	1	1	1	2	3	7
08:15 AM	2	0	2	0	1	1	0	1	1	4
08:30 AM	3	0	3	1	0	1	0	0	0	4
08:45 AM	0	0	0	0	1	1	0	1	1	2
Total	8	0	8	1	3	4	1	4	5	17
Grand Total	13	0	13	3	11	14	1	6	7	34
Apprch %	100	0		21.4	78.6		14.3	85.7		
Total %	38.2	0	38.2	8.8	32.4	41.2	2.9	17.6	20.6	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	3	3	0	0	0	3
07:30 AM	0	0	0	1	1	2	0	1	1	3
07:45 AM	4	0	4	0	2	2	0	1	1	7
08:00 AM	3	0	3	0	1	1	1	2	3	7
Total Volume	7	0	7	1	7	8	1	4	5	20
% App. Total	100	0		12.5	87.5		20	80		
PHF	.438	.000	.438	.250	.583	.667	.250	.500	.417	.714

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	3	3	0	0	0
+15 mins.	0	0	0	1	1	2	0	1	1
+30 mins.	4	0	4	0	2	2	0	1	1
+45 mins.	3	0	3	0	1	1	1	2	3
Total Volume	7	0	7	1	7	8	1	4	5
% App. Total	100	0		12.5	87.5		20	80	
PHF	.438	.000	.438	.250	.583	.667	.250	.500	.417

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

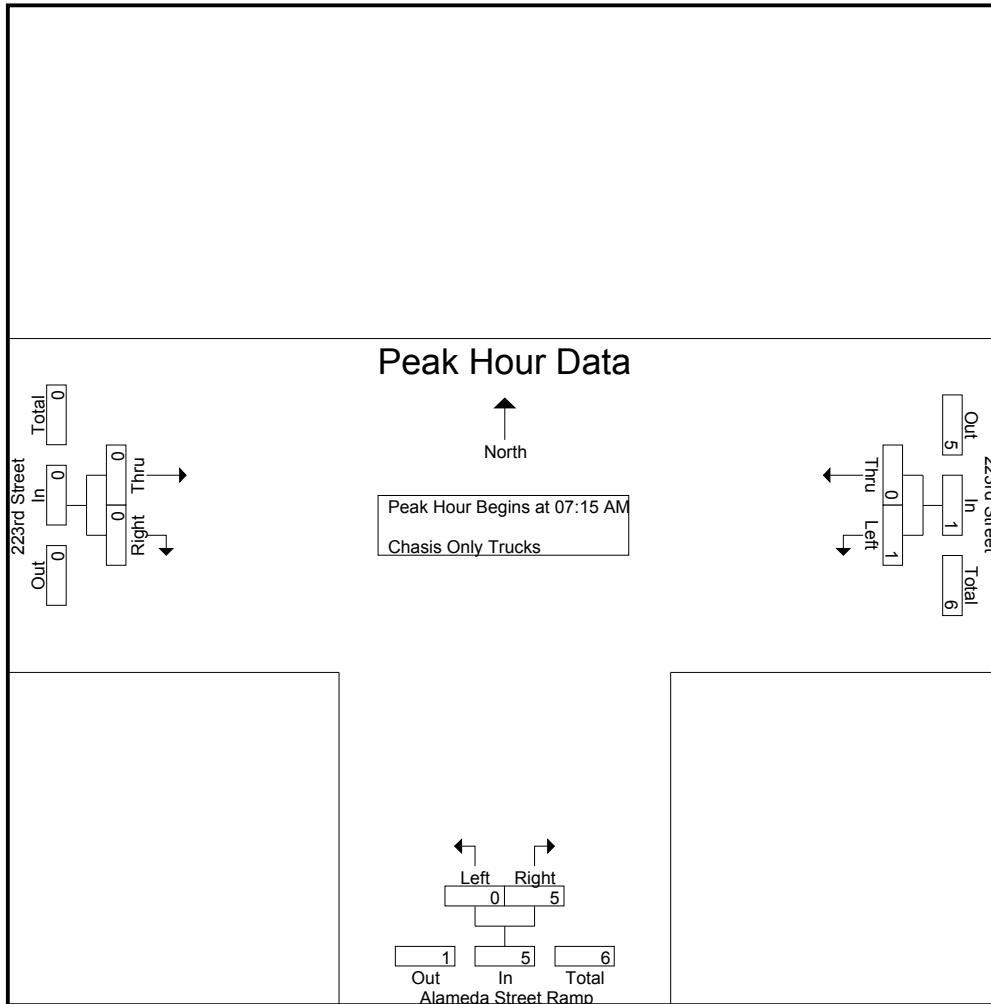
Groups Printed- Chasis Only Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	1	0	1	0	5	5	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	5	5	0	0	0	6
Apprch %	100	0		0	100		0	0		
Total %	16.7	0	16.7	0	83.3	83.3	0	0	0	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	5	5	0	0	0	6
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.625	.625	.000	.000	.000	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	2	2	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	5	5	0	0	0
% App. Total	100	0	100	0	100	100	0	0	0
PHF	.250	.000	.250	.000	.625	.625	.000	.000	.000

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

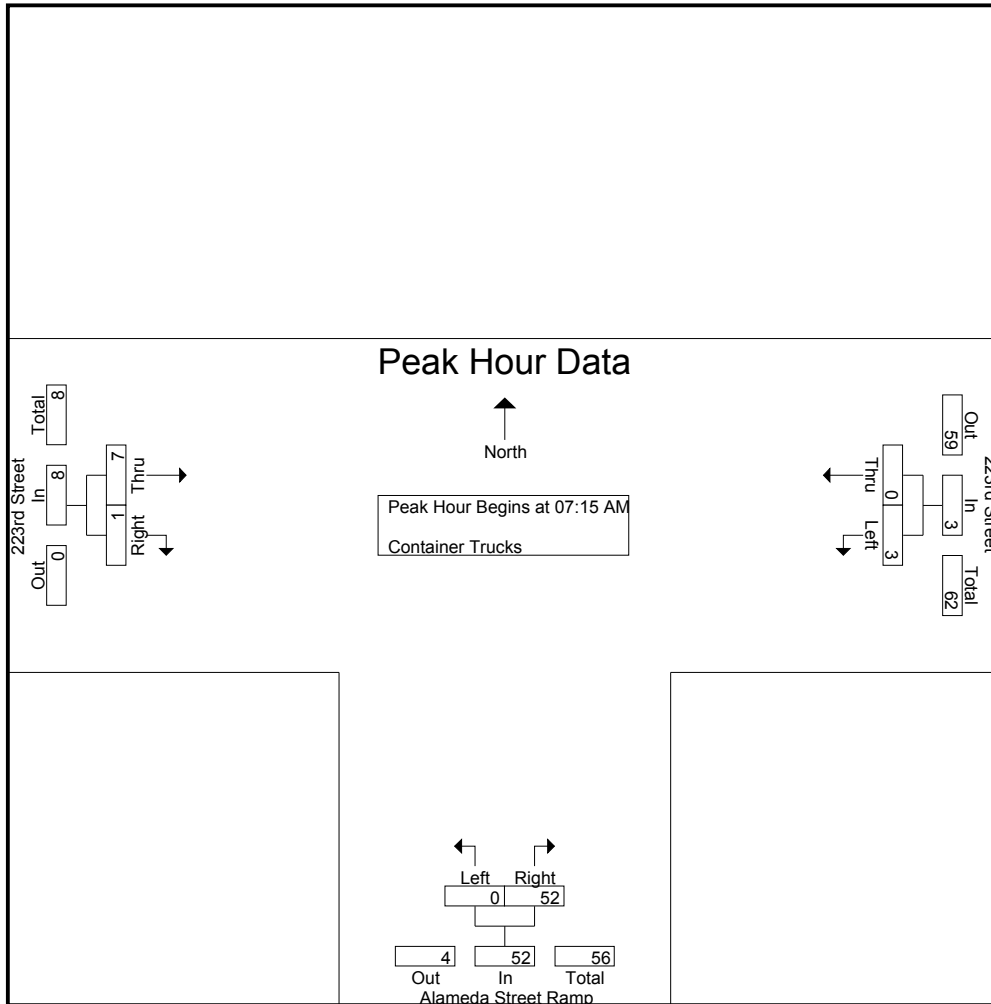
Groups Printed- Container Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	14	14	1	1	2	16
07:15 AM	0	0	0	0	20	20	2	0	2	22
07:30 AM	1	0	1	0	11	11	0	0	0	12
07:45 AM	2	0	2	0	11	11	3	0	3	16
Total	3	0	3	0	56	56	6	1	7	66
08:00 AM	0	0	0	0	10	10	2	1	3	13
08:15 AM	1	1	2	0	4	4	1	1	2	8
08:30 AM	2	0	2	0	16	16	1	0	1	19
08:45 AM	0	0	0	0	21	21	0	0	0	21
Total	3	1	4	0	51	51	4	2	6	61
Grand Total	6	1	7	0	107	107	10	3	13	127
Apprch %	85.7	14.3		0	100		76.9	23.1		
Total %	4.7	0.8	5.5	0	84.3	84.3	7.9	2.4	10.2	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	20	20	2	0	2	22
07:30 AM	1	0	1	0	11	11	0	0	0	12
07:45 AM	2	0	2	0	11	11	3	0	3	16
08:00 AM	0	0	0	0	10	10	2	1	3	13
Total Volume	3	0	3	0	52	52	7	1	8	63
% App. Total	100	0		0	100		87.5	12.5		
PHF	.375	.000	.375	.000	.650	.650	.583	.250	.667	.716

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	20	20	2	0	2
+15 mins.	1	0	1	0	11	11	0	0	0
+30 mins.	2	0	2	0	11	11	3	0	3
+45 mins.	0	0	0	0	10	10	2	1	3
Total Volume	3	0	3	0	52	52	7	1	8
% App. Total	100	0		0	100		87.5	12.5	
PHF	.375	.000	.375	.000	.650	.650	.583	.250	.667

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

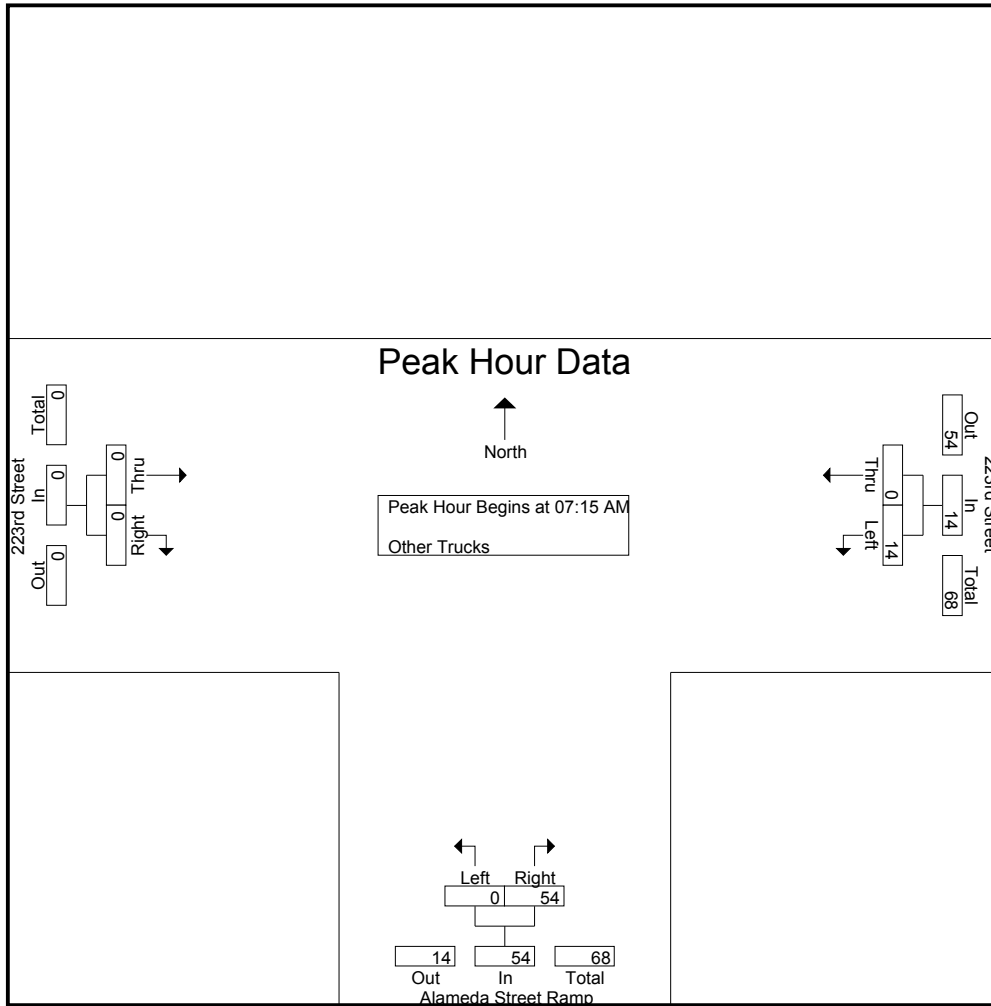
Groups Printed- Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	0	4	0	15	15	0	0	0	19
07:15 AM	4	0	4	0	12	12	0	0	0	16
07:30 AM	3	0	3	0	13	13	0	0	0	16
07:45 AM	4	0	4	0	15	15	0	0	0	19
Total	15	0	15	0	55	55	0	0	0	70
08:00 AM	3	0	3	0	14	14	0	0	0	17
08:15 AM	2	0	2	0	11	11	0	0	0	13
08:30 AM	3	0	3	0	6	6	0	0	0	9
08:45 AM	3	0	3	0	10	10	0	0	0	13
Total	11	0	11	0	41	41	0	0	0	52
Grand Total	26	0	26	0	96	96	0	0	0	122
Apprch %	100	0		0	100		0	0		
Total %	21.3	0	21.3	0	78.7	78.7	0	0	0	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	0	4	0	12	12	0	0	0	16
07:30 AM	3	0	3	0	13	13	0	0	0	16
07:45 AM	4	0	4	0	15	15	0	0	0	19
08:00 AM	3	0	3	0	14	14	0	0	0	17
Total Volume	14	0	14	0	54	54	0	0	0	68
% App. Total	100	0		0	100		0	0		
PHF	.875	.000	.875	.000	.900	.900	.000	.000	.000	.895

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	0	4	0	12	12	0	0	0
+15 mins.	3	0	3	0	13	13	0	0	0
+30 mins.	4	0	4	0	15	15	0	0	0
+45 mins.	3	0	3	0	14	14	0	0	0
Total Volume	14	0	14	0	54	54	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.875	.000	.875	.000	.900	.900	.000	.000	.000

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

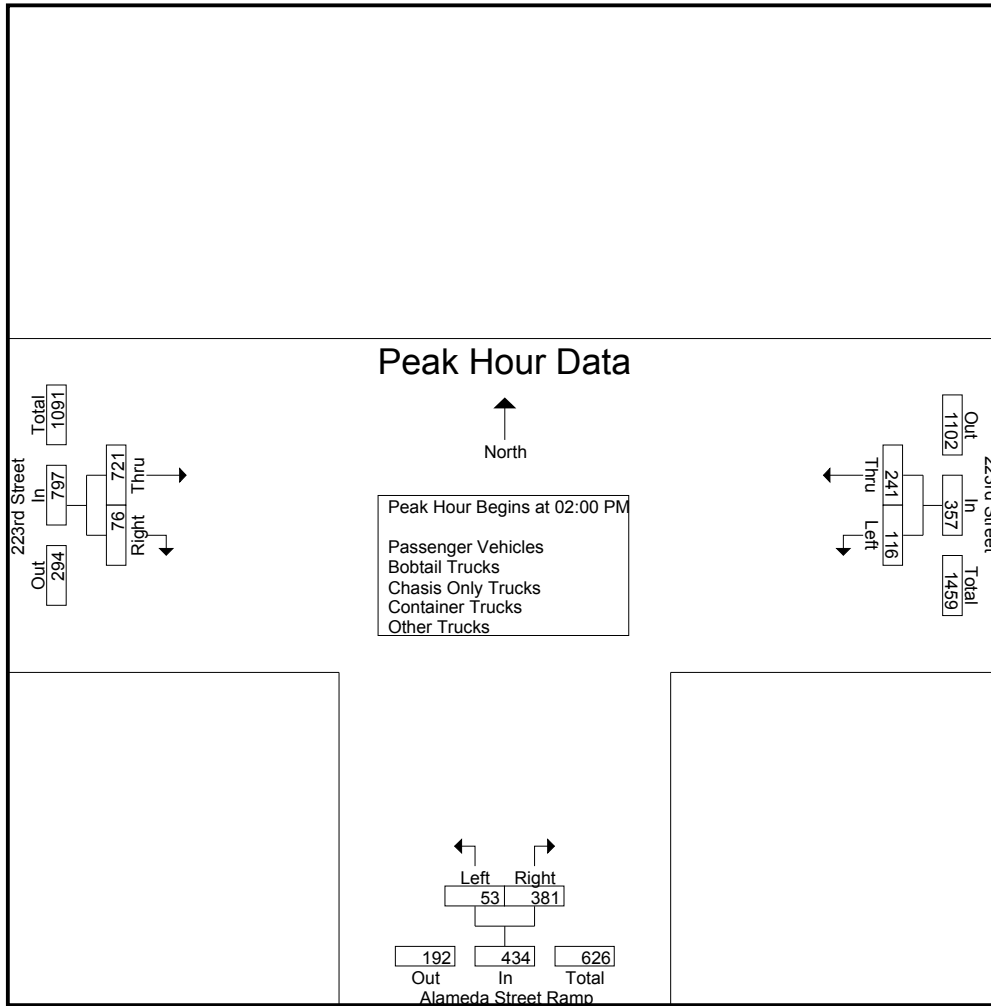
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	33	53	86	13	43	56	99	23	122	264
01:15 PM	26	51	77	14	72	86	103	19	122	285
01:30 PM	26	69	95	19	45	64	120	24	144	303
01:45 PM	31	57	88	20	75	95	141	20	161	344
Total	116	230	346	66	235	301	463	86	549	1196
02:00 PM	34	58	92	11	84	95	159	12	171	358
02:15 PM	29	68	97	14	76	90	158	19	177	364
02:30 PM	31	61	92	16	113	129	214	12	226	447
02:45 PM	22	54	76	12	108	120	190	33	223	419
Total	116	241	357	53	381	434	721	76	797	1588
Grand Total	232	471	703	119	616	735	1184	162	1346	2784
Apprch %	33	67		16.2	83.8		88	12		
Total %	8.3	16.9	25.3	4.3	22.1	26.4	42.5	5.8	48.3	
Passenger Vehicles	167	451	618	97	415	512	1104	135	1239	2369
% Passenger Vehicles	72	95.8	87.9	81.5	67.4	69.7	93.2	83.3	92.1	85.1
Bobtail Trucks	12	3	15	8	26	34	6	14	20	69
% Bobtail Trucks	5.2	0.6	2.1	6.7	4.2	4.6	0.5	8.6	1.5	2.5
Chasis Only Trucks	0	0	0	0	3	3	0	0	0	3
% Chasis Only Trucks	0	0	0	0	0.5	0.4	0	0	0	0.1
Container Trucks	13	0	13	2	74	76	24	2	26	115
% Container Trucks	5.6	0	1.8	1.7	12	10.3	2	1.2	1.9	4.1
Other Trucks	40	17	57	12	98	110	50	11	61	228
% Other Trucks	17.2	3.6	8.1	10.1	15.9	15	4.2	6.8	4.5	8.2

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	34	58	92	11	84	95	159	12	171	358
02:15 PM	29	68	97	14	76	90	158	19	177	364
02:30 PM	31	61	92	16	113	129	214	12	226	447
02:45 PM	22	54	76	12	108	120	190	33	223	419
Total Volume	116	241	357	53	381	434	721	76	797	1588
% App. Total	32.5	67.5		12.2	87.8		90.5	9.5		
PHF	.853	.886	.920	.828	.843	.841	.842	.576	.882	.888

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:30 PM			02:00 PM			02:00 PM		
+0 mins.	26	69	95	11	84	95	159	12	171
+15 mins.	31	57	88	14	76	90	158	19	177
+30 mins.	34	58	92	16	113	129	214	12	226
+45 mins.	29	68	97	12	108	120	190	33	223
Total Volume	120	252	372	53	381	434	721	76	797
% App. Total	32.3	67.7		12.2	87.8		90.5	9.5	
PHF	.882	.913	.959	.828	.843	.841	.842	.576	.882

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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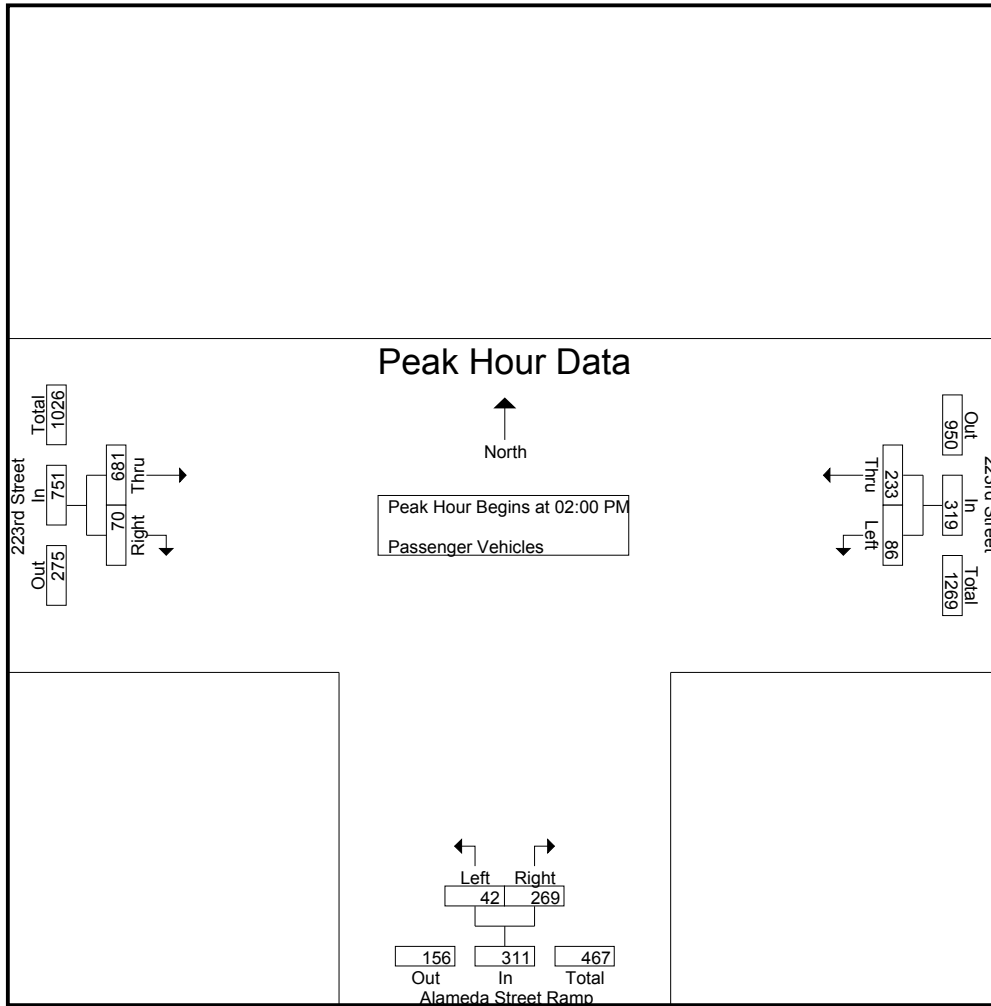
Groups Printed- Passenger Vehicles

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	24	49	73	10	27	37	87	16	103	213
01:15 PM	14	47	61	11	49	60	88	14	102	223
01:30 PM	19	67	86	16	25	41	115	18	133	260
01:45 PM	24	55	79	18	45	63	133	17	150	292
Total	81	218	299	55	146	201	423	65	488	988
02:00 PM	24	56	80	10	59	69	152	12	164	313
02:15 PM	26	65	91	8	43	51	148	17	165	307
02:30 PM	21	60	81	13	84	97	201	12	213	391
02:45 PM	15	52	67	11	83	94	180	29	209	370
Total	86	233	319	42	269	311	681	70	751	1381
Grand Total	167	451	618	97	415	512	1104	135	1239	2369
Apprch %	27	73		18.9	81.1		89.1	10.9		
Total %	7	19	26.1	4.1	17.5	21.6	46.6	5.7	52.3	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	24	56	80	10	59	69	152	12	164	313
02:15 PM	26	65	91	8	43	51	148	17	165	307
02:30 PM	21	60	81	13	84	97	201	12	213	391
02:45 PM	15	52	67	11	83	94	180	29	209	370
Total Volume	86	233	319	42	269	311	681	70	751	1381
% App. Total	27	73		13.5	86.5		90.7	9.3		
PHF	.827	.896	.876	.808	.801	.802	.847	.603	.881	.883

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	24	56	80	10	59	69	152	12	164
+15 mins.	26	65	91	8	43	51	148	17	165
+30 mins.	21	60	81	13	84	97	201	12	213
+45 mins.	15	52	67	11	83	94	180	29	209
Total Volume	86	233	319	42	269	311	681	70	751
% App. Total	27	73		13.5	86.5		90.7	9.3	
PHF	.827	.896	.876	.808	.801	.802	.847	.603	.881

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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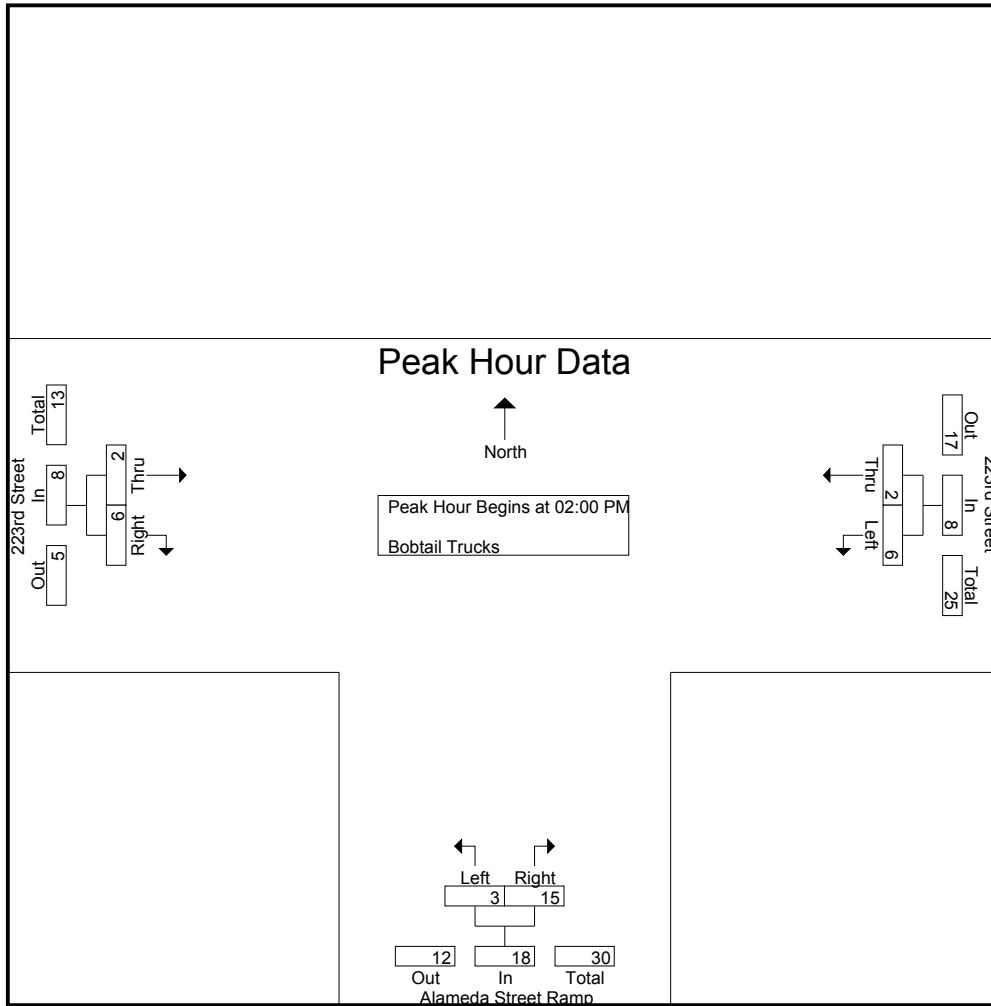
Groups Printed- Bobtail Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	2	0	2	1	2	3	3	3	6	11
01:15 PM	2	1	3	1	6	7	1	2	3	13
01:30 PM	0	0	0	1	0	1	0	1	1	2
01:45 PM	2	0	2	2	3	5	0	2	2	9
Total	6	1	7	5	11	16	4	8	12	35
02:00 PM	4	0	4	0	4	4	0	0	0	8
02:15 PM	1	1	2	2	3	5	0	2	2	9
02:30 PM	0	0	0	1	5	6	0	0	0	6
02:45 PM	1	1	2	0	3	3	2	4	6	11
Total	6	2	8	3	15	18	2	6	8	34
Grand Total	12	3	15	8	26	34	6	14	20	69
Apprch %	80	20		23.5	76.5		30	70		
Total %	17.4	4.3	21.7	11.6	37.7	49.3	8.7	20.3	29	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	4	0	4	0	4	4	0	0	0	8
02:15 PM	1	1	2	2	3	5	0	2	2	9
02:30 PM	0	0	0	1	5	6	0	0	0	6
02:45 PM	1	1	2	0	3	3	2	4	6	11
Total Volume	6	2	8	3	15	18	2	6	8	34
% App. Total	75	25		16.7	83.3		25	75		
PHF	.375	.500	.500	.375	.750	.750	.250	.375	.333	.773

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	4	0	4	0	4	4	0	0	0
+15 mins.	1	1	2	2	3	5	0	2	2
+30 mins.	0	0	0	1	5	6	0	0	0
+45 mins.	1	1	2	0	3	3	2	4	6
Total Volume	6	2	8	3	15	18	2	6	8
% App. Total	75	25		16.7	83.3		25	75	
PHF	.375	.500	.500	.375	.750	.750	.250	.375	.333

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

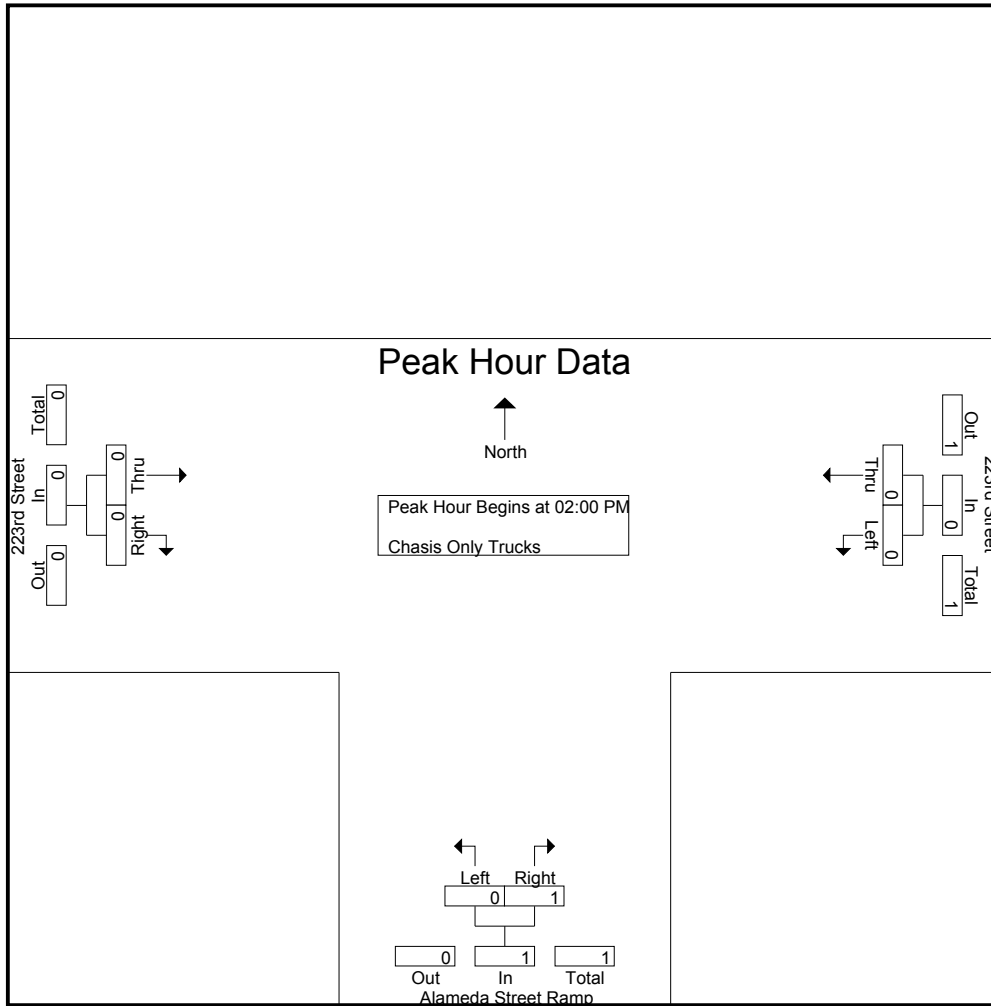
Groups Printed- Chasis Only Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	1	1	0	0	0	1
01:30 PM	0	0	0	0	1	1	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	3	3	0	0	0	3
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0	0	0	100	100	0	0	0
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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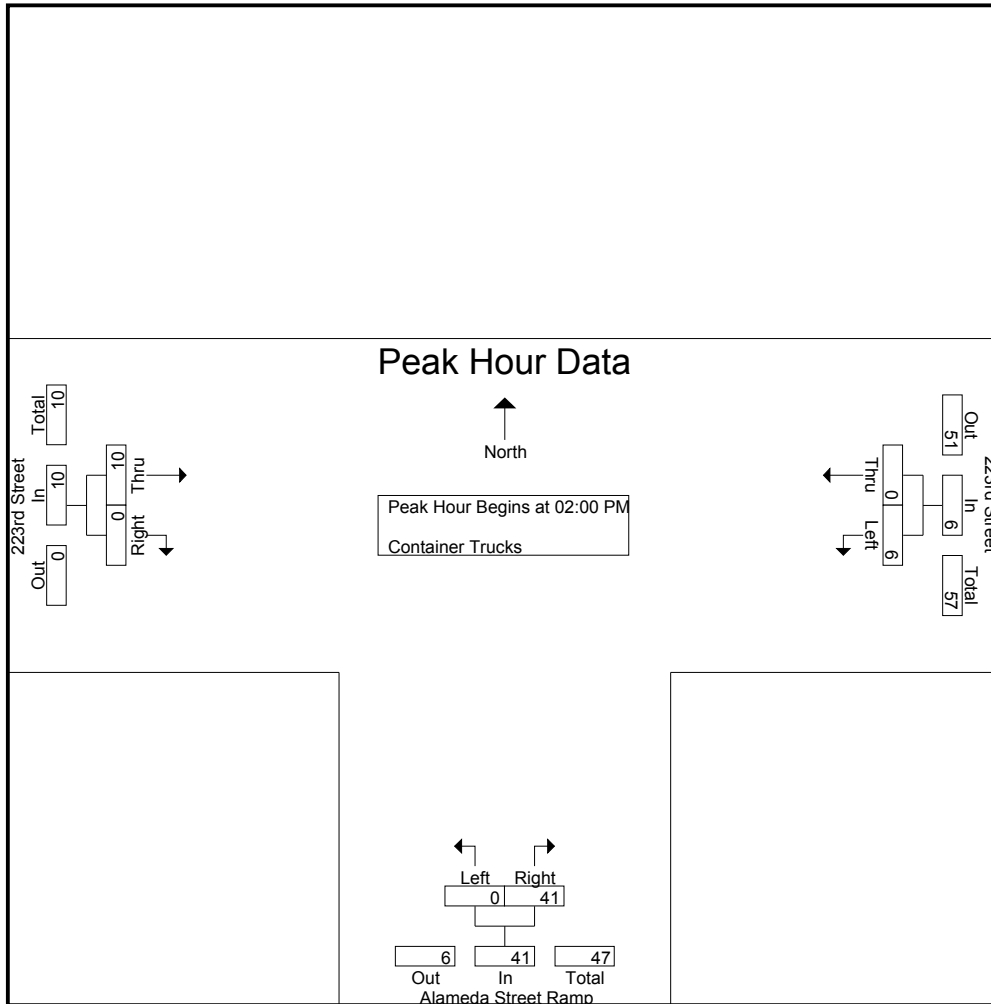
Groups Printed- Container Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	1	0	1	1	4	5	4	0	4	10
01:15 PM	1	0	1	0	6	6	7	0	7	14
01:30 PM	3	0	3	1	8	9	1	2	3	15
01:45 PM	2	0	2	0	15	15	2	0	2	19
Total	7	0	7	2	33	35	14	2	16	58
02:00 PM	1	0	1	0	7	7	1	0	1	9
02:15 PM	1	0	1	0	12	12	5	0	5	18
02:30 PM	1	0	1	0	13	13	3	0	3	17
02:45 PM	3	0	3	0	9	9	1	0	1	13
Total	6	0	6	0	41	41	10	0	10	57
Grand Total	13	0	13	2	74	76	24	2	26	115
Apprch %	100	0		2.6	97.4		92.3	7.7		
Total %	11.3	0	11.3	1.7	64.3	66.1	20.9	1.7	22.6	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	1	0	1	0	7	7	1	0	1	9
02:15 PM	1	0	1	0	12	12	5	0	5	18
02:30 PM	1	0	1	0	13	13	3	0	3	17
02:45 PM	3	0	3	0	9	9	1	0	1	13
Total Volume	6	0	6	0	41	41	10	0	10	57
% App. Total	100	0		0	100		100	0		
PHF	.500	.000	.500	.000	.788	.788	.500	.000	.500	.792

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	0	1	0	7	7	1	0	1
+15 mins.	1	0	1	0	12	12	5	0	5
+30 mins.	1	0	1	0	13	13	3	0	3
+45 mins.	3	0	3	0	9	9	1	0	1
Total Volume	6	0	6	0	41	41	10	0	10
% App. Total	100	0		0	100		100	0	
PHF	.500	.000	.500	.000	.788	.788	.500	.000	.500

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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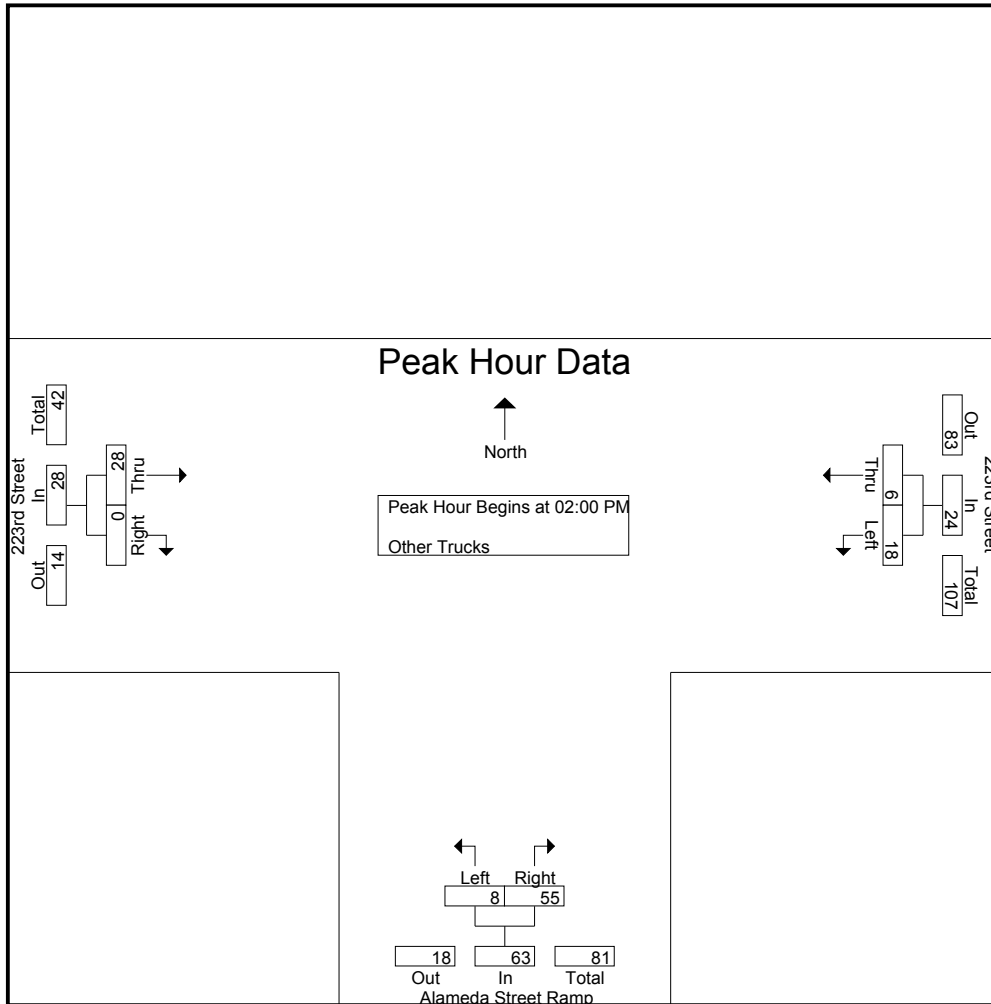
Groups Printed- Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	6	4	10	1	10	11	5	4	9	30
01:15 PM	9	3	12	2	10	12	7	3	10	34
01:30 PM	4	2	6	1	11	12	4	3	7	25
01:45 PM	3	2	5	0	12	12	6	1	7	24
Total	22	11	33	4	43	47	22	11	33	113
02:00 PM	5	2	7	1	14	15	6	0	6	28
02:15 PM	1	2	3	4	18	22	5	0	5	30
02:30 PM	9	1	10	2	11	13	10	0	10	33
02:45 PM	3	1	4	1	12	13	7	0	7	24
Total	18	6	24	8	55	63	28	0	28	115
Grand Total	40	17	57	12	98	110	50	11	61	228
Apprch %	70.2	29.8		10.9	89.1		82	18		
Total %	17.5	7.5	25	5.3	43	48.2	21.9	4.8	26.8	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	5	2	7	1	14	15	6	0	6	28
02:15 PM	1	2	3	4	18	22	5	0	5	30
02:30 PM	9	1	10	2	11	13	10	0	10	33
02:45 PM	3	1	4	1	12	13	7	0	7	24
Total Volume	18	6	24	8	55	63	28	0	28	115
% App. Total	75	25		12.7	87.3		100	0		
PHF	.500	.750	.600	.500	.764	.716	.700	.000	.700	.871

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	5	2	7	1	14	15	6	0	6
+15 mins.	1	2	3	4	18	22	5	0	5
+30 mins.	9	1	10	2	11	13	10	0	10
+45 mins.	3	1	4	1	12	13	7	0	7
Total Volume	18	6	24	8	55	63	28	0	28
% App. Total	75	25		12.7	87.3		100	0	
PHF	.500	.750	.600	.500	.764	.716	.700	.000	.700

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
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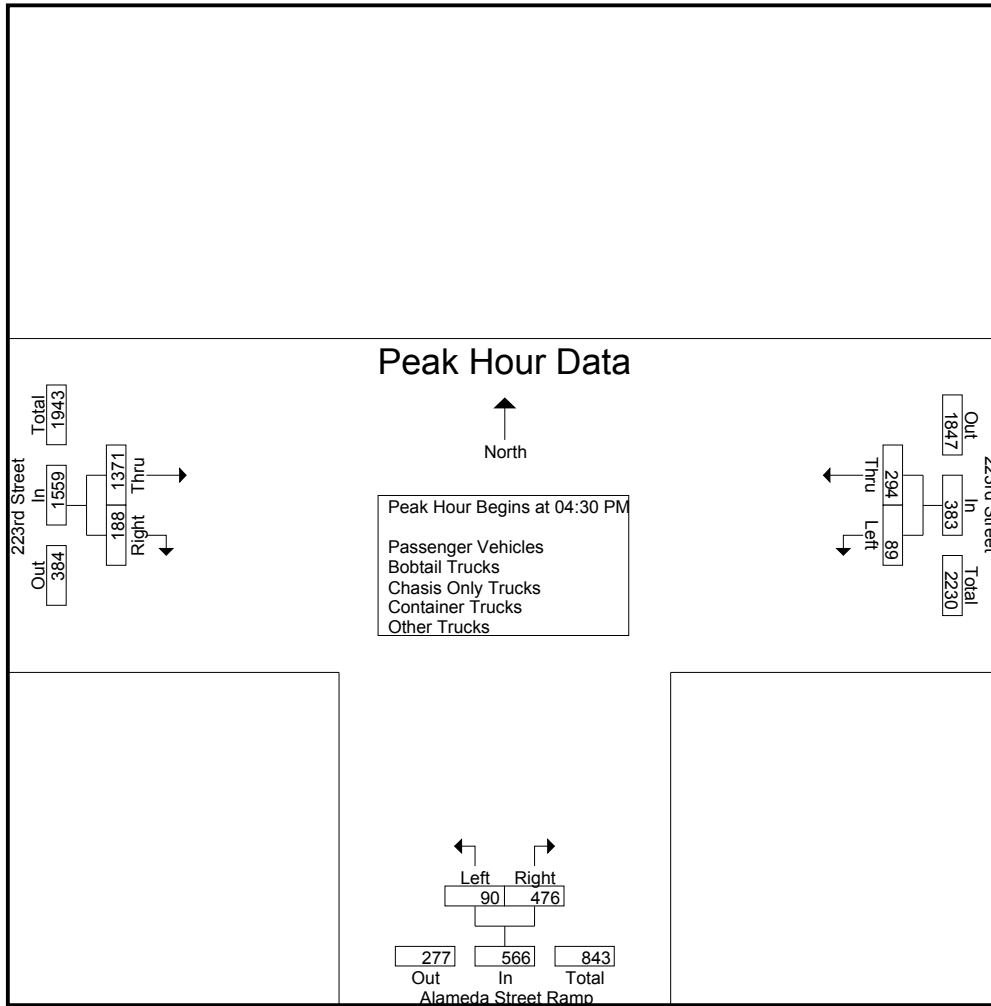
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	29	64	93	20	105	125	326	20	346	564
04:15 PM	26	62	88	13	100	113	298	40	338	539
04:30 PM	22	58	80	25	107	132	358	64	422	634
04:45 PM	28	75	103	23	101	124	395	64	459	686
Total	105	259	364	81	413	494	1377	188	1565	2423
05:00 PM	21	80	101	22	137	159	330	42	372	632
05:15 PM	18	81	99	20	131	151	288	18	306	556
05:30 PM	12	65	77	14	111	125	335	30	365	567
05:45 PM	15	56	71	11	101	112	363	20	383	566
Total	66	282	348	67	480	547	1316	110	1426	2321
Grand Total	171	541	712	148	893	1041	2693	298	2991	4744
Apprch %	24	76		14.2	85.8		90	10		
Total %	3.6	11.4	15	3.1	18.8	21.9	56.8	6.3	63	
Passenger Vehicles	130	526	656	126	761	887	2661	240	2901	4444
% Passenger Vehicles	76	97.2	92.1	85.1	85.2	85.2	98.8	80.5	97	93.7
Bobtail Trucks	7	2	9	11	22	33	2	15	17	59
% Bobtail Trucks	4.1	0.4	1.3	7.4	2.5	3.2	0.1	5	0.6	1.2
Chasis Only Trucks	0	0	0	0	5	5	0	0	0	5
% Chasis Only Trucks	0	0	0	0	0.6	0.5	0	0	0	0.1
Container Trucks	13	1	14	2	51	53	3	31	34	101
% Container Trucks	7.6	0.2	2	1.4	5.7	5.1	0.1	10.4	1.1	2.1
Other Trucks	21	12	33	9	54	63	27	12	39	135
% Other Trucks	12.3	2.2	4.6	6.1	6	6.1	1	4	1.3	2.8

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	22	58	80	25	107	132	358	64	422	634
04:45 PM	28	75	103	23	101	124	395	64	459	686
05:00 PM	21	80	101	22	137	159	330	42	372	632
05:15 PM	18	81	99	20	131	151	288	18	306	556
Total Volume	89	294	383	90	476	566	1371	188	1559	2508
% App. Total	23.2	76.8		15.9	84.1		87.9	12.1		
PHF	.795	.907	.930	.900	.869	.890	.868	.734	.849	.914

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:15 PM		
+0 mins.	22	58	80	25	107	132	298	40	338
+15 mins.	28	75	103	23	101	124	358	64	422
+30 mins.	21	80	101	22	137	159	395	64	459
+45 mins.	18	81	99	20	131	151	330	42	372
Total Volume	89	294	383	90	476	566	1381	210	1591
% App. Total	23.2	76.8		15.9	84.1		86.8	13.2	
PHF	.795	.907	.930	.900	.869	.890	.874	.820	.867

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
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Groups Printed- Passenger Vehicles

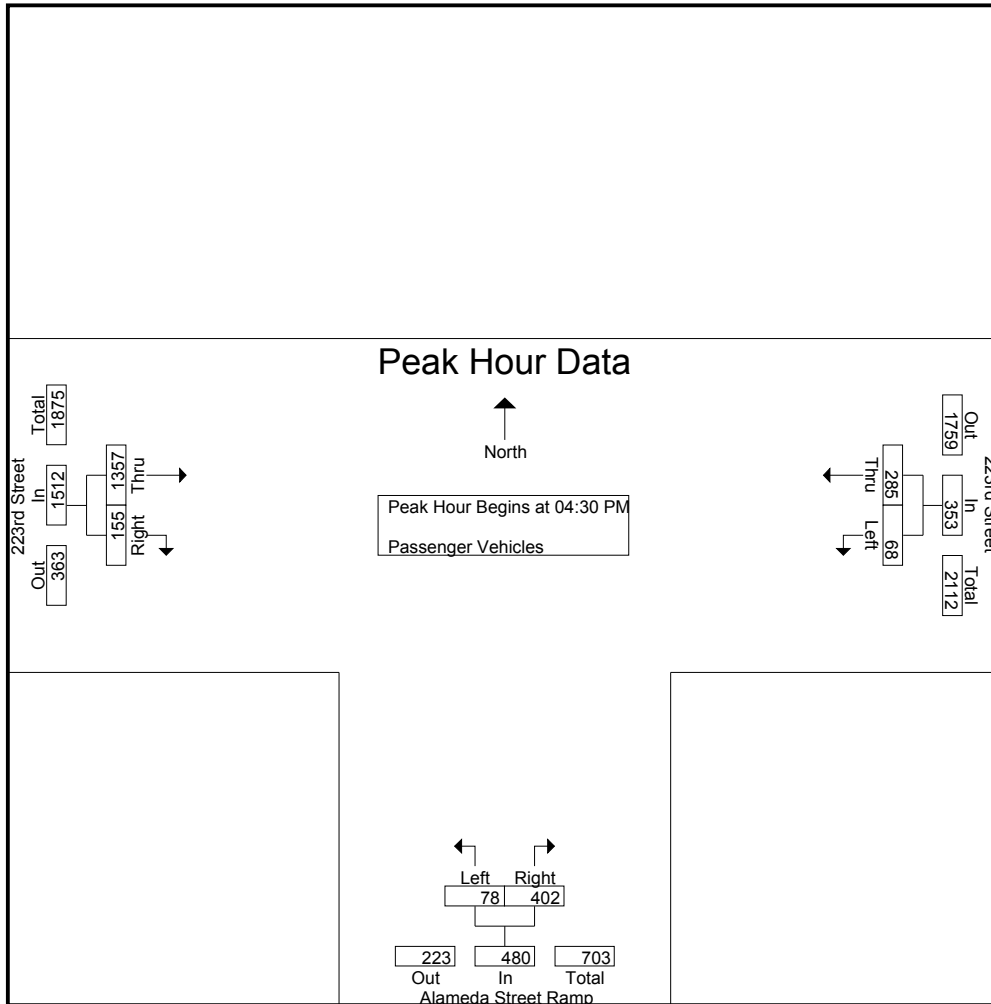
Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	22	63	85	16	89	105	320	14	334	524
04:15 PM	21	59	80	12	90	102	293	27	320	502
04:30 PM	18	57	75	21	92	113	356	56	412	600
04:45 PM	20	72	92	19	81	100	389	57	446	638
Total	81	251	332	68	352	420	1358	154	1512	2264
05:00 PM	15	78	93	20	121	141	328	30	358	592
05:15 PM	15	78	93	18	108	126	284	12	296	515
05:30 PM	10	64	74	13	93	106	331	26	357	537
05:45 PM	9	55	64	7	87	94	360	18	378	536
Total	49	275	324	58	409	467	1303	86	1389	2180
Grand Total	130	526	656	126	761	887	2661	240	2901	4444
Apprch %	19.8	80.2		14.2	85.8		91.7	8.3		
Total %	2.9	11.8	14.8	2.8	17.1	20	59.9	5.4	65.3	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	18	57	75	21	92	113	356	56	412	600
04:45 PM	20	72	92	19	81	100	389	57	446	638
05:00 PM	15	78	93	20	121	141	328	30	358	592
05:15 PM	15	78	93	18	108	126	284	12	296	515
Total Volume	68	285	353	78	402	480	1357	155	1512	2345
% App. Total	19.3	80.7		16.2	83.8		89.7	10.3		
PHF	.850	.913	.949	.929	.831	.851	.872	.680	.848	.919

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	18	57	75	21	92	113	356	56	412
+15 mins.	20	72	92	19	81	100	389	57	446
+30 mins.	15	78	93	20	121	141	328	30	358
+45 mins.	15	78	93	18	108	126	284	12	296
Total Volume	68	285	353	78	402	480	1357	155	1512
% App. Total	19.3	80.7		16.2	83.8		89.7	10.3	
PHF	.850	.913	.949	.929	.831	.851	.872	.680	.848

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
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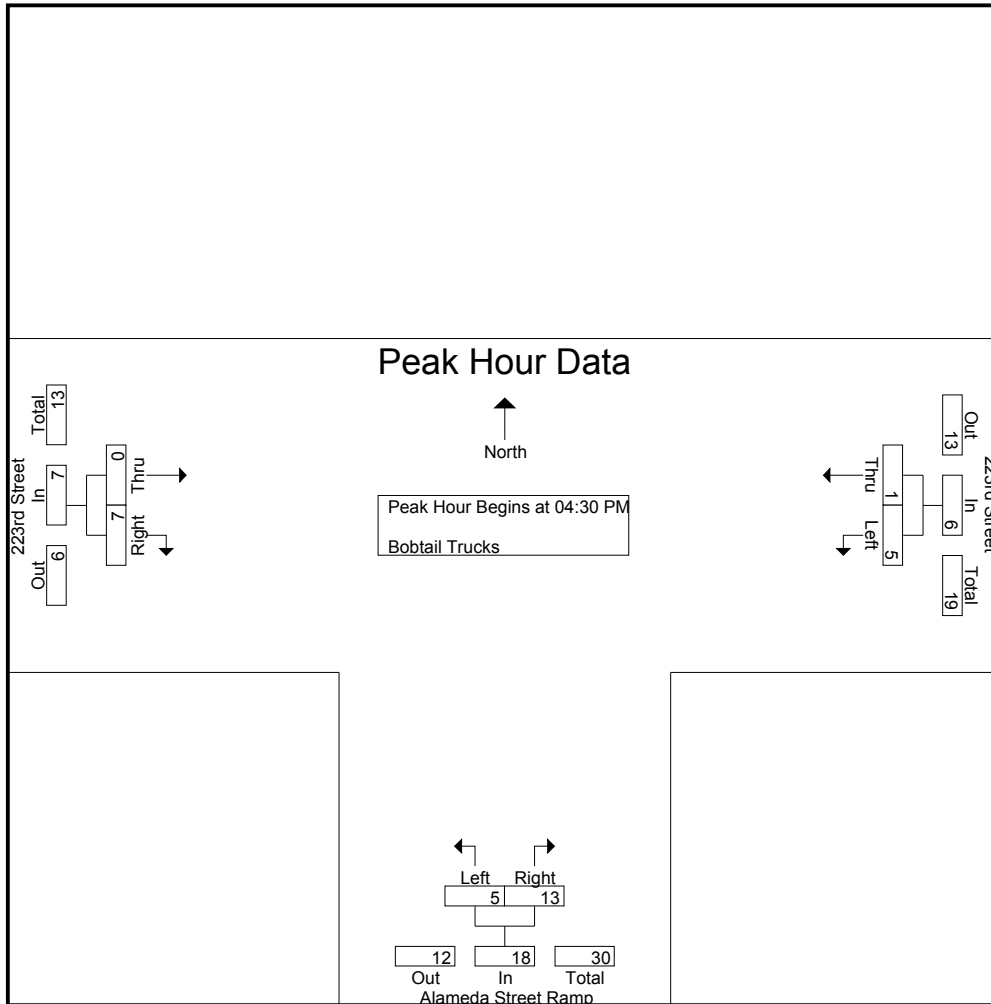
Groups Printed- Bobtail Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	3	4	7	0	2	2	9
04:15 PM	1	1	2	1	2	3	2	5	7	12
04:30 PM	1	0	1	2	1	3	0	2	2	6
04:45 PM	2	1	3	2	6	8	0	0	0	11
Total	4	2	6	8	13	21	2	9	11	38
05:00 PM	1	0	1	0	2	2	0	4	4	7
05:15 PM	1	0	1	1	4	5	0	1	1	7
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	2	2	4	0	1	1	5
Total	3	0	3	3	9	12	0	6	6	21
Grand Total	7	2	9	11	22	33	2	15	17	59
Apprch %	77.8	22.2		33.3	66.7		11.8	88.2		
Total %	11.9	3.4	15.3	18.6	37.3	55.9	3.4	25.4	28.8	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	0	1	2	1	3	0	2	2	6
04:45 PM	2	1	3	2	6	8	0	0	0	11
05:00 PM	1	0	1	0	2	2	0	4	4	7
05:15 PM	1	0	1	1	4	5	0	1	1	7
Total Volume	5	1	6	5	13	18	0	7	7	31
% App. Total	83.3	16.7		27.8	72.2		0	100		
PHF	.625	.250	.500	.625	.542	.563	.000	.438	.438	.705

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	0	1	2	1	3	0	2	2
+15 mins.	2	1	3	2	6	8	0	0	0
+30 mins.	1	0	1	0	2	2	0	4	4
+45 mins.	1	0	1	1	4	5	0	1	1
Total Volume	5	1	6	5	13	18	0	7	7
% App. Total	83.3	16.7		27.8	72.2		0	100	
PHF	.625	.250	.500	.625	.542	.563	.000	.438	.438

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
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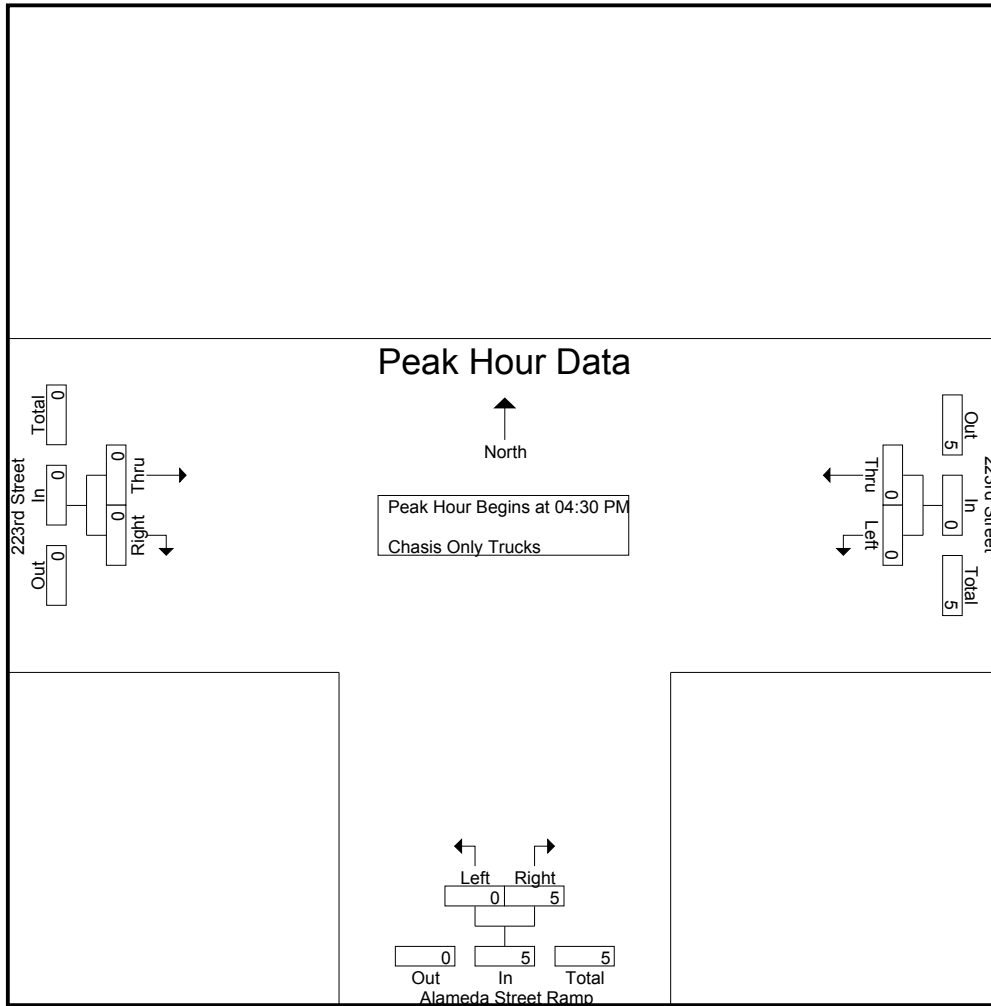
Groups Printed- Chasis Only Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	3	3	0	0	0	3
05:15 PM	0	0	0	0	2	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	5	5	0	0	0	5
Grand Total	0	0	0	0	5	5	0	0	0	5
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	3	3	0	0	0	3
05:15 PM	0	0	0	0	2	2	0	0	0	2
Total Volume	0	0	0	0	5	5	0	0	0	5
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.417	.417	.000	.000	.000	.417

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 0000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	3	3	0	0	0
+45 mins.	0	0	0	0	2	2	0	0	0
Total Volume	0	0	0	0	5	5	0	0	0
% App. Total	0	0	0	0	100		0	0	
PHF	.000	.000	.000	.000	.417	.417	.000	.000	.000

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

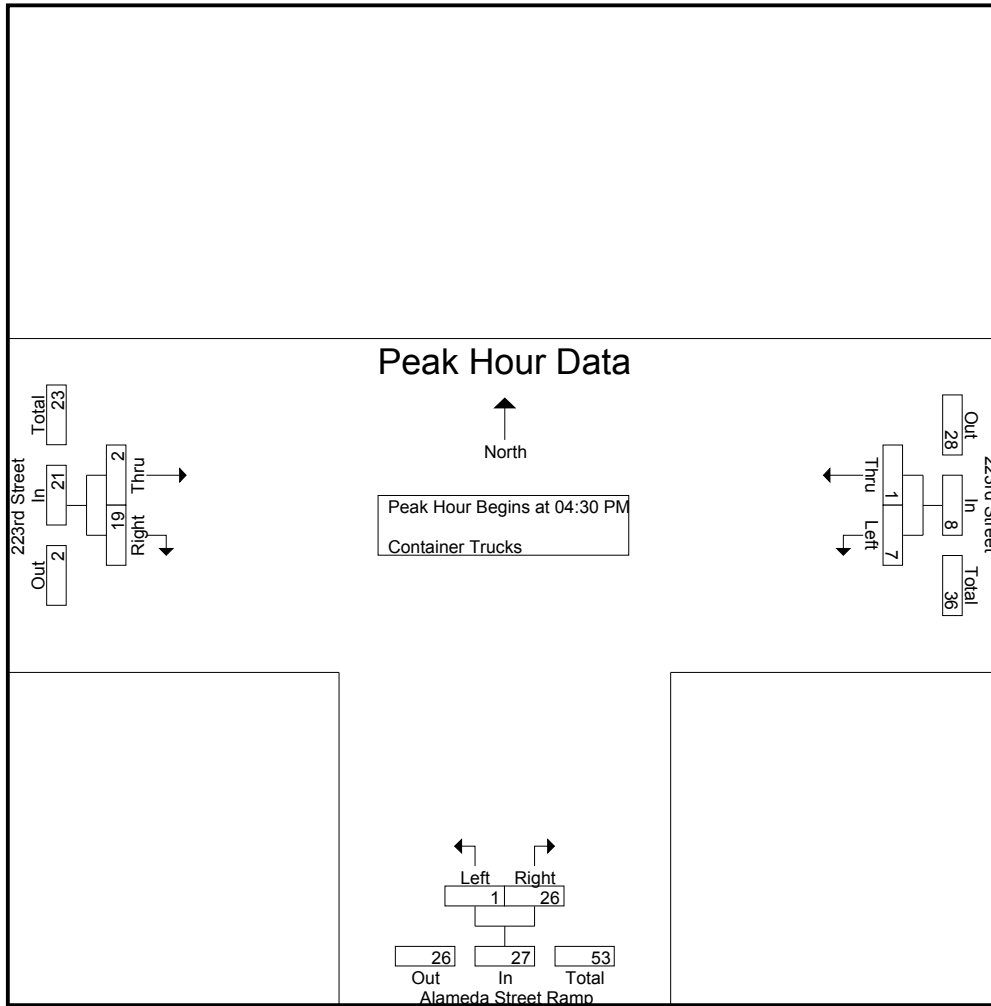
Groups Printed- Container Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	0	2	0	6	6	0	3	3	11
04:15 PM	2	0	2	0	5	5	0	7	7	14
04:30 PM	0	0	0	0	3	3	0	3	3	6
04:45 PM	3	0	3	1	7	8	0	6	6	17
Total	7	0	7	1	21	22	0	19	19	48
05:00 PM	3	1	4	0	7	7	0	6	6	17
05:15 PM	1	0	1	0	9	9	2	4	6	16
05:30 PM	1	0	1	0	8	8	1	2	3	12
05:45 PM	1	0	1	1	6	7	0	0	0	8
Total	6	1	7	1	30	31	3	12	15	53
Grand Total	13	1	14	2	51	53	3	31	34	101
Apprch %	92.9	7.1		3.8	96.2		8.8	91.2		
Total %	12.9	1	13.9	2	50.5	52.5	3	30.7	33.7	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	3	3	0	3	3	6
04:45 PM	3	0	3	1	7	8	0	6	6	17
05:00 PM	3	1	4	0	7	7	0	6	6	17
05:15 PM	1	0	1	0	9	9	2	4	6	16
Total Volume	7	1	8	1	26	27	2	19	21	56
% App. Total	87.5	12.5		3.7	96.3		9.5	90.5		
PHF	.583	.250	.500	.250	.722	.750	.250	.792	.875	.824

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 0000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	3	3	0	3	3
+15 mins.	3	0	3	1	7	8	0	6	6
+30 mins.	3	1	4	0	7	7	0	6	6
+45 mins.	1	0	1	0	9	9	2	4	6
Total Volume	7	1	8	1	26	27	2	19	21
% App. Total	87.5	12.5		3.7	96.3		9.5	90.5	
PHF	.583	.250	.500	.250	.722	.750	.250	.792	.875

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

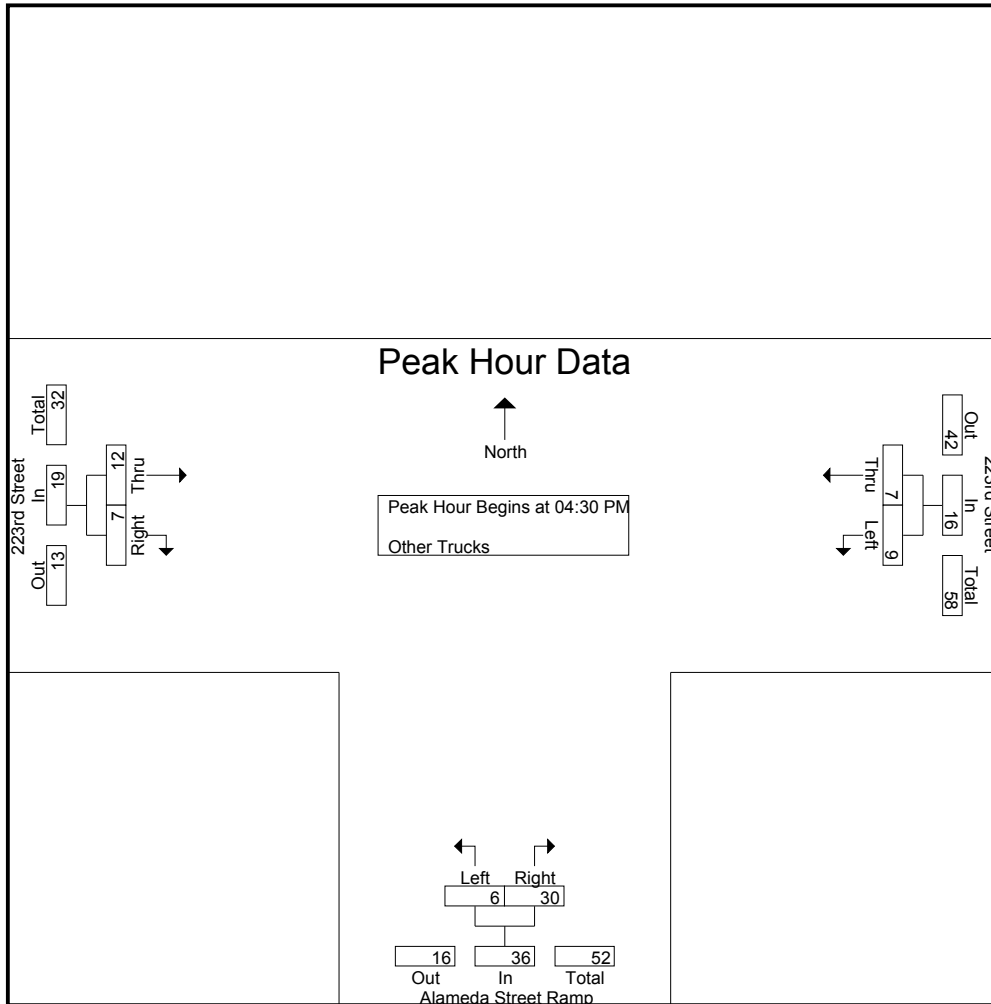
Groups Printed- Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	5	1	6	1	6	7	6	1	7	20
04:15 PM	2	2	4	0	3	3	3	1	4	11
04:30 PM	3	1	4	2	11	13	2	3	5	22
04:45 PM	3	2	5	1	7	8	6	1	7	20
Total	13	6	19	4	27	31	17	6	23	73
05:00 PM	2	1	3	2	4	6	2	2	4	13
05:15 PM	1	3	4	1	8	9	2	1	3	16
05:30 PM	0	1	1	1	9	10	3	2	5	16
05:45 PM	5	1	6	1	6	7	3	1	4	17
Total	8	6	14	5	27	32	10	6	16	62
Grand Total	21	12	33	9	54	63	27	12	39	135
Apprch %	63.6	36.4		14.3	85.7		69.2	30.8		
Total %	15.6	8.9	24.4	6.7	40	46.7	20	8.9	28.9	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	3	1	4	2	11	13	2	3	5	22
04:45 PM	3	2	5	1	7	8	6	1	7	20
05:00 PM	2	1	3	2	4	6	2	2	4	13
05:15 PM	1	3	4	1	8	9	2	1	3	16
Total Volume	9	7	16	6	30	36	12	7	19	71
% App. Total	56.2	43.8		16.7	83.3		63.2	36.8		
PHF	.750	.583	.800	.750	.682	.692	.500	.583	.679	.807

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 0000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	3	1	4	2	11	13	2	3	5
+15 mins.	3	2	5	1	7	8	6	1	7
+30 mins.	2	1	3	2	4	6	2	2	4
+45 mins.	1	3	4	1	8	9	2	1	3
Total Volume	9	7	16	6	30	36	12	7	19
% App. Total	56.2	43.8		16.7	83.3		63.2	36.8	
PHF	.750	.583	.800	.750	.682	.692	.500	.583	.679

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
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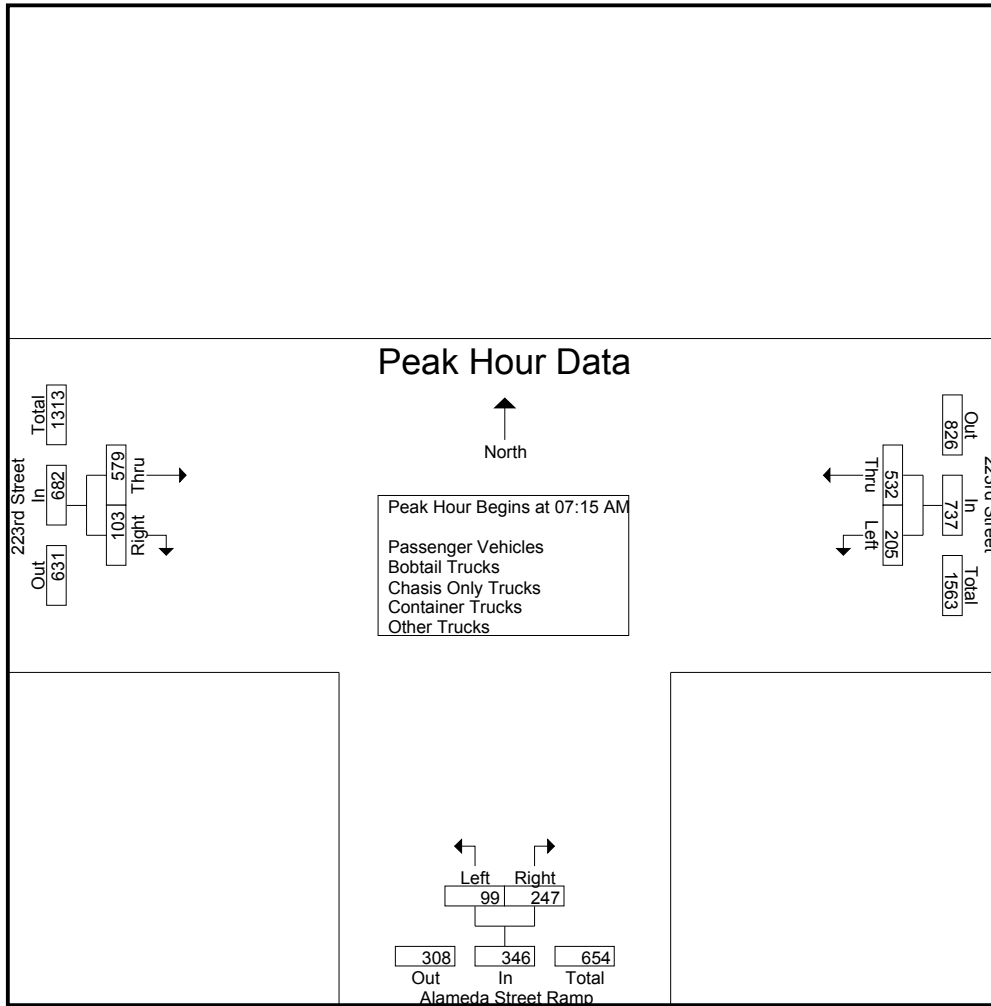
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	37	132	169	20	59	79	97	16	113	361
07:15 AM	43	143	186	29	71	100	140	16	156	442
07:30 AM	55	152	207	22	60	82	118	31	149	438
07:45 AM	60	118	178	28	61	89	184	30	214	481
Total	195	545	740	99	251	350	539	93	632	1722
08:00 AM	47	119	166	20	55	75	137	26	163	404
08:15 AM	22	112	134	11	45	56	124	13	137	327
08:30 AM	31	80	111	14	54	68	86	14	100	279
08:45 AM	23	61	84	21	67	88	84	9	93	265
Total	123	372	495	66	221	287	431	62	493	1275
Grand Total	318	917	1235	165	472	637	970	155	1125	2997
Apprch %	25.7	74.3		25.9	74.1		86.2	13.8		
Total %	10.6	30.6	41.2	5.5	15.7	21.3	32.4	5.2	37.5	
Passenger Vehicles	272	886	1158	138	253	391	917	131	1048	2597
% Passenger Vehicles	85.5	96.6	93.8	83.6	53.6	61.4	94.5	84.5	93.2	86.7
Bobtail Trucks	13	0	13	3	11	14	1	6	7	34
% Bobtail Trucks	4.1	0	1.1	1.8	2.3	2.2	0.1	3.9	0.6	1.1
Chasis Only Trucks	1	0	1	0	5	5	0	0	0	6
% Chasis Only Trucks	0.3	0	0.1	0	1.1	0.8	0	0	0	0.2
Container Trucks	6	1	7	0	107	107	10	3	13	127
% Container Trucks	1.9	0.1	0.6	0	22.7	16.8	1	1.9	1.2	4.2
Other Trucks	26	30	56	24	96	120	42	15	57	233
% Other Trucks	8.2	3.3	4.5	14.5	20.3	18.8	4.3	9.7	5.1	7.8

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	43	143	186	29	71	100	140	16	156	442
07:30 AM	55	152	207	22	60	82	118	31	149	438
07:45 AM	60	118	178	28	61	89	184	30	214	481
08:00 AM	47	119	166	20	55	75	137	26	163	404
Total Volume	205	532	737	99	247	346	579	103	682	1765
% App. Total	27.8	72.2		28.6	71.4		84.9	15.1		
PHF	.854	.875	.890	.853	.870	.865	.787	.831	.797	.917

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
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City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
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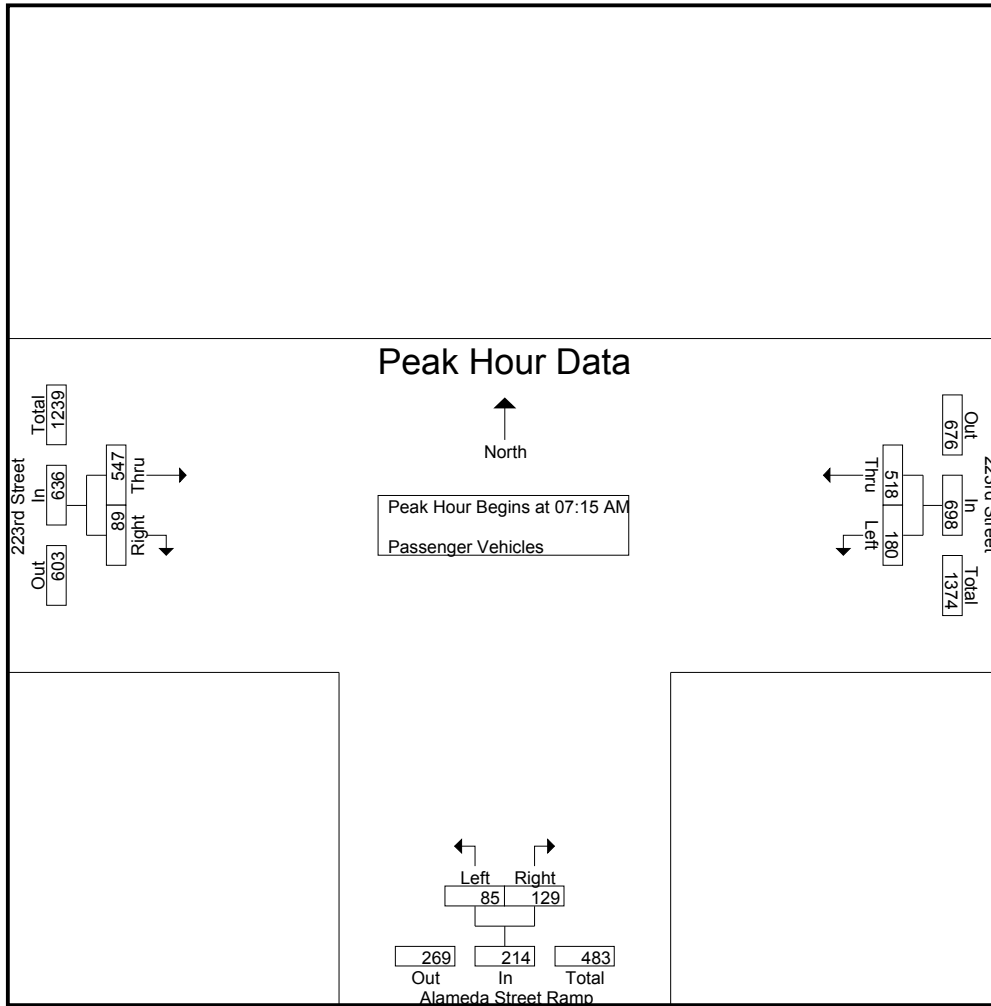
Groups Printed- Passenger Vehicles

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	32	121	153	18	28	46	88	14	102	301
07:15 AM	39	141	180	24	34	58	134	14	148	386
07:30 AM	51	151	202	18	33	51	114	26	140	393
07:45 AM	49	112	161	24	32	56	175	29	204	421
Total	171	525	696	84	127	211	511	83	594	1501
08:00 AM	41	114	155	19	30	49	124	20	144	348
08:15 AM	17	108	125	8	29	37	122	9	131	293
08:30 AM	23	79	102	10	32	42	79	13	92	236
08:45 AM	20	60	80	17	35	52	81	6	87	219
Total	101	361	462	54	126	180	406	48	454	1096
Grand Total	272	886	1158	138	253	391	917	131	1048	2597
Apprch %	23.5	76.5		35.3	64.7		87.5	12.5		
Total %	10.5	34.1	44.6	5.3	9.7	15.1	35.3	5	40.4	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	39	141	180	24	34	58	134	14	148	386
07:30 AM	51	151	202	18	33	51	114	26	140	393
07:45 AM	49	112	161	24	32	56	175	29	204	421
08:00 AM	41	114	155	19	30	49	124	20	144	348
Total Volume	180	518	698	85	129	214	547	89	636	1548
% App. Total	25.8	74.2		39.7	60.3		86	14		
PHF	.882	.858	.864	.885	.949	.922	.781	.767	.779	.919

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	39	141	180	24	34	58	134	14	148
+15 mins.	51	151	202	18	33	51	114	26	140
+30 mins.	49	112	161	24	32	56	175	29	204
+45 mins.	41	114	155	19	30	49	124	20	144
Total Volume	180	518	698	85	129	214	547	89	636
% App. Total	25.8	74.2		39.7	60.3		86	14	
PHF	.882	.858	.864	.885	.949	.922	.781	.767	.779

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
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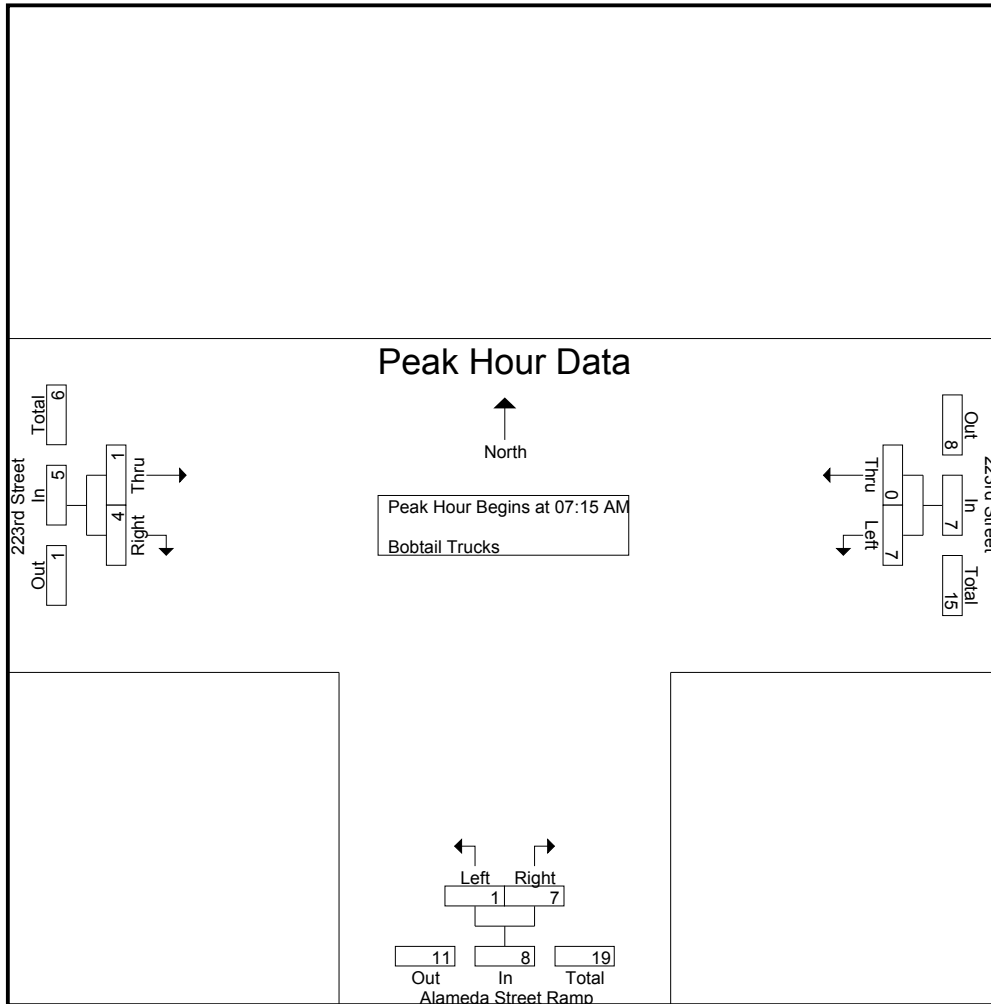
Groups Printed- Bobtail Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	0	1	1	2	3	0	0	0	4
07:15 AM	0	0	0	0	3	3	0	0	0	3
07:30 AM	0	0	0	1	1	2	0	1	1	3
07:45 AM	4	0	4	0	2	2	0	1	1	7
Total	5	0	5	2	8	10	0	2	2	17
08:00 AM	3	0	3	0	1	1	1	2	3	7
08:15 AM	2	0	2	0	1	1	0	1	1	4
08:30 AM	3	0	3	1	0	1	0	0	0	4
08:45 AM	0	0	0	0	1	1	0	1	1	2
Total	8	0	8	1	3	4	1	4	5	17
Grand Total	13	0	13	3	11	14	1	6	7	34
Apprch %	100	0		21.4	78.6		14.3	85.7		
Total %	38.2	0	38.2	8.8	32.4	41.2	2.9	17.6	20.6	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	3	3	0	0	0	3
07:30 AM	0	0	0	1	1	2	0	1	1	3
07:45 AM	4	0	4	0	2	2	0	1	1	7
08:00 AM	3	0	3	0	1	1	1	2	3	7
Total Volume	7	0	7	1	7	8	1	4	5	20
% App. Total	100	0		12.5	87.5		20	80		
PHF	.438	.000	.438	.250	.583	.667	.250	.500	.417	.714

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	3	3	0	0	0
+15 mins.	0	0	0	1	1	2	0	1	1
+30 mins.	4	0	4	0	2	2	0	1	1
+45 mins.	3	0	3	0	1	1	1	2	3
Total Volume	7	0	7	1	7	8	1	4	5
% App. Total	100	0		12.5	87.5		20	80	
PHF	.438	.000	.438	.250	.583	.667	.250	.500	.417

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
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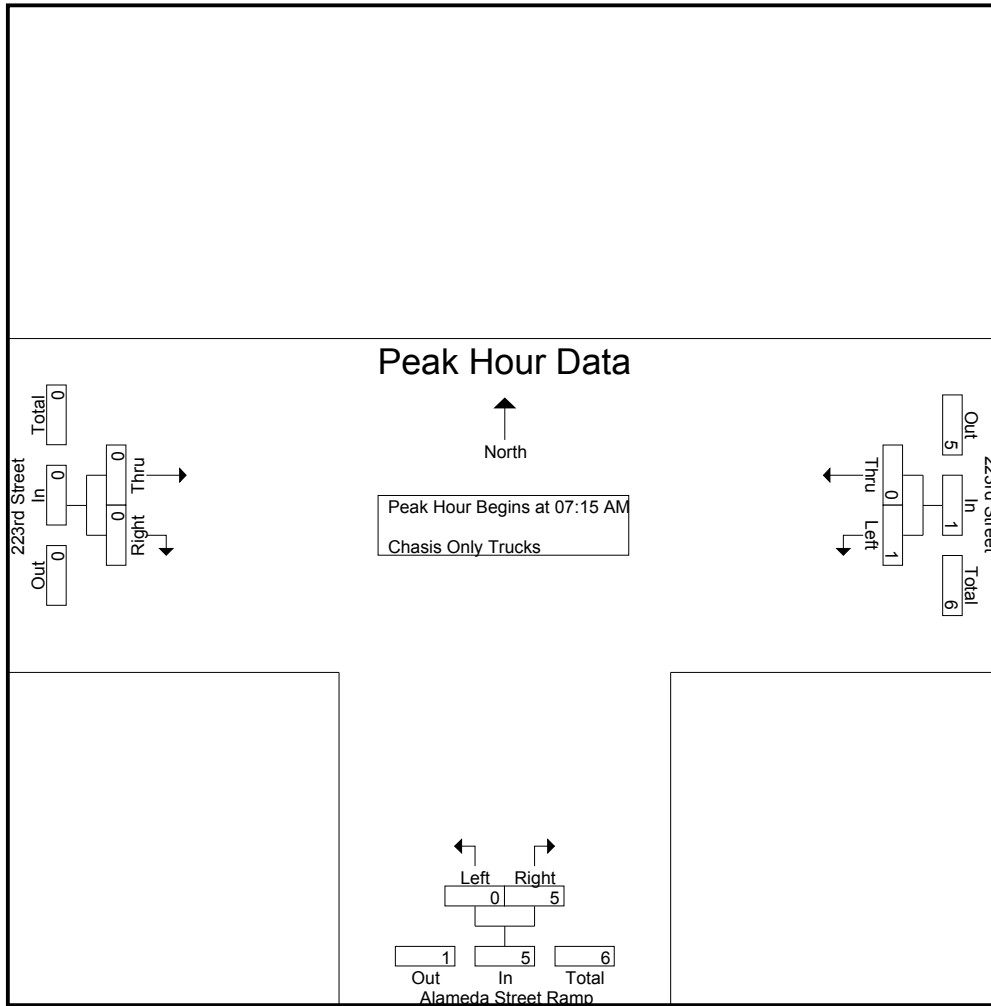
Groups Printed- Chasis Only Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	1	0	1	0	5	5	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	5	5	0	0	0	6
Apprch %	100	0		0	100		0	0		
Total %	16.7	0	16.7	0	83.3	83.3	0	0	0	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	2	2	0	0	0	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	5	5	0	0	0	6
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.625	.625	.000	.000	.000	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	2	2	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	5	5	0	0	0
% App. Total	100	0	100	0	100	100	0	0	0
PHF	.250	.000	.250	.000	.625	.625	.000	.000	.000

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
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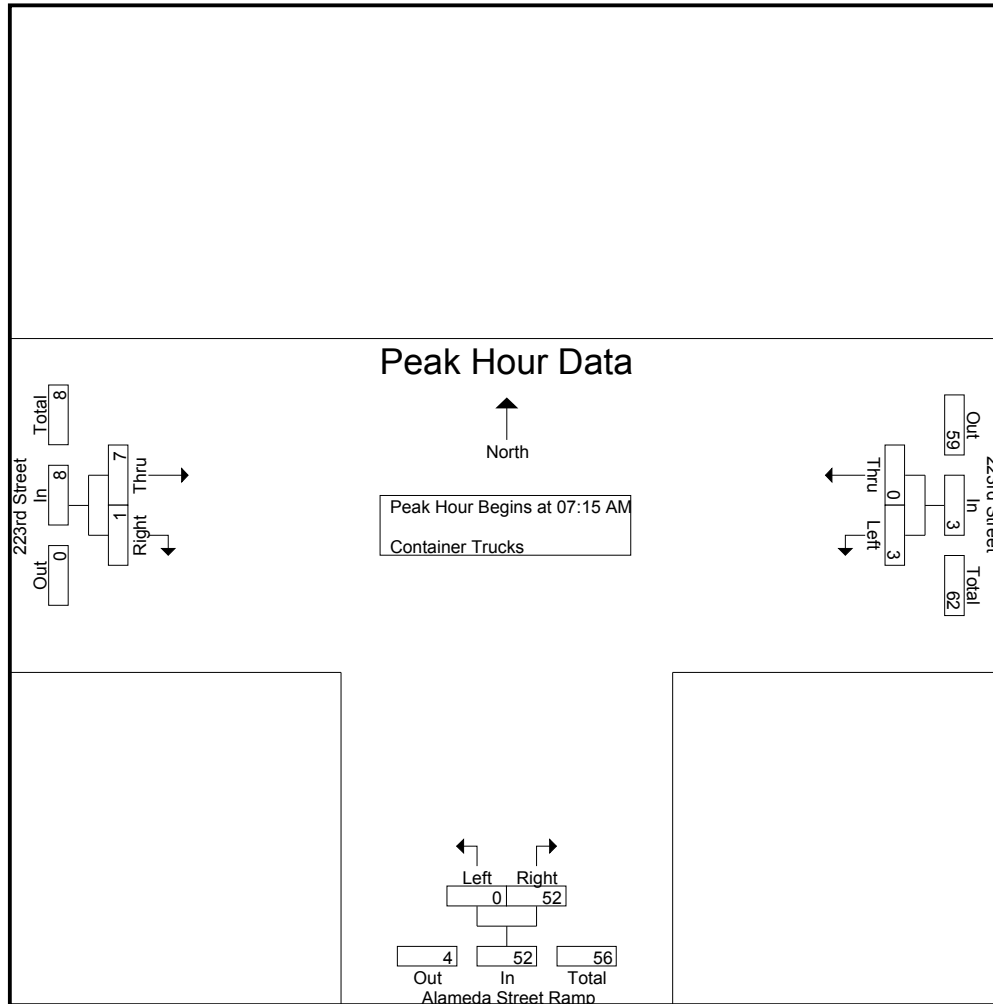
Groups Printed- Container Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	14	14	1	1	2	16
07:15 AM	0	0	0	0	20	20	2	0	2	22
07:30 AM	1	0	1	0	11	11	0	0	0	12
07:45 AM	2	0	2	0	11	11	3	0	3	16
Total	3	0	3	0	56	56	6	1	7	66
08:00 AM	0	0	0	0	10	10	2	1	3	13
08:15 AM	1	1	2	0	4	4	1	1	2	8
08:30 AM	2	0	2	0	16	16	1	0	1	19
08:45 AM	0	0	0	0	21	21	0	0	0	21
Total	3	1	4	0	51	51	4	2	6	61
Grand Total	6	1	7	0	107	107	10	3	13	127
Apprch %	85.7	14.3		0	100		76.9	23.1		
Total %	4.7	0.8	5.5	0	84.3	84.3	7.9	2.4	10.2	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	20	20	2	0	2	22
07:30 AM	1	0	1	0	11	11	0	0	0	12
07:45 AM	2	0	2	0	11	11	3	0	3	16
08:00 AM	0	0	0	0	10	10	2	1	3	13
Total Volume	3	0	3	0	52	52	7	1	8	63
% App. Total	100	0		0	100		87.5	12.5		
PHF	.375	.000	.375	.000	.650	.650	.583	.250	.667	.716

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	20	20	2	0	2
+15 mins.	1	0	1	0	11	11	0	0	0
+30 mins.	2	0	2	0	11	11	3	0	3
+45 mins.	0	0	0	0	10	10	2	1	3
Total Volume	3	0	3	0	52	52	7	1	8
% App. Total	100	0		0	100		87.5	12.5	
PHF	.375	.000	.375	.000	.650	.650	.583	.250	.667

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
 Page No : 1

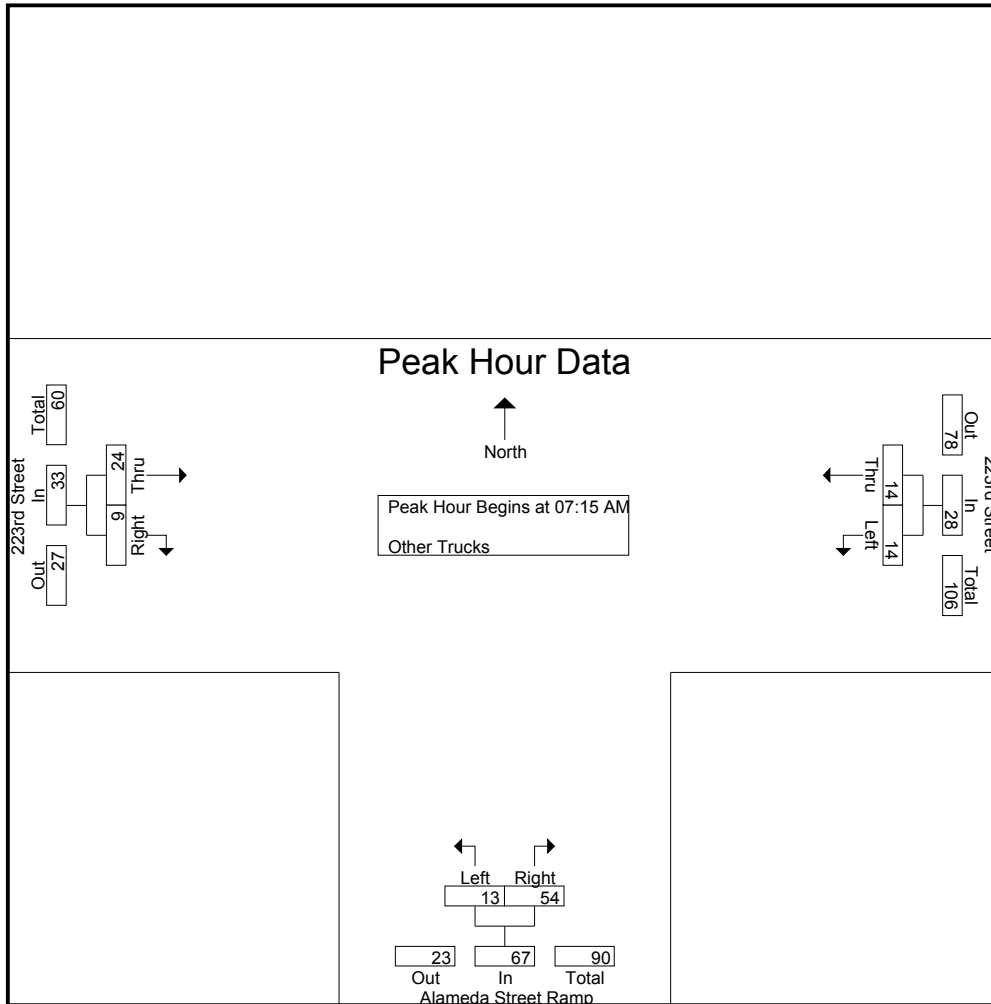
Groups Printed- Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	11	15	1	15	16	8	1	9	40
07:15 AM	4	2	6	5	12	17	4	2	6	29
07:30 AM	3	1	4	3	13	16	4	4	8	28
07:45 AM	4	6	10	4	15	19	6	0	6	35
Total	15	20	35	13	55	68	22	7	29	132
08:00 AM	3	5	8	1	14	15	10	3	13	36
08:15 AM	2	3	5	3	11	14	1	2	3	22
08:30 AM	3	1	4	3	6	9	6	1	7	20
08:45 AM	3	1	4	4	10	14	3	2	5	23
Total	11	10	21	11	41	52	20	8	28	101
Grand Total	26	30	56	24	96	120	42	15	57	233
Apprch %	46.4	53.6		20	80		73.7	26.3		
Total %	11.2	12.9	24	10.3	41.2	51.5	18	6.4	24.5	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	2	6	5	12	17	4	2	6	29
07:30 AM	3	1	4	3	13	16	4	4	8	28
07:45 AM	4	6	10	4	15	19	6	0	6	35
08:00 AM	3	5	8	1	14	15	10	3	13	36
Total Volume	14	14	28	13	54	67	24	9	33	128
% App. Total	50	50		19.4	80.6		72.7	27.3		
PHF	.875	.583	.700	.650	.900	.882	.600	.563	.635	.889

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223AM
 Site Code : 00000001
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	2	6	5	12	17	4	2	6
+15 mins.	3	1	4	3	13	16	4	4	8
+30 mins.	4	6	10	4	15	19	6	0	6
+45 mins.	3	5	8	1	14	15	10	3	13
Total Volume	14	14	28	13	54	67	24	9	33
% App. Total	50	50		19.4	80.6		72.7	27.3	
PHF	.875	.583	.700	.650	.900	.882	.600	.563	.635

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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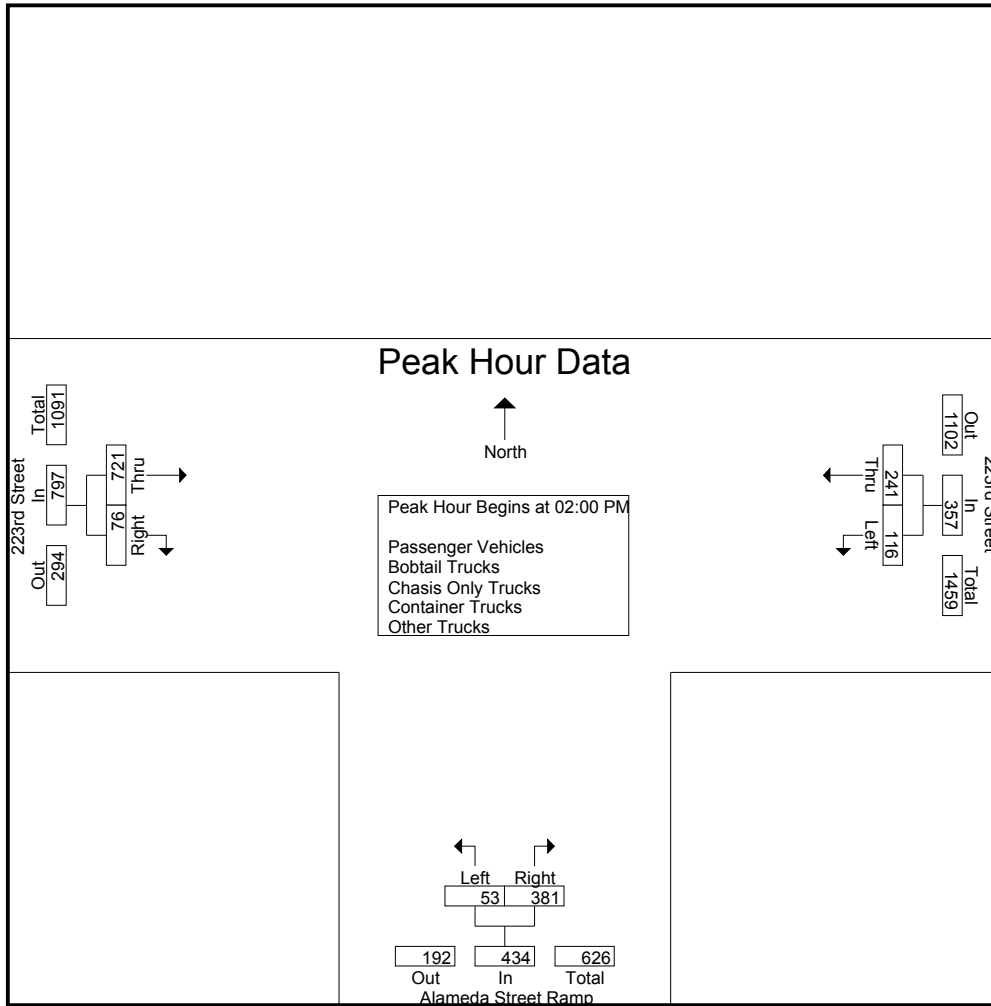
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	33	53	86	13	43	56	99	23	122	264
01:15 PM	26	51	77	14	72	86	103	19	122	285
01:30 PM	26	69	95	19	45	64	120	24	144	303
01:45 PM	31	57	88	20	75	95	141	20	161	344
Total	116	230	346	66	235	301	463	86	549	1196
02:00 PM	34	58	92	11	84	95	159	12	171	358
02:15 PM	29	68	97	14	76	90	158	19	177	364
02:30 PM	31	61	92	16	113	129	214	12	226	447
02:45 PM	22	54	76	12	108	120	190	33	223	419
Total	116	241	357	53	381	434	721	76	797	1588
Grand Total	232	471	703	119	616	735	1184	162	1346	2784
Apprch %	33	67		16.2	83.8		88	12		
Total %	8.3	16.9	25.3	4.3	22.1	26.4	42.5	5.8	48.3	
Passenger Vehicles	167	451	618	97	415	512	1104	135	1239	2369
% Passenger Vehicles	72	95.8	87.9	81.5	67.4	69.7	93.2	83.3	92.1	85.1
Bobtail Trucks	12	3	15	8	26	34	6	14	20	69
% Bobtail Trucks	5.2	0.6	2.1	6.7	4.2	4.6	0.5	8.6	1.5	2.5
Chasis Only Trucks	0	0	0	0	3	3	0	0	0	3
% Chasis Only Trucks	0	0	0	0	0.5	0.4	0	0	0	0.1
Container Trucks	13	0	13	2	74	76	24	2	26	115
% Container Trucks	5.6	0	1.8	1.7	12	10.3	2	1.2	1.9	4.1
Other Trucks	40	17	57	12	98	110	50	11	61	228
% Other Trucks	17.2	3.6	8.1	10.1	15.9	15	4.2	6.8	4.5	8.2

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	34	58	92	11	84	95	159	12	171	358
02:15 PM	29	68	97	14	76	90	158	19	177	364
02:30 PM	31	61	92	16	113	129	214	12	226	447
02:45 PM	22	54	76	12	108	120	190	33	223	419
Total Volume	116	241	357	53	381	434	721	76	797	1588
% App. Total	32.5	67.5		12.2	87.8		90.5	9.5		
PHF	.853	.886	.920	.828	.843	.841	.842	.576	.882	.888

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:30 PM			02:00 PM			02:00 PM		
+0 mins.	26	69	95	11	84	95	159	12	171
+15 mins.	31	57	88	14	76	90	158	19	177
+30 mins.	34	58	92	16	113	129	214	12	226
+45 mins.	29	68	97	12	108	120	190	33	223
Total Volume	120	252	372	53	381	434	721	76	797
% App. Total	32.3	67.7		12.2	87.8		90.5	9.5	
PHF	.882	.913	.959	.828	.843	.841	.842	.576	.882

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
 Site Code : 00000011
 Start Date : 2/28/2012
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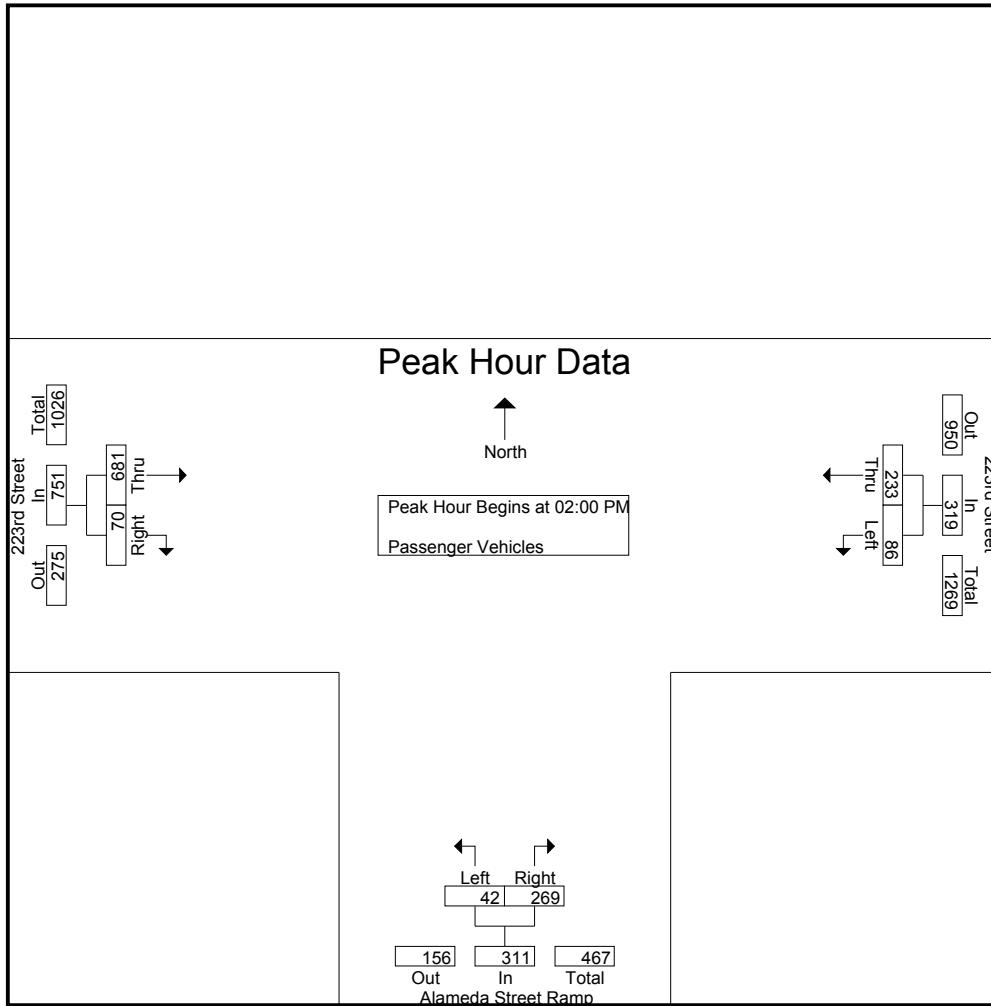
Groups Printed- Passenger Vehicles

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	24	49	73	10	27	37	87	16	103	213
01:15 PM	14	47	61	11	49	60	88	14	102	223
01:30 PM	19	67	86	16	25	41	115	18	133	260
01:45 PM	24	55	79	18	45	63	133	17	150	292
Total	81	218	299	55	146	201	423	65	488	988
02:00 PM	24	56	80	10	59	69	152	12	164	313
02:15 PM	26	65	91	8	43	51	148	17	165	307
02:30 PM	21	60	81	13	84	97	201	12	213	391
02:45 PM	15	52	67	11	83	94	180	29	209	370
Total	86	233	319	42	269	311	681	70	751	1381
Grand Total	167	451	618	97	415	512	1104	135	1239	2369
Apprch %	27	73		18.9	81.1		89.1	10.9		
Total %	7	19	26.1	4.1	17.5	21.6	46.6	5.7	52.3	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	24	56	80	10	59	69	152	12	164	313
02:15 PM	26	65	91	8	43	51	148	17	165	307
02:30 PM	21	60	81	13	84	97	201	12	213	391
02:45 PM	15	52	67	11	83	94	180	29	209	370
Total Volume	86	233	319	42	269	311	681	70	751	1381
% App. Total	27	73		13.5	86.5		90.7	9.3		
PHF	.827	.896	.876	.808	.801	.802	.847	.603	.881	.883

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	24	56	80	10	59	69	152	12	164
+15 mins.	26	65	91	8	43	51	148	17	165
+30 mins.	21	60	81	13	84	97	201	12	213
+45 mins.	15	52	67	11	83	94	180	29	209
Total Volume	86	233	319	42	269	311	681	70	751
% App. Total	27	73		13.5	86.5		90.7	9.3	
PHF	.827	.896	.876	.808	.801	.802	.847	.603	.881

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
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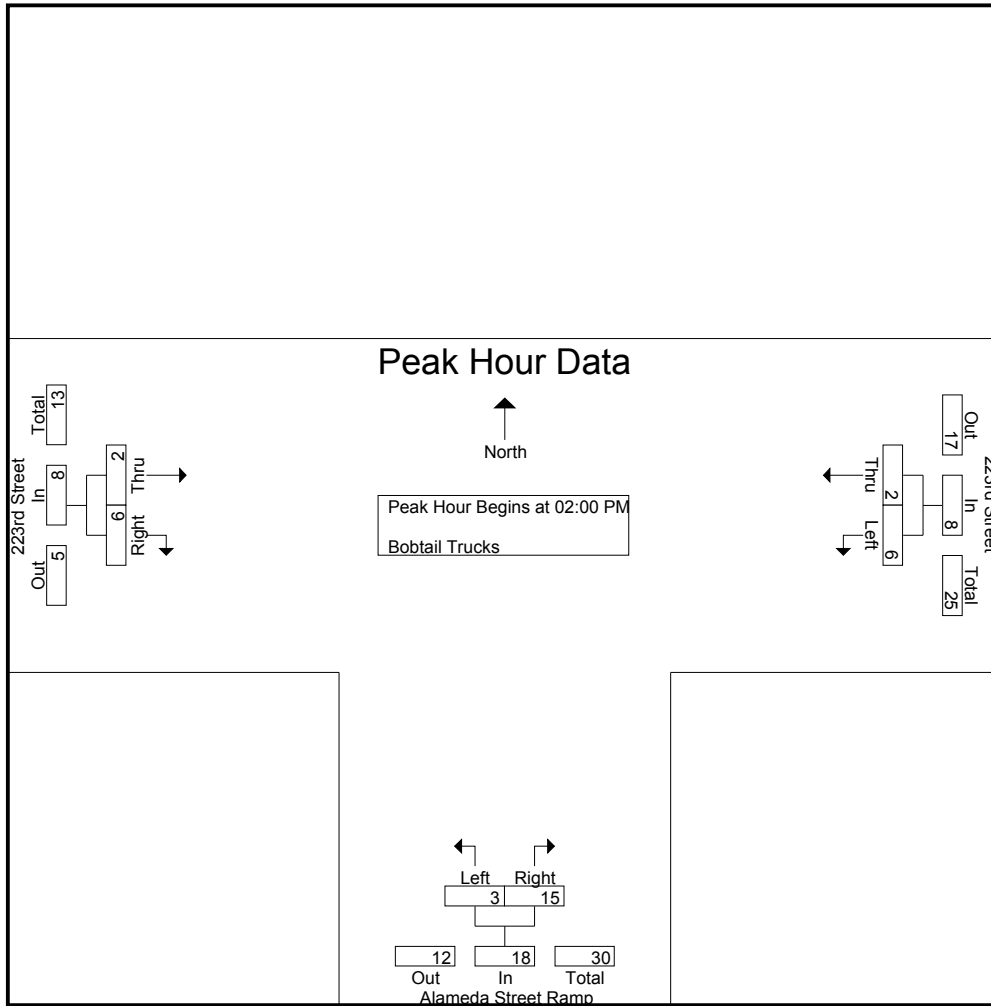
Groups Printed- Bobtail Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	2	0	2	1	2	3	3	3	6	11
01:15 PM	2	1	3	1	6	7	1	2	3	13
01:30 PM	0	0	0	1	0	1	0	1	1	2
01:45 PM	2	0	2	2	3	5	0	2	2	9
Total	6	1	7	5	11	16	4	8	12	35
02:00 PM	4	0	4	0	4	4	0	0	0	8
02:15 PM	1	1	2	2	3	5	0	2	2	9
02:30 PM	0	0	0	1	5	6	0	0	0	6
02:45 PM	1	1	2	0	3	3	2	4	6	11
Total	6	2	8	3	15	18	2	6	8	34
Grand Total	12	3	15	8	26	34	6	14	20	69
Apprch %	80	20		23.5	76.5		30	70		
Total %	17.4	4.3	21.7	11.6	37.7	49.3	8.7	20.3	29	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	4	0	4	0	4	4	0	0	0	8
02:15 PM	1	1	2	2	3	5	0	2	2	9
02:30 PM	0	0	0	1	5	6	0	0	0	6
02:45 PM	1	1	2	0	3	3	2	4	6	11
Total Volume	6	2	8	3	15	18	2	6	8	34
% App. Total	75	25		16.7	83.3		25	75		
PHF	.375	.500	.500	.375	.750	.750	.250	.375	.333	.773

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	4	0	4	0	4	4	0	0	0
+15 mins.	1	1	2	2	3	5	0	2	2
+30 mins.	0	0	0	1	5	6	0	0	0
+45 mins.	1	1	2	0	3	3	2	4	6
Total Volume	6	2	8	3	15	18	2	6	8
% App. Total	75	25		16.7	83.3		25	75	
PHF	.375	.500	.500	.375	.750	.750	.250	.375	.333

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
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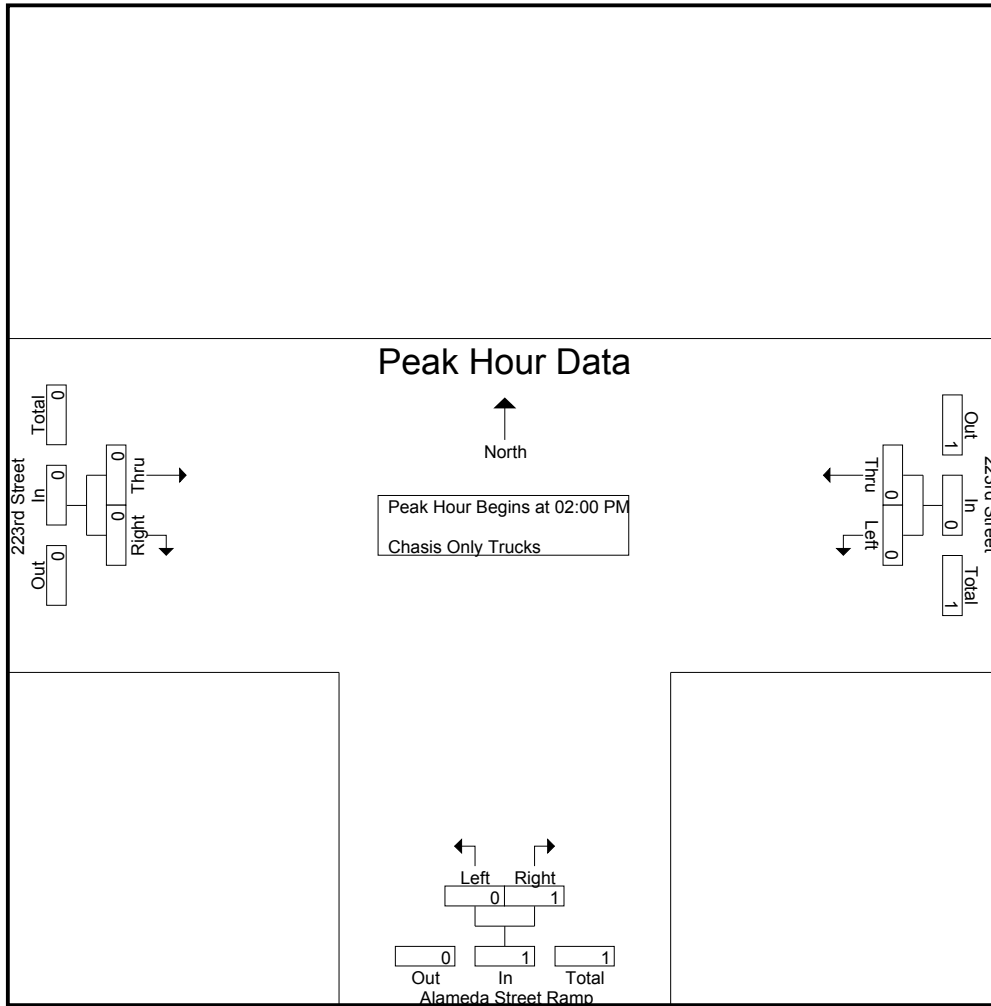
Groups Printed- Chasis Only Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	1	1	0	0	0	1
01:30 PM	0	0	0	0	1	1	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	3	3	0	0	0	3
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0
% App. Total	0	0	0	0	100	100	0	0	0
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
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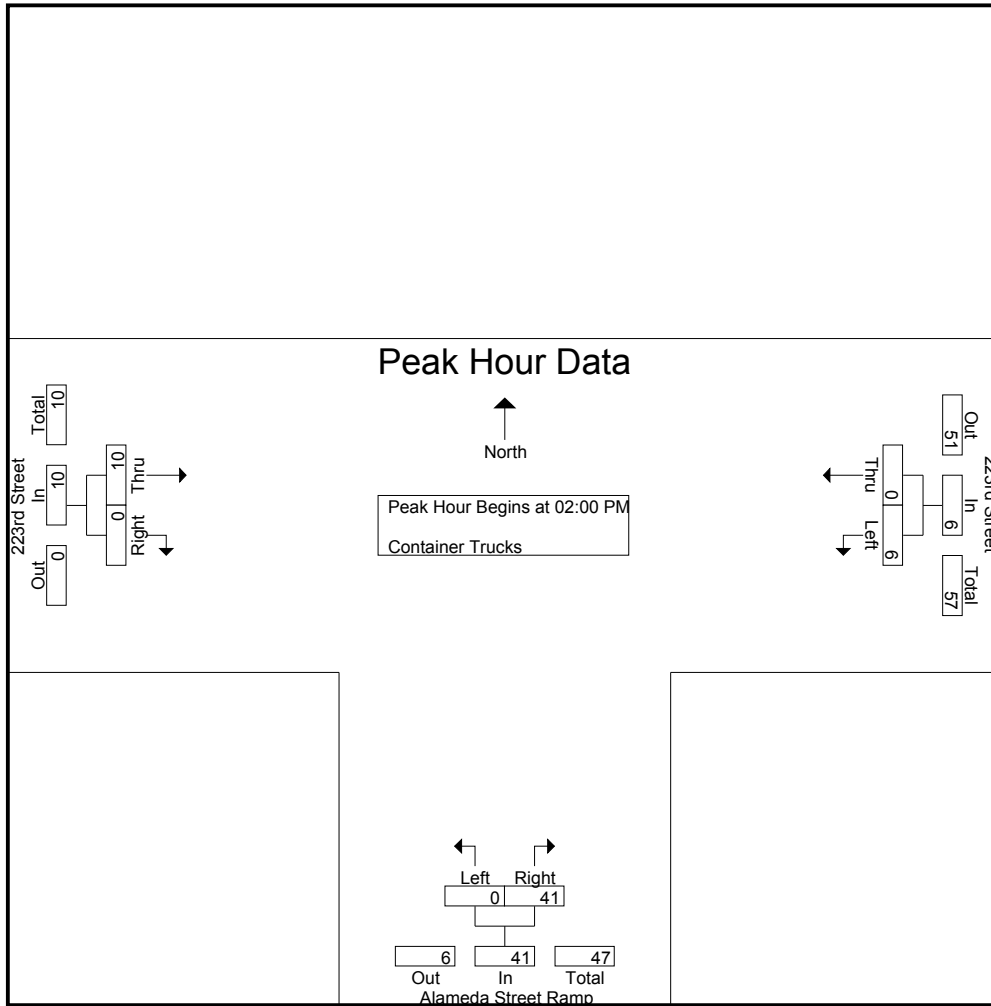
Groups Printed- Container Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	1	0	1	1	4	5	4	0	4	10
01:15 PM	1	0	1	0	6	6	7	0	7	14
01:30 PM	3	0	3	1	8	9	1	2	3	15
01:45 PM	2	0	2	0	15	15	2	0	2	19
Total	7	0	7	2	33	35	14	2	16	58
02:00 PM	1	0	1	0	7	7	1	0	1	9
02:15 PM	1	0	1	0	12	12	5	0	5	18
02:30 PM	1	0	1	0	13	13	3	0	3	17
02:45 PM	3	0	3	0	9	9	1	0	1	13
Total	6	0	6	0	41	41	10	0	10	57
Grand Total	13	0	13	2	74	76	24	2	26	115
Apprch %	100	0		2.6	97.4		92.3	7.7		
Total %	11.3	0	11.3	1.7	64.3	66.1	20.9	1.7	22.6	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	1	0	1	0	7	7	1	0	1	9
02:15 PM	1	0	1	0	12	12	5	0	5	18
02:30 PM	1	0	1	0	13	13	3	0	3	17
02:45 PM	3	0	3	0	9	9	1	0	1	13
Total Volume	6	0	6	0	41	41	10	0	10	57
% App. Total	100	0		0	100		100	0		
PHF	.500	.000	.500	.000	.788	.788	.500	.000	.500	.792

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	0	1	0	7	7	1	0	1
+15 mins.	1	0	1	0	12	12	5	0	5
+30 mins.	1	0	1	0	13	13	3	0	3
+45 mins.	3	0	3	0	9	9	1	0	1
Total Volume	6	0	6	0	41	41	10	0	10
% App. Total	100	0		0	100		100	0	
PHF	.500	.000	.500	.000	.788	.788	.500	.000	.500

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223MD
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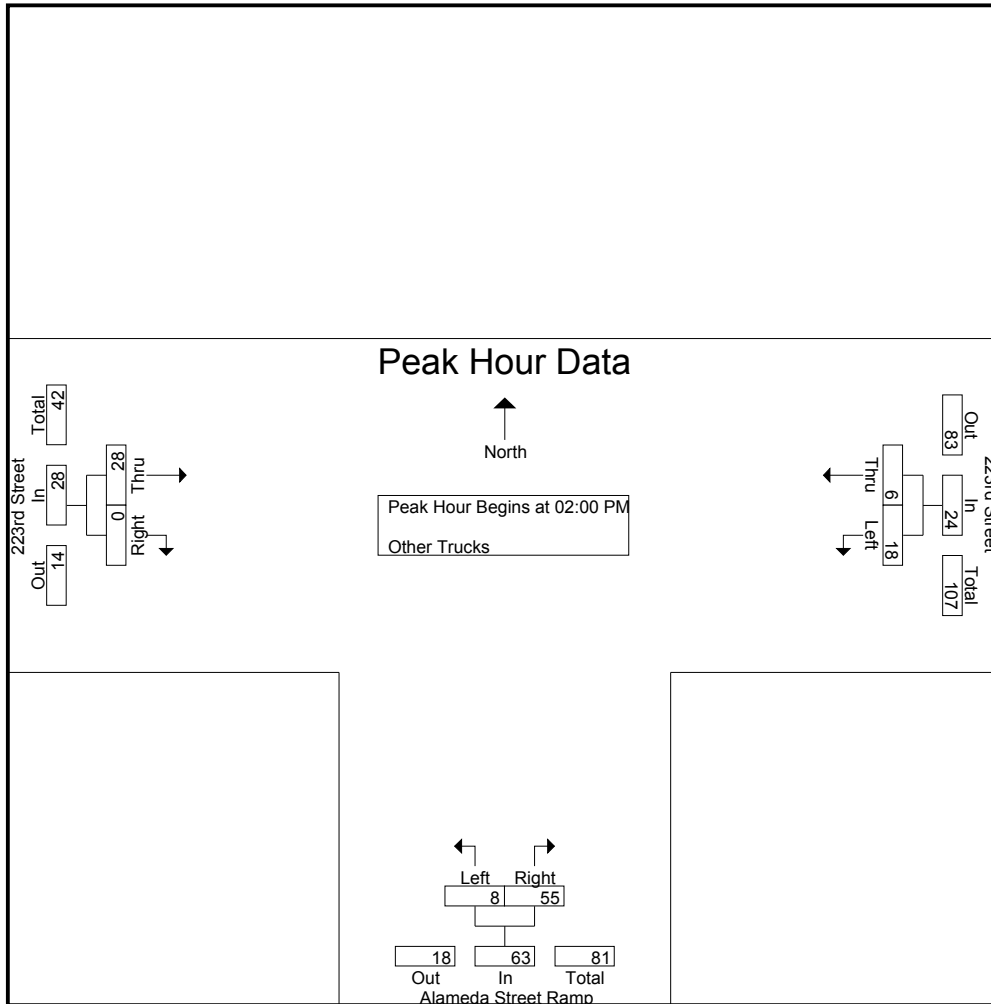
Groups Printed- Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	6	4	10	1	10	11	5	4	9	30
01:15 PM	9	3	12	2	10	12	7	3	10	34
01:30 PM	4	2	6	1	11	12	4	3	7	25
01:45 PM	3	2	5	0	12	12	6	1	7	24
Total	22	11	33	4	43	47	22	11	33	113
02:00 PM	5	2	7	1	14	15	6	0	6	28
02:15 PM	1	2	3	4	18	22	5	0	5	30
02:30 PM	9	1	10	2	11	13	10	0	10	33
02:45 PM	3	1	4	1	12	13	7	0	7	24
Total	18	6	24	8	55	63	28	0	28	115
Grand Total	40	17	57	12	98	110	50	11	61	228
Apprch %	70.2	29.8		10.9	89.1		82	18		
Total %	17.5	7.5	25	5.3	43	48.2	21.9	4.8	26.8	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	5	2	7	1	14	15	6	0	6	28
02:15 PM	1	2	3	4	18	22	5	0	5	30
02:30 PM	9	1	10	2	11	13	10	0	10	33
02:45 PM	3	1	4	1	12	13	7	0	7	24
Total Volume	18	6	24	8	55	63	28	0	28	115
% App. Total	75	25		12.7	87.3		100	0		
PHF	.500	.750	.600	.500	.764	.716	.700	.000	.700	.871

City of Long Beach
 N/s: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	5	2	7	1	14	15	6	0	6
+15 mins.	1	2	3	4	18	22	5	0	5
+30 mins.	9	1	10	2	11	13	10	0	10
+45 mins.	3	1	4	1	12	13	7	0	7
Total Volume	18	6	24	8	55	63	28	0	28
% App. Total	75	25		12.7	87.3		100	0	
PHF	.500	.750	.600	.500	.764	.716	.700	.000	.700

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
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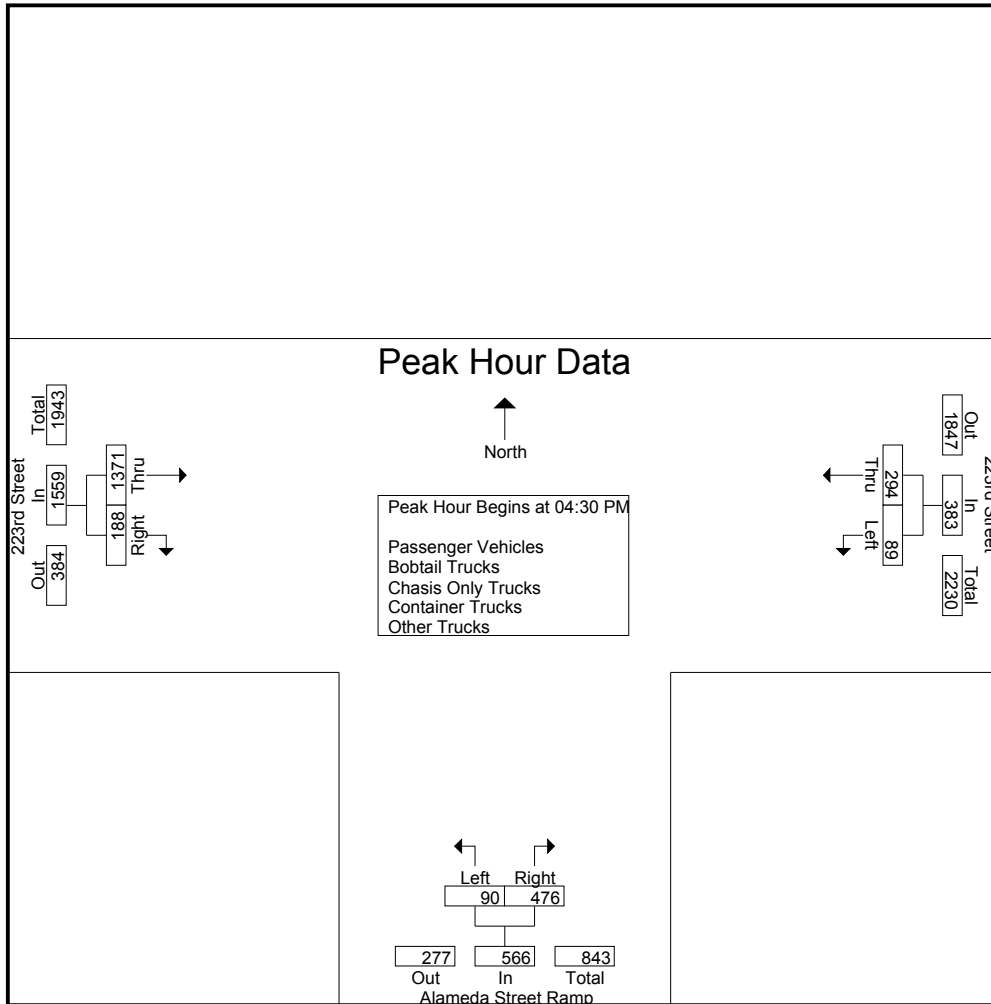
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	29	64	93	20	105	125	326	20	346	564
04:15 PM	26	62	88	13	100	113	298	40	338	539
04:30 PM	22	58	80	25	107	132	358	64	422	634
04:45 PM	28	75	103	23	101	124	395	64	459	686
Total	105	259	364	81	413	494	1377	188	1565	2423
05:00 PM	21	80	101	22	137	159	330	42	372	632
05:15 PM	18	81	99	20	131	151	288	18	306	556
05:30 PM	12	65	77	14	111	125	335	30	365	567
05:45 PM	15	56	71	11	101	112	363	20	383	566
Total	66	282	348	67	480	547	1316	110	1426	2321
Grand Total	171	541	712	148	893	1041	2693	298	2991	4744
Apprch %	24	76		14.2	85.8		90	10		
Total %	3.6	11.4	15	3.1	18.8	21.9	56.8	6.3	63	
Passenger Vehicles	130	526	656	126	761	887	2661	240	2901	4444
% Passenger Vehicles	76	97.2	92.1	85.1	85.2	85.2	98.8	80.5	97	93.7
Bobtail Trucks	7	2	9	11	22	33	2	15	17	59
% Bobtail Trucks	4.1	0.4	1.3	7.4	2.5	3.2	0.1	5	0.6	1.2
Chasis Only Trucks	0	0	0	0	5	5	0	0	0	5
% Chasis Only Trucks	0	0	0	0	0.6	0.5	0	0	0	0.1
Container Trucks	13	1	14	2	51	53	3	31	34	101
% Container Trucks	7.6	0.2	2	1.4	5.7	5.1	0.1	10.4	1.1	2.1
Other Trucks	21	12	33	9	54	63	27	12	39	135
% Other Trucks	12.3	2.2	4.6	6.1	6	6.1	1	4	1.3	2.8

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	22	58	80	25	107	132	358	64	422	634
04:45 PM	28	75	103	23	101	124	395	64	459	686
05:00 PM	21	80	101	22	137	159	330	42	372	632
05:15 PM	18	81	99	20	131	151	288	18	306	556
Total Volume	89	294	383	90	476	566	1371	188	1559	2508
% App. Total	23.2	76.8		15.9	84.1		87.9	12.1		
PHF	.795	.907	.930	.900	.869	.890	.868	.734	.849	.914

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:15 PM		
+0 mins.	22	58	80	25	107	132	298	40	338
+15 mins.	28	75	103	23	101	124	358	64	422
+30 mins.	21	80	101	22	137	159	395	64	459
+45 mins.	18	81	99	20	131	151	330	42	372
Total Volume	89	294	383	90	476	566	1381	210	1591
% App. Total	23.2	76.8		15.9	84.1		86.8	13.2	
PHF	.795	.907	.930	.900	.869	.890	.874	.820	.867

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
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Groups Printed- Passenger Vehicles

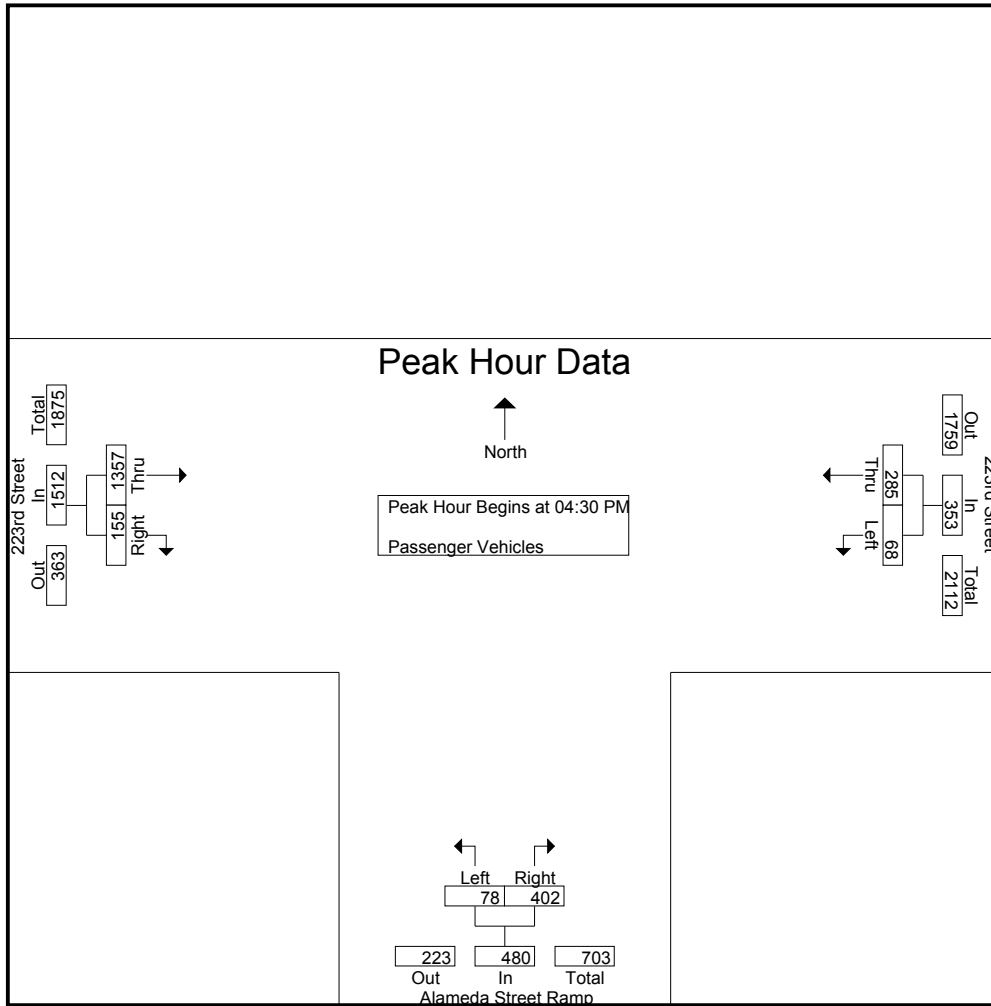
Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	22	63	85	16	89	105	320	14	334	524
04:15 PM	21	59	80	12	90	102	293	27	320	502
04:30 PM	18	57	75	21	92	113	356	56	412	600
04:45 PM	20	72	92	19	81	100	389	57	446	638
Total	81	251	332	68	352	420	1358	154	1512	2264
05:00 PM	15	78	93	20	121	141	328	30	358	592
05:15 PM	15	78	93	18	108	126	284	12	296	515
05:30 PM	10	64	74	13	93	106	331	26	357	537
05:45 PM	9	55	64	7	87	94	360	18	378	536
Total	49	275	324	58	409	467	1303	86	1389	2180
Grand Total	130	526	656	126	761	887	2661	240	2901	4444
Apprch %	19.8	80.2		14.2	85.8		91.7	8.3		
Total %	2.9	11.8	14.8	2.8	17.1	20	59.9	5.4	65.3	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	18	57	75	21	92	113	356	56	412	600
04:45 PM	20	72	92	19	81	100	389	57	446	638
05:00 PM	15	78	93	20	121	141	328	30	358	592
05:15 PM	15	78	93	18	108	126	284	12	296	515
Total Volume	68	285	353	78	402	480	1357	155	1512	2345
% App. Total	19.3	80.7		16.2	83.8		89.7	10.3		
PHF	.850	.913	.949	.929	.831	.851	.872	.680	.848	.919

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	18	57	75	21	92	113	356	56	412
+15 mins.	20	72	92	19	81	100	389	57	446
+30 mins.	15	78	93	20	121	141	328	30	358
+45 mins.	15	78	93	18	108	126	284	12	296
Total Volume	68	285	353	78	402	480	1357	155	1512
% App. Total	19.3	80.7		16.2	83.8		89.7	10.3	
PHF	.850	.913	.949	.929	.831	.851	.872	.680	.848

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

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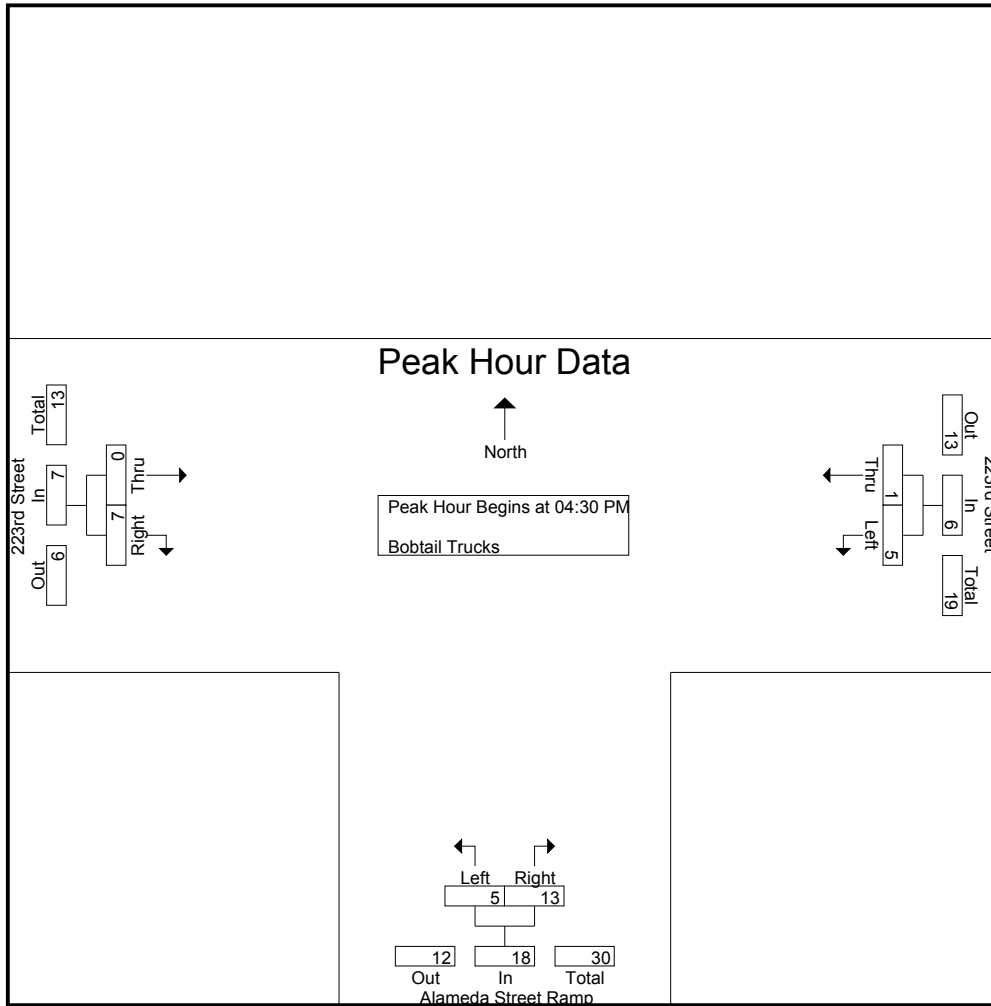
Groups Printed- Bobtail Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	3	4	7	0	2	2	9
04:15 PM	1	1	2	1	2	3	2	5	7	12
04:30 PM	1	0	1	2	1	3	0	2	2	6
04:45 PM	2	1	3	2	6	8	0	0	0	11
Total	4	2	6	8	13	21	2	9	11	38
05:00 PM	1	0	1	0	2	2	0	4	4	7
05:15 PM	1	0	1	1	4	5	0	1	1	7
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	2	2	4	0	1	1	5
Total	3	0	3	3	9	12	0	6	6	21
Grand Total	7	2	9	11	22	33	2	15	17	59
Apprch %	77.8	22.2		33.3	66.7		11.8	88.2		
Total %	11.9	3.4	15.3	18.6	37.3	55.9	3.4	25.4	28.8	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	0	1	2	1	3	0	2	2	6
04:45 PM	2	1	3	2	6	8	0	0	0	11
05:00 PM	1	0	1	0	2	2	0	4	4	7
05:15 PM	1	0	1	1	4	5	0	1	1	7
Total Volume	5	1	6	5	13	18	0	7	7	31
% App. Total	83.3	16.7		27.8	72.2		0	100		
PHF	.625	.250	.500	.625	.542	.563	.000	.438	.438	.705

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 0000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	0	1	2	1	3	0	2	2
+15 mins.	2	1	3	2	6	8	0	0	0
+30 mins.	1	0	1	0	2	2	0	4	4
+45 mins.	1	0	1	1	4	5	0	1	1
Total Volume	5	1	6	5	13	18	0	7	7
% App. Total	83.3	16.7		27.8	72.2		0	100	
PHF	.625	.250	.500	.625	.542	.563	.000	.438	.438

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

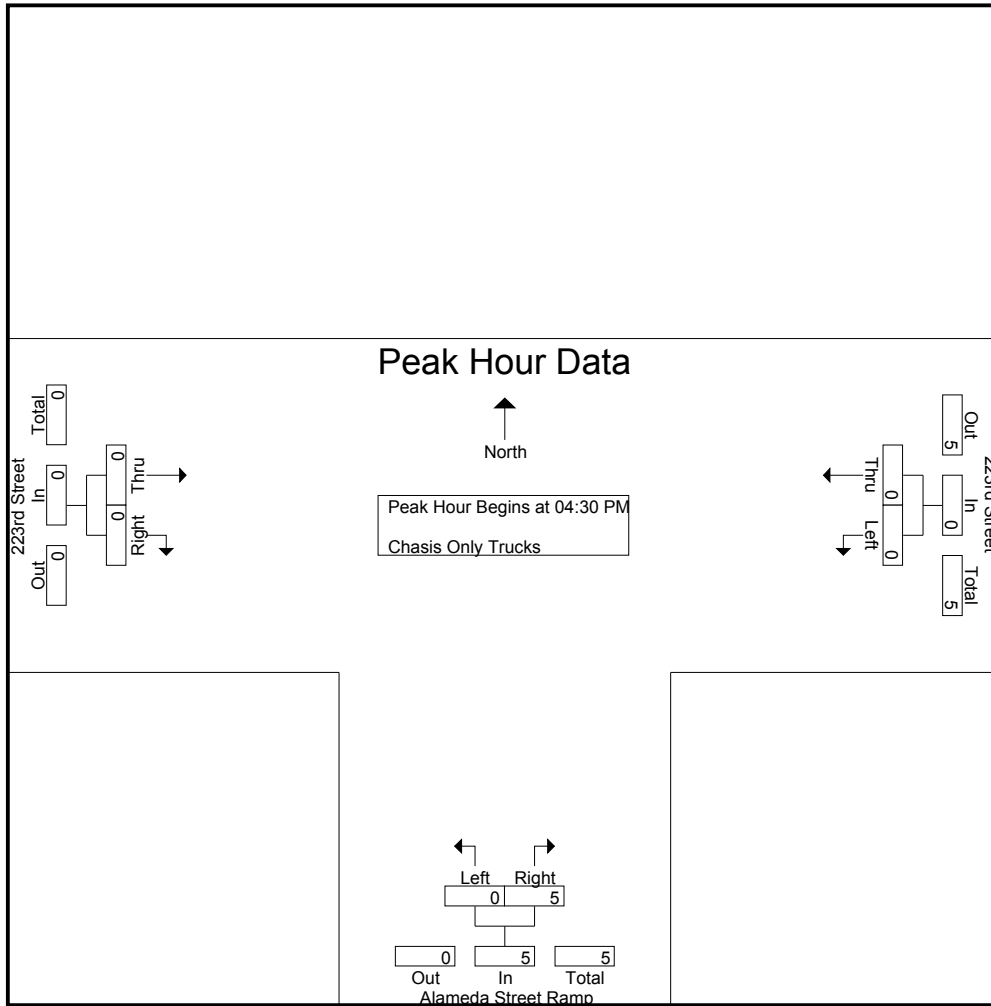
Groups Printed- Chasis Only Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	3	3	0	0	0	3
05:15 PM	0	0	0	0	2	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	5	5	0	0	0	5
Grand Total	0	0	0	0	5	5	0	0	0	5
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	3	3	0	0	0	3
05:15 PM	0	0	0	0	2	2	0	0	0	2
Total Volume	0	0	0	0	5	5	0	0	0	5
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.417	.417	.000	.000	.000	.417

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 0000011
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	3	3	0	0	0
+45 mins.	0	0	0	0	2	2	0	0	0
Total Volume	0	0	0	0	5	5	0	0	0
% App. Total	0	0	0	0	100		0	0	
PHF	.000	.000	.000	.000	.417	.417	.000	.000	.000

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

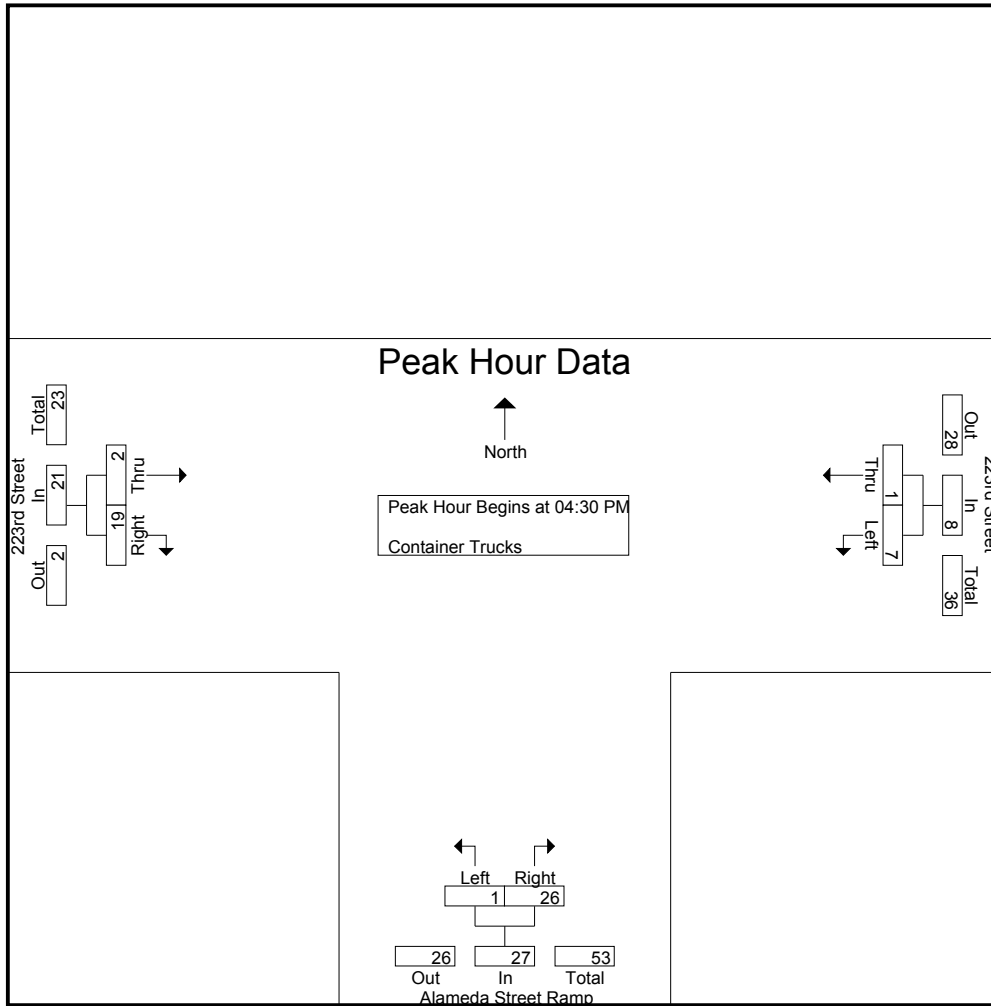
Groups Printed- Container Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	0	2	0	6	6	0	3	3	11
04:15 PM	2	0	2	0	5	5	0	7	7	14
04:30 PM	0	0	0	0	3	3	0	3	3	6
04:45 PM	3	0	3	1	7	8	0	6	6	17
Total	7	0	7	1	21	22	0	19	19	48
05:00 PM	3	1	4	0	7	7	0	6	6	17
05:15 PM	1	0	1	0	9	9	2	4	6	16
05:30 PM	1	0	1	0	8	8	1	2	3	12
05:45 PM	1	0	1	1	6	7	0	0	0	8
Total	6	1	7	1	30	31	3	12	15	53
Grand Total	13	1	14	2	51	53	3	31	34	101
Apprch %	92.9	7.1		3.8	96.2		8.8	91.2		
Total %	12.9	1	13.9	2	50.5	52.5	3	30.7	33.7	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	3	3	0	3	3	6
04:45 PM	3	0	3	1	7	8	0	6	6	17
05:00 PM	3	1	4	0	7	7	0	6	6	17
05:15 PM	1	0	1	0	9	9	2	4	6	16
Total Volume	7	1	8	1	26	27	2	19	21	56
% App. Total	87.5	12.5		3.7	96.3		9.5	90.5		
PHF	.583	.250	.500	.250	.722	.750	.250	.792	.875	.824

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	3	3	0	3	3
+15 mins.	3	0	3	1	7	8	0	6	6
+30 mins.	3	1	4	0	7	7	0	6	6
+45 mins.	1	0	1	0	9	9	2	4	6
Total Volume	7	1	8	1	26	27	2	19	21
% App. Total	87.5	12.5		3.7	96.3		9.5	90.5	
PHF	.583	.250	.500	.250	.722	.750	.250	.792	.875

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

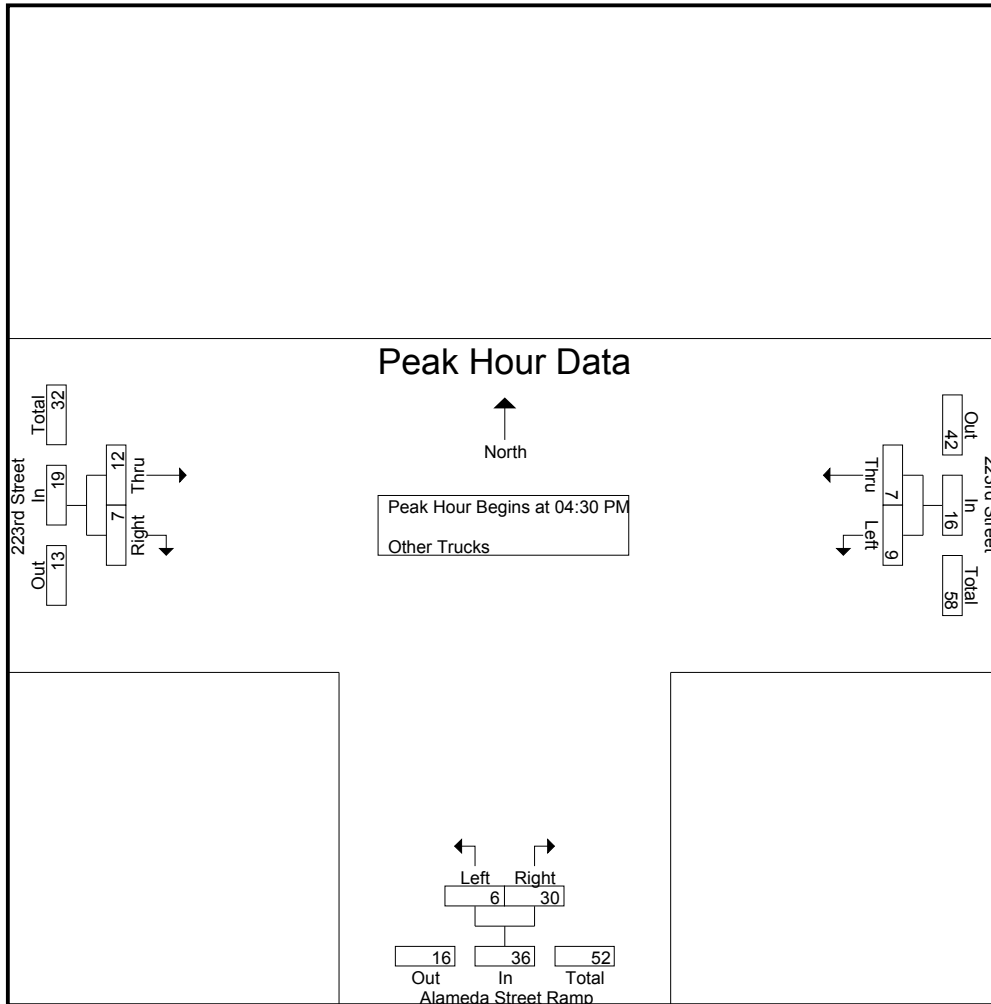
Groups Printed- Other Trucks

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	5	1	6	1	6	7	6	1	7	20
04:15 PM	2	2	4	0	3	3	3	1	4	11
04:30 PM	3	1	4	2	11	13	2	3	5	22
04:45 PM	3	2	5	1	7	8	6	1	7	20
Total	13	6	19	4	27	31	17	6	23	73
05:00 PM	2	1	3	2	4	6	2	2	4	13
05:15 PM	1	3	4	1	8	9	2	1	3	16
05:30 PM	0	1	1	1	9	10	3	2	5	16
05:45 PM	5	1	6	1	6	7	3	1	4	17
Total	8	6	14	5	27	32	10	6	16	62
Grand Total	21	12	33	9	54	63	27	12	39	135
Apprch %	63.6	36.4		14.3	85.7		69.2	30.8		
Total %	15.6	8.9	24.4	6.7	40	46.7	20	8.9	28.9	

Start Time	223rd Street Westbound			Alameda Street Ramp Northbound			223rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	3	1	4	2	11	13	2	3	5	22
04:45 PM	3	2	5	1	7	8	6	1	7	20
05:00 PM	2	1	3	2	4	6	2	2	4	13
05:15 PM	1	3	4	1	8	9	2	1	3	16
Total Volume	9	7	16	6	30	36	12	7	19	71
% App. Total	56.2	43.8		16.7	83.3		63.2	36.8		
PHF	.750	.583	.800	.750	.682	.692	.500	.583	.679	.807

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: 223rd Street
 Weather: Sunny

File Name : LBCAL223PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	3	1	4	2	11	13	2	3	5
+15 mins.	3	2	5	1	7	8	6	1	7
+30 mins.	2	1	3	2	4	6	2	2	4
+45 mins.	1	3	4	1	8	9	2	1	3
Total Volume	9	7	16	6	30	36	12	7	19
% App. Total	56.2	43.8		16.7	83.3		63.2	36.8	
PHF	.750	.583	.800	.750	.682	.692	.500	.583	.679

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

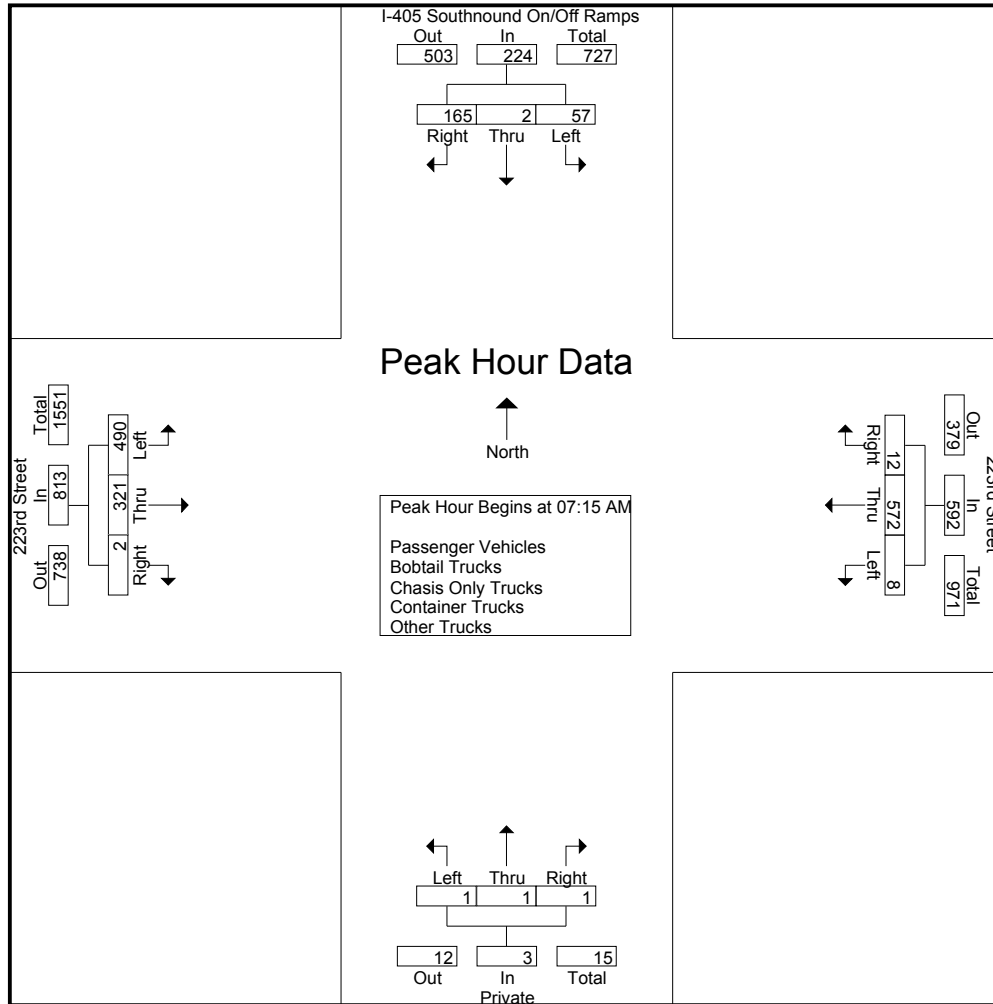
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	1	32	47	2	123	0	125	2	0	0	2	112	70	1	183	357
07:15 AM	20	0	39	59	2	161	3	166	1	0	1	2	124	71	0	195	422
07:30 AM	13	0	46	59	3	162	1	166	0	0	0	0	112	72	1	185	410
07:45 AM	8	2	44	54	3	135	1	139	0	0	0	0	143	98	1	242	435
Total	55	3	161	219	10	581	5	596	3	0	1	4	491	311	3	805	1624
08:00 AM	16	0	36	52	0	114	7	121	0	1	0	1	111	80	0	191	365
08:15 AM	10	0	31	41	4	112	3	119	0	0	1	1	81	89	1	171	332
08:30 AM	12	0	23	35	0	94	5	99	0	0	0	0	93	49	1	143	277
08:45 AM	18	0	20	38	1	83	1	85	2	0	2	4	92	60	0	152	279
Total	56	0	110	166	5	403	16	424	2	1	3	6	377	278	2	657	1253
Grand Total	111	3	271	385	15	984	21	1020	5	1	4	10	868	589	5	1462	2877
Apprch %	28.8	0.8	70.4		1.5	96.5	2.1		50	10	40		59.4	40.3	0.3		
Total %	3.9	0.1	9.4	13.4	0.5	34.2	0.7	35.5	0.2	0	0.1	0.3	30.2	20.5	0.2	50.8	
Passenger Vehicles	111	3	227	341	15	974	18	1007	5	1	4	10	624	584	5	1213	2571
% Passenger Vehicles	100	100	83.8	88.6	100	99	85.7	98.7	100	100	100	100	71.9	99.2	100	83	89.4
Bobtail Trucks	0	0	12	12	0	2	2	4	0	0	0	0	14	0	0	14	30
% Bobtail Trucks	0	0	4.4	3.1	0	0.2	9.5	0.4	0	0	0	0	1.6	0	0	1	1
Chasis Only Trucks	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	5	6
% Chasis Only Trucks	0	0	0.4	0.3	0	0	0	0	0	0	0	0	0.6	0	0	0.3	0.2
Container Trucks	0	0	7	7	0	2	0	2	0	0	0	0	123	1	0	124	133
% Container Trucks	0	0	2.6	1.8	0	0.2	0	0.2	0	0	0	0	14.2	0.2	0	8.5	4.6
Other Trucks	0	0	24	24	0	6	1	7	0	0	0	0	102	4	0	106	137
% Other Trucks	0	0	8.9	6.2	0	0.6	4.8	0.7	0	0	0	0	11.8	0.7	0	7.3	4.8

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	20	0	39	59	2	161	3	166	1	0	1	2	124	71	0	195	422
07:30 AM	13	0	46	59	3	162	1	166	0	0	0	0	112	72	1	185	410
07:45 AM	8	2	44	54	3	135	1	139	0	0	0	0	143	98	1	242	435
08:00 AM	16	0	36	52	0	114	7	121	0	1	0	1	111	80	0	191	365
Total Volume	57	2	165	224	8	572	12	592	1	1	1	3	490	321	2	813	1632
% App. Total	25.4	0.9	73.7		1.4	96.6	2		33.3	33.3	33.3		60.3	39.5	0.2		
PHF	.713	.250	.897	.949	.667	.883	.429	.892	.250	.250	.250	.375	.857	.819	.500	.840	.938

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	20	0	39	59	2	123	0	125	0	1	0	1	124	71	0	195
+15 mins.	13	0	46	59	2	161	3	166	0	0	1	1	112	72	1	185
+30 mins.	8	2	44	54	3	162	1	166	0	0	0	0	143	98	1	242
+45 mins.	16	0	36	52	3	135	1	139	2	0	2	4	111	80	0	191
Total Volume	57	2	165	224	10	581	5	596	2	1	3	6	490	321	2	813
% App. Total	25.4	0.9	73.7		1.7	97.5	0.8		33.3	16.7	50		60.3	39.5	0.2	
PHF	.713	.250	.897	.949	.833	.897	.417	.898	.250	.250	.375	.375	.857	.819	.500	.840

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
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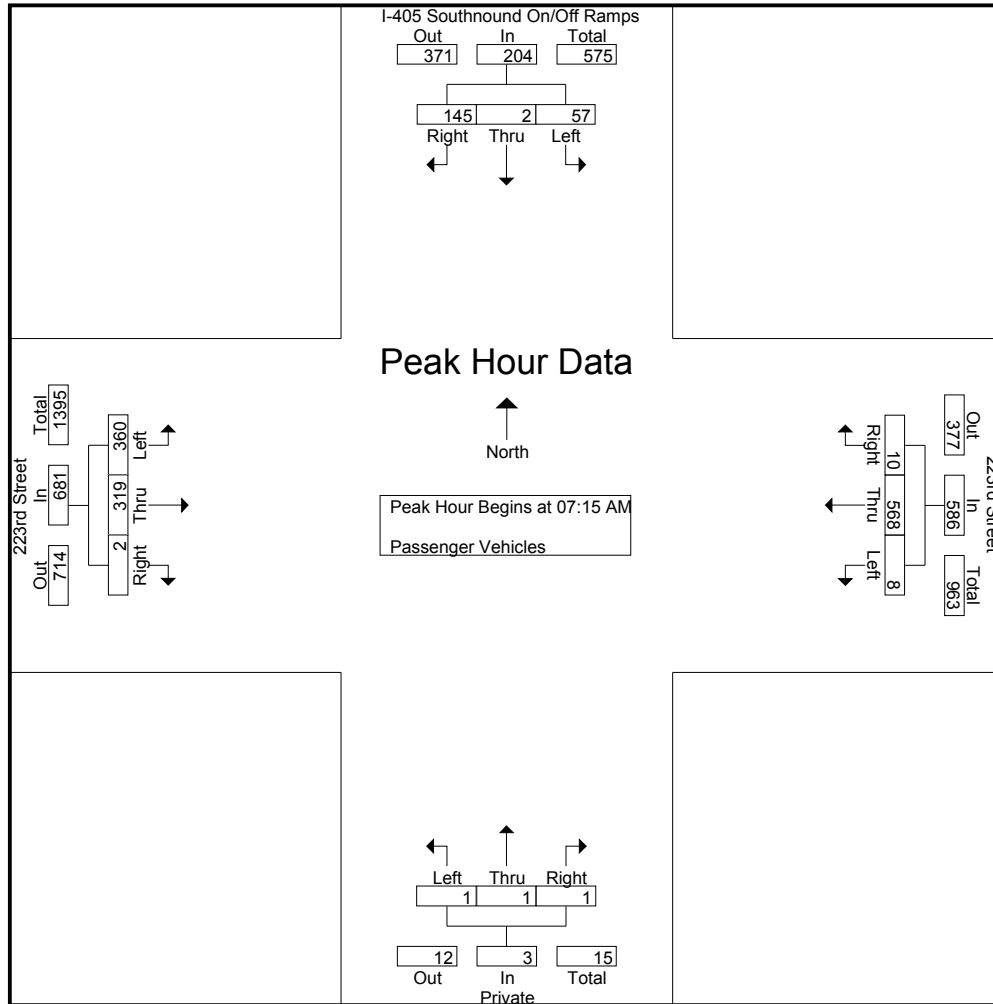
Groups Printed- Passenger Vehicles

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	1	26	41	2	122	0	124	2	0	0	2	77	69	1	147	314
07:15 AM	20	0	36	56	2	161	3	166	1	0	1	2	82	71	0	153	377
07:30 AM	13	0	44	57	3	162	1	166	0	0	0	0	81	71	1	153	376
07:45 AM	8	2	35	45	3	133	1	137	0	0	0	0	113	98	1	212	394
Total	55	3	141	199	10	578	5	593	3	0	1	4	353	309	3	665	1461
08:00 AM	16	0	30	46	0	112	5	117	0	1	0	1	84	79	0	163	327
08:15 AM	10	0	26	36	4	110	3	117	0	0	1	1	64	89	1	154	308
08:30 AM	12	0	15	27	0	93	5	98	0	0	0	0	64	49	1	114	239
08:45 AM	18	0	15	33	1	81	0	82	2	0	2	4	59	58	0	117	236
Total	56	0	86	142	5	396	13	414	2	1	3	6	271	275	2	548	1110
Grand Total	111	3	227	341	15	974	18	1007	5	1	4	10	624	584	5	1213	2571
Apprch %	32.6	0.9	66.6		1.5	96.7	1.8		50	10	40		51.4	48.1	0.4		
Total %	4.3	0.1	8.8	13.3	0.6	37.9	0.7	39.2	0.2	0	0.2	0.4	24.3	22.7	0.2	47.2	

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	20	0	36	56	2	161	3	166	1	0	1	2	82	71	0	153	377
07:30 AM	13	0	44	57	3	162	1	166	0	0	0	0	81	71	1	153	376
07:45 AM	8	2	35	45	3	133	1	137	0	0	0	0	113	98	1	212	394
08:00 AM	16	0	30	46	0	112	5	117	0	1	0	1	84	79	0	163	327
Total Volume	57	2	145	204	8	568	10	586	1	1	1	3	360	319	2	681	1474
% App. Total	27.9	1	71.1		1.4	96.9	1.7		33.3	33.3	33.3		52.9	46.8	0.3		
PHF	.713	.250	.824	.895	.667	.877	.500	.883	.250	.250	.250	.375	.796	.814	.500	.803	.935

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	20	0	36	56	2	161	3	166	1	0	1	2	82	71	0	153
+15 mins.	13	0	44	57	3	162	1	166	0	0	0	0	81	71	1	153
+30 mins.	8	2	35	45	3	133	1	137	0	0	0	0	113	98	1	212
+45 mins.	16	0	30	46	0	112	5	117	0	1	0	1	84	79	0	163
Total Volume	57	2	145	204	8	568	10	586	1	1	1	3	360	319	2	681
% App. Total	27.9	1	71.1		1.4	96.9	1.7		33.3	33.3	33.3		52.9	46.8	0.3	
PHF	.713	.250	.824	.895	.667	.877	.500	.883	.250	.250	.250	.375	.796	.814	.500	.803

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

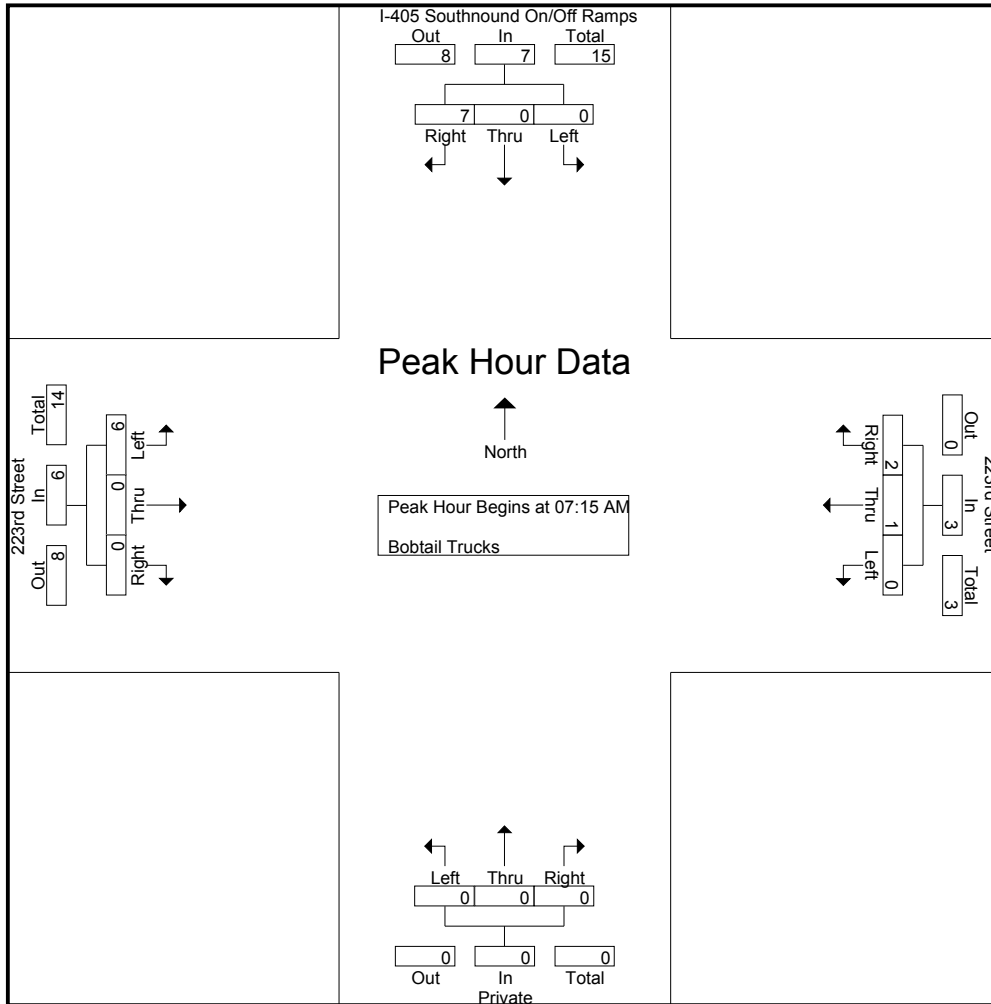
Groups Printed- Bobtail Trucks

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	3	3	0	1	0	1	0	0	0	0	1	0	0	1	5
Total	0	0	4	4	0	1	0	1	0	0	0	0	8	0	0	8	13
08:00 AM	0	0	4	4	0	0	2	2	0	0	0	0	0	0	0	0	6
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	2	0	0	2	4
08:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	2	0	0	2	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	8	8	0	1	2	3	0	0	0	0	6	0	0	6	17
Grand Total	0	0	12	12	0	2	2	4	0	0	0	0	14	0	0	14	30
Apprch %	0	0	100		0	50	50		0	0	0		100	0	0		
Total %	0	0	40	40	0	6.7	6.7	13.3	0	0	0	0	46.7	0	0	46.7	

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	3	3	0	1	0	1	0	0	0	0	1	0	0	1	5
08:00 AM	0	0	4	4	0	0	2	2	0	0	0	0	0	0	0	0	6
Total Volume	0	0	7	7	0	1	2	3	0	0	0	0	6	0	0	6	16
% App. Total	0	0	100		0	33.3	66.7		0	0	0		100	0	0		
PHF	.000	.000	.438	.438	.000	.250	.250	.375	.000	.000	.000	.000	.500	.000	.000	.500	.667

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	3	3	0	1	0	1	0	0	0	0	1	0	0	1
+45 mins.	0	0	4	4	0	0	2	2	0	0	0	0	0	0	0	0
Total Volume	0	0	7	7	0	1	2	3	0	0	0	0	6	0	0	6
% App. Total	0	0	100		0	33.3	66.7		0	0	0		100	0	0	
PHF	.000	.000	.438	.438	.000	.250	.250	.375	.000	.000	.000	.000	.500	.000	.000	.500

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

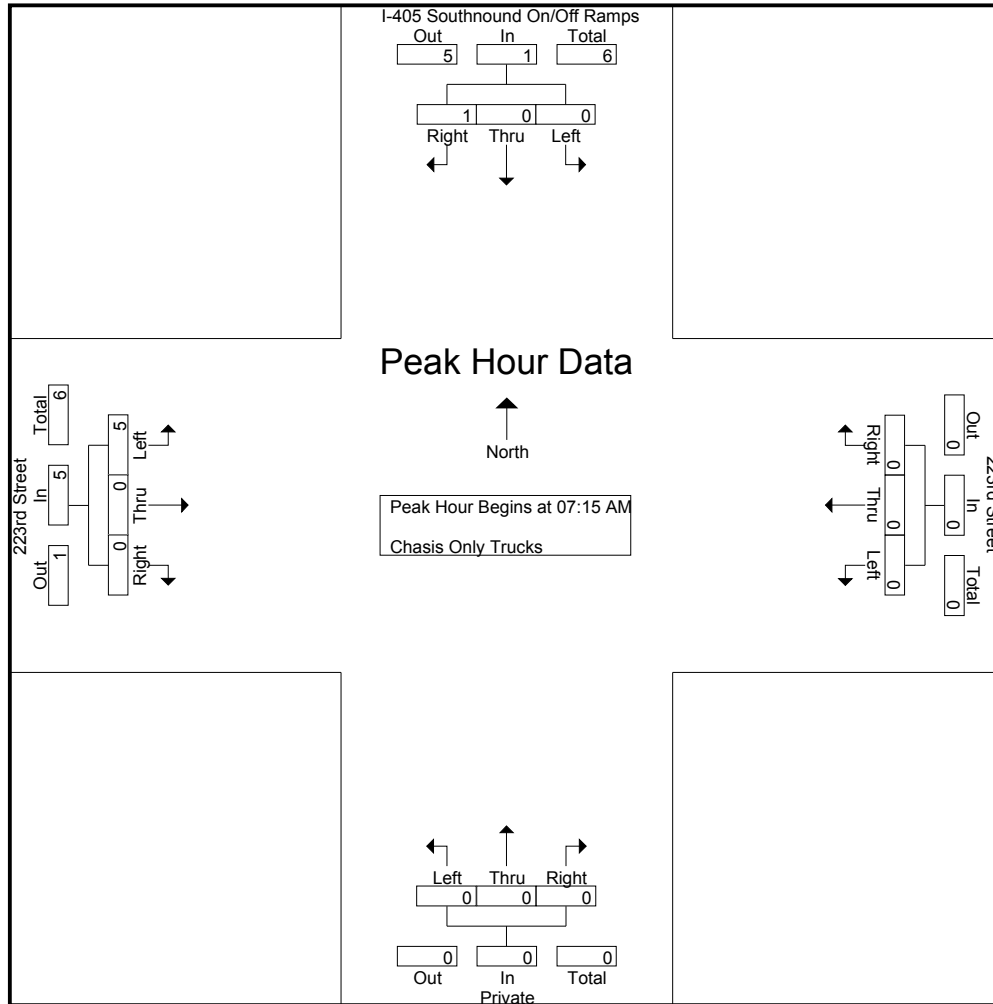
Groups Printed- Chasis Only Trucks

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	5	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	5	6
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	16.7	16.7	0	0	0	0	0	0	0	0	83.3	0	0	83.3	

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	5	6
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.750

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	5
% App. Total	0	0	100	100	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

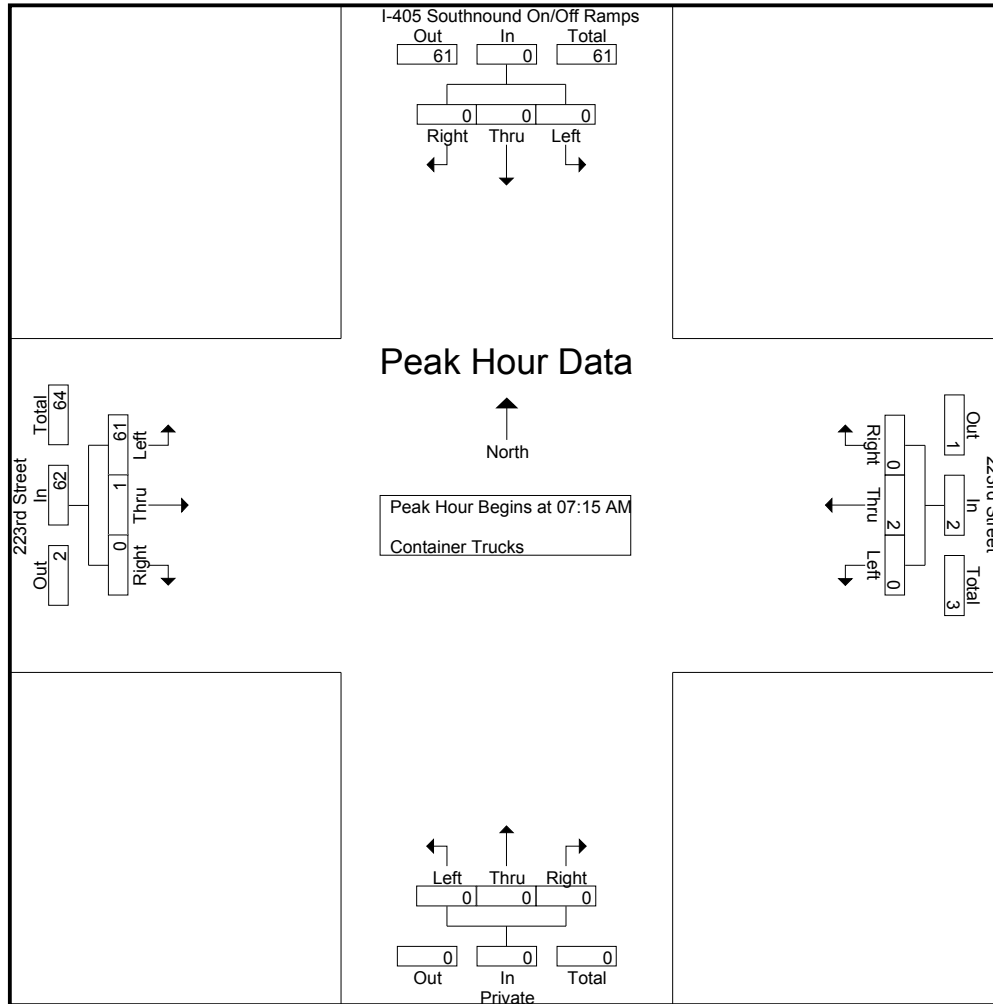
Groups Printed- Container Trucks

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	16	0	0	16	17
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	23
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	13	13
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	14
Total	0	0	1	1	0	0	0	0	0	0	0	0	65	1	0	66	67
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	12	0	0	12	14
08:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	5	0	0	5	7
08:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	19	0	0	19	22
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	22	0	0	22	23
Total	0	0	6	6	0	2	0	2	0	0	0	0	58	0	0	58	66
Grand Total	0	0	7	7	0	2	0	2	0	0	0	0	123	1	0	124	133
Apprch %	0	0	100		0	100	0		0	0	0		99.2	0.8	0		
Total %	0	0	5.3	5.3	0	1.5	0	1.5	0	0	0	0	92.5	0.8	0	93.2	

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	23
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	13	13
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	14
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	12	0	0	12	14
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	61	1	0	62	64
% App. Total	0	0	0		0	100	0		0	0	0		98.4	1.6	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.663	.250	.000	.674	.696

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	13
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	12	0	0	12
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	61	1	0	62
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	98.4	1.6	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.663	.250	.000	.674

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

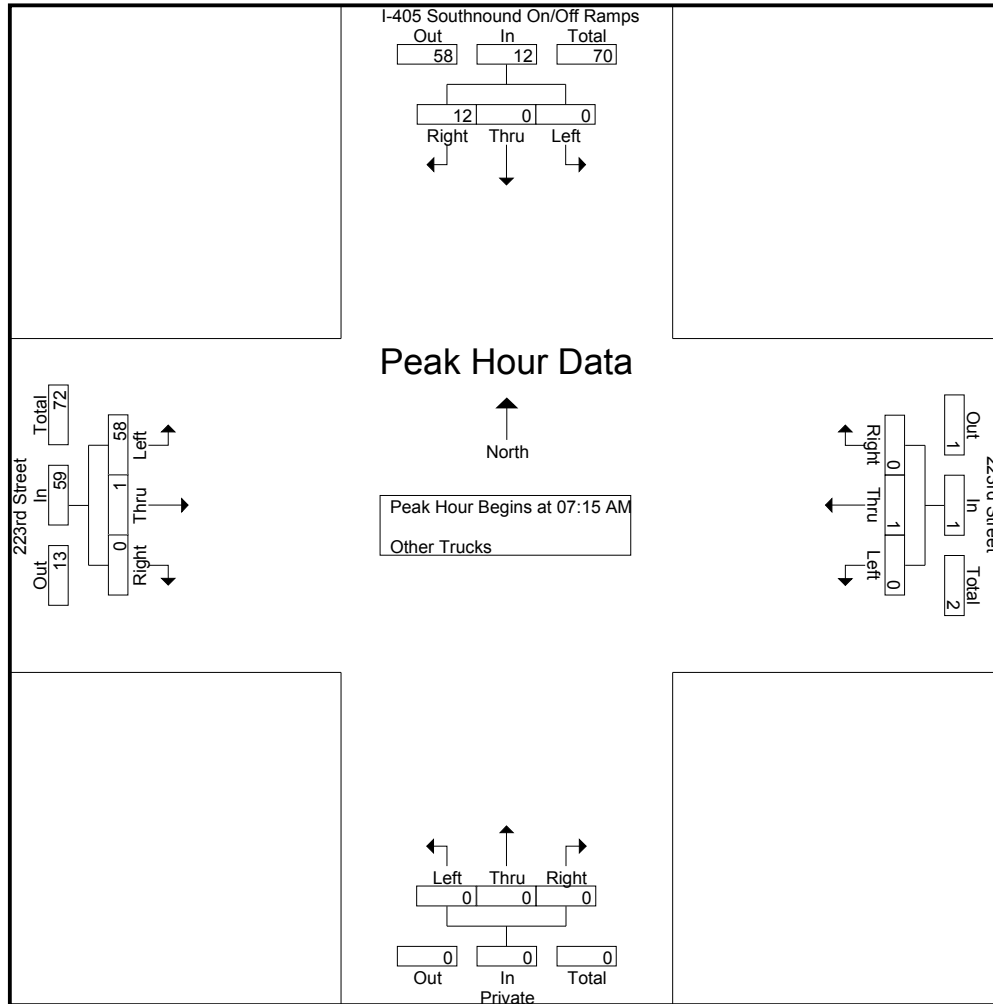
Groups Printed- Other Trucks

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	4	4	0	1	0	1	0	0	0	0	17	1	0	18	23
07:15 AM	0	0	3	3	0	0	0	0	0	0	0	0	14	0	0	14	17
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	15	0	0	15	17
07:45 AM	0	0	5	5	0	1	0	1	0	0	0	0	14	0	0	14	20
Total	0	0	14	14	0	2	0	2	0	0	0	0	60	1	0	61	77
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	15	1	0	16	18
08:15 AM	0	0	2	2	0	1	0	1	0	0	0	0	10	0	0	10	13
08:30 AM	0	0	2	2	0	1	0	1	0	0	0	0	8	0	0	8	11
08:45 AM	0	0	4	4	0	2	1	3	0	0	0	0	9	2	0	11	18
Total	0	0	10	10	0	4	1	5	0	0	0	0	42	3	0	45	60
Grand Total	0	0	24	24	0	6	1	7	0	0	0	0	102	4	0	106	137
Apprch %	0	0	100		0	85.7	14.3		0	0	0		96.2	3.8	0		
Total %	0	0	17.5	17.5	0	4.4	0.7	5.1	0	0	0	0	74.5	2.9	0	77.4	

Start Time	I-405 Southbound On/Off Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	3	3	0	0	0	0	0	0	0	0	14	0	0	14	17
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	15	0	0	15	17
07:45 AM	0	0	5	5	0	1	0	1	0	0	0	0	14	0	0	14	20
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	15	1	0	16	18
Total Volume	0	0	12	12	0	1	0	1	0	0	0	0	58	1	0	59	72
% App. Total	0	0	100		0	100	0		0	0	0		98.3	1.7	0		
PHF	.000	.000	.600	.600	.000	.250	.000	.250	.000	.000	.000	.000	.967	.250	.000	.922	.900

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223AM
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	3	3	0	0	0	0	0	0	0	0	14	0	0	14
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	15	0	0	15
+30 mins.	0	0	5	5	0	1	0	1	0	0	0	0	14	0	0	14
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	15	1	0	16
Total Volume	0	0	12	12	0	1	0	1	0	0	0	0	58	1	0	59
% App. Total	0	0	100		0	100	0		0	0	0		98.3	1.7	0	
PHF	.000	.000	.600	.600	.000	.250	.000	.250	.000	.000	.000	.000	.967	.250	.000	.922

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

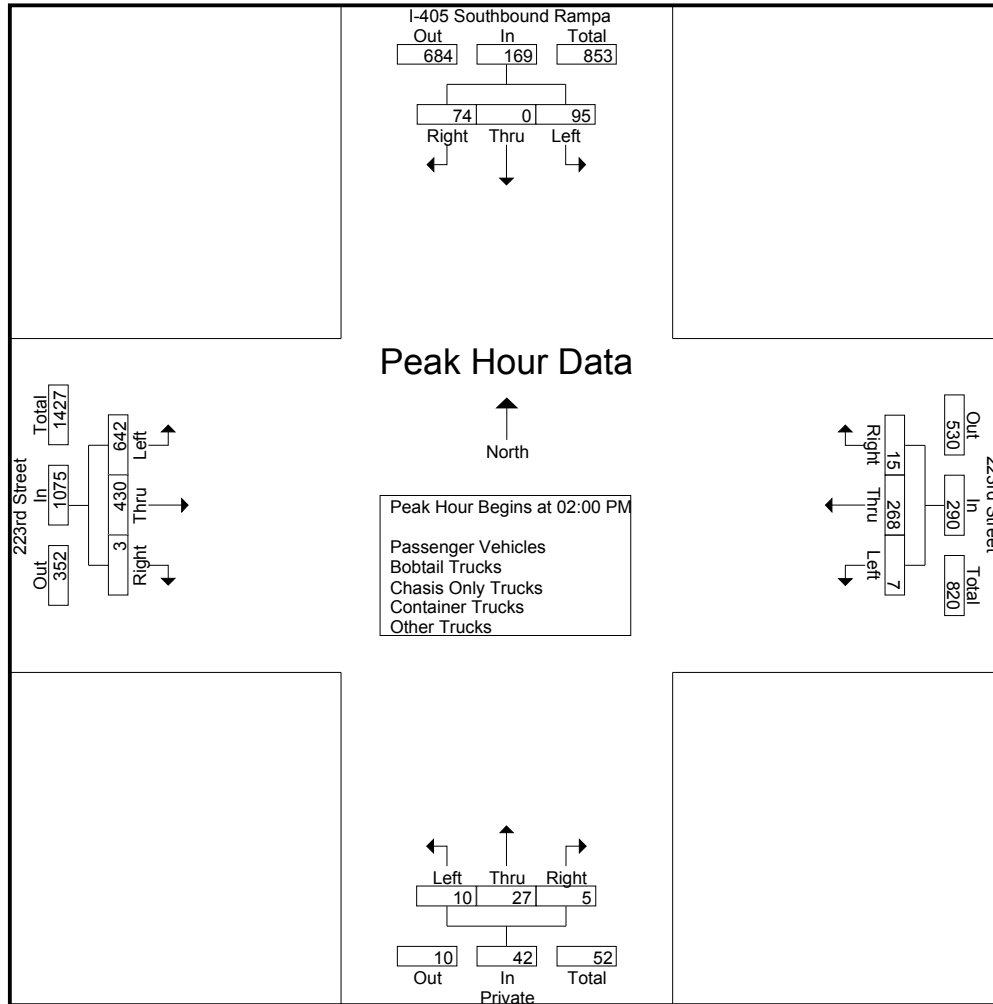
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	19	1	24	44	3	65	3	71	1	2	4	7	97	57	3	157	279
01:15 PM	21	0	23	44	10	56	2	68	2	1	0	3	103	56	4	163	278
01:30 PM	22	2	20	44	9	78	8	95	1	1	1	3	95	69	0	164	306
01:45 PM	15	0	26	41	3	57	5	65	2	4	0	6	131	74	2	207	319
Total	77	3	93	173	25	256	18	299	6	8	5	19	426	256	9	691	1182
02:00 PM	20	0	26	46	2	66	2	70	6	17	4	27	165	69	0	234	377
02:15 PM	28	0	15	43	3	77	3	83	0	2	0	2	122	103	0	225	353
02:30 PM	14	0	19	33	2	69	5	76	3	6	1	10	180	137	2	319	438
02:45 PM	33	0	14	47	0	56	5	61	1	2	0	3	175	121	1	297	408
Total	95	0	74	169	7	268	15	290	10	27	5	42	642	430	3	1075	1576
Grand Total	172	3	167	342	32	524	33	589	16	35	10	61	1068	686	12	1766	2758
Apprch %	50.3	0.9	48.8		5.4	89	5.6		26.2	57.4	16.4		60.5	38.8	0.7		
Total %	6.2	0.1	6.1	12.4	1.2	19	1.2	21.4	0.6	1.3	0.4	2.2	38.7	24.9	0.4	64	
Passenger Vehicles	171	3	115	289	32	511	30	573	16	35	10	61	829	683	12	1524	2447
% Passenger Vehicles	99.4	100	68.9	84.5	100	97.5	90.9	97.3	100	100	100	100	77.6	99.6	100	86.3	88.7
Bobtail Trucks	0	0	11	11	0	1	0	1	0	0	0	0	31	0	0	31	43
% Bobtail Trucks	0	0	6.6	3.2	0	0.2	0	0.2	0	0	0	0	2.9	0	0	1.8	1.6
Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.1
Container Trucks	0	0	14	14	0	2	2	4	0	0	0	0	91	1	0	92	110
% Container Trucks	0	0	8.4	4.1	0	0.4	6.1	0.7	0	0	0	0	8.5	0.1	0	5.2	4
Other Trucks	1	0	27	28	0	10	1	11	0	0	0	0	114	2	0	116	155
% Other Trucks	0.6	0	16.2	8.2	0	1.9	3	1.9	0	0	0	0	10.7	0.3	0	6.6	5.6

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	20	0	26	46	2	66	2	70	6	17	4	27	165	69	0	234	377
02:15 PM	28	0	15	43	3	77	3	83	0	2	0	2	122	103	0	225	353
02:30 PM	14	0	19	33	2	69	5	76	3	6	1	10	180	137	2	319	438
02:45 PM	33	0	14	47	0	56	5	61	1	2	0	3	175	121	1	297	408
Total Volume	95	0	74	169	7	268	15	290	10	27	5	42	642	430	3	1075	1576
% App. Total	56.2	0	43.8		2.4	92.4	5.2		23.8	64.3	11.9		59.7	40	0.3		
PHF	.720	.000	.712	.899	.583	.870	.750	.873	.417	.397	.313	.389	.892	.785	.375	.842	.900

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:15 PM				01:30 PM				01:45 PM				02:00 PM			
+0 mins.	21	0	23	44	9	78	8	95	2	4	0	6	165	69	0	234
+15 mins.	22	2	20	44	3	57	5	65	6	17	4	27	122	103	0	225
+30 mins.	15	0	26	41	2	66	2	70	0	2	0	2	180	137	2	319
+45 mins.	20	0	26	46	3	77	3	83	3	6	1	10	175	121	1	297
Total Volume	78	2	95	175	17	278	18	313	11	29	5	45	642	430	3	1075
% App. Total	44.6	1.1	54.3		5.4	88.8	5.8		24.4	64.4	11.1		59.7	40	0.3	
PHF	.886	.250	.913	.951	.472	.891	.563	.824	.458	.426	.313	.417	.892	.785	.375	.842

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

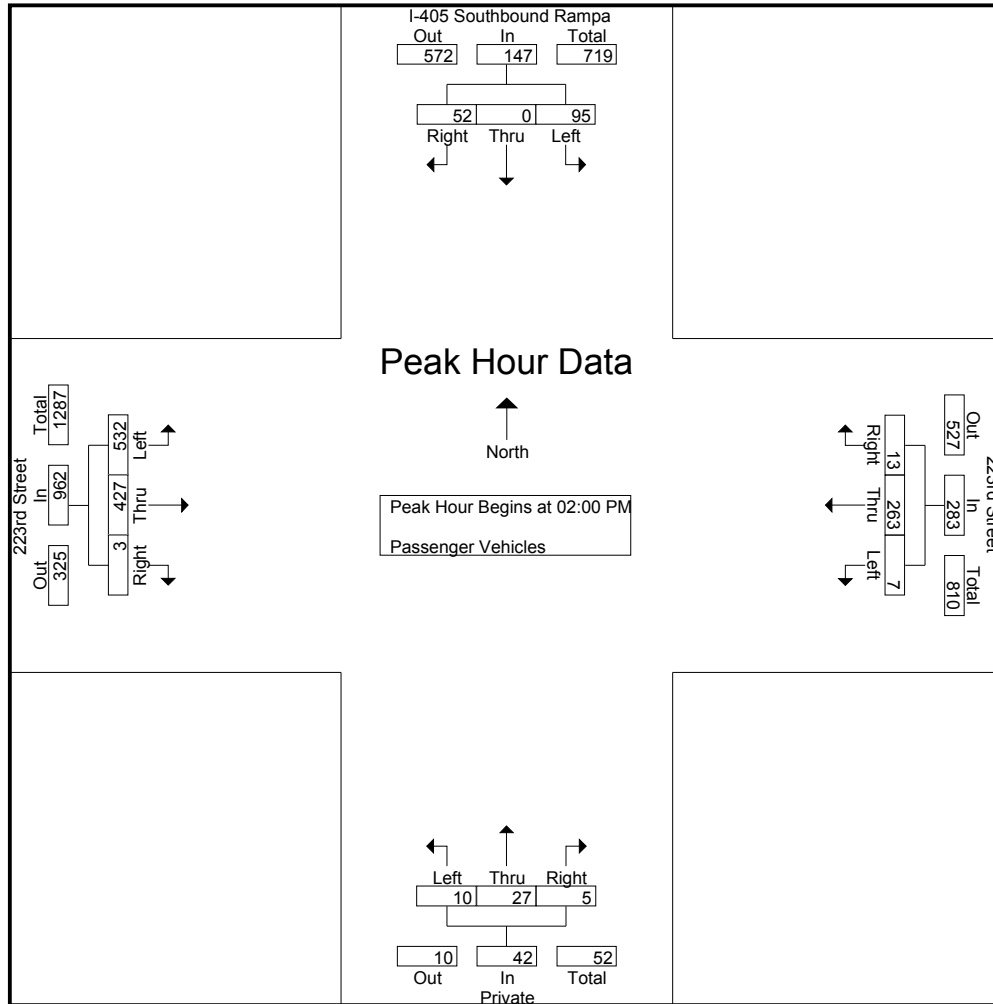
Groups Printed- Passenger Vehicles

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	18	1	18	37	3	64	3	70	1	2	4	7	66	57	3	126	240
01:15 PM	21	0	15	36	10	55	2	67	2	1	0	3	67	56	4	127	233
01:30 PM	22	2	14	38	9	75	7	91	1	1	1	3	69	69	0	138	270
01:45 PM	15	0	16	31	3	54	5	62	2	4	0	6	95	74	2	171	270
Total	76	3	63	142	25	248	17	290	6	8	5	19	297	256	9	562	1013
02:00 PM	20	0	21	41	2	64	2	68	6	17	4	27	143	68	0	211	347
02:15 PM	28	0	12	40	3	77	3	83	0	2	0	2	89	101	0	190	315
02:30 PM	14	0	11	25	2	67	3	72	3	6	1	10	156	137	2	295	402
02:45 PM	33	0	8	41	0	55	5	60	1	2	0	3	144	121	1	266	370
Total	95	0	52	147	7	263	13	283	10	27	5	42	532	427	3	962	1434
Grand Total	171	3	115	289	32	511	30	573	16	35	10	61	829	683	12	1524	2447
Apprch %	59.2	1	39.8		5.6	89.2	5.2		26.2	57.4	16.4		54.4	44.8	0.8		
Total %	7	0.1	4.7	11.8	1.3	20.9	1.2	23.4	0.7	1.4	0.4	2.5	33.9	27.9	0.5	62.3	

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	20	0	21	41	2	64	2	68	6	17	4	27	143	68	0	211	347
02:15 PM	28	0	12	40	3	77	3	83	0	2	0	2	89	101	0	190	315
02:30 PM	14	0	11	25	2	67	3	72	3	6	1	10	156	137	2	295	402
02:45 PM	33	0	8	41	0	55	5	60	1	2	0	3	144	121	1	266	370
Total Volume	95	0	52	147	7	263	13	283	10	27	5	42	532	427	3	962	1434
% App. Total	64.6	0	35.4		2.5	92.9	4.6		23.8	64.3	11.9		55.3	44.4	0.3		
PHF	.720	.000	.619	.896	.583	.854	.650	.852	.417	.397	.313	.389	.853	.779	.375	.815	.892

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	20	0	21	41	2	64	2	68	6	17	4	27	143	68	0	211
+15 mins.	28	0	12	40	3	77	3	83	0	2	0	2	89	101	0	190
+30 mins.	14	0	11	25	2	67	3	72	3	6	1	10	156	137	2	295
+45 mins.	33	0	8	41	0	55	5	60	1	2	0	3	144	121	1	266
Total Volume	95	0	52	147	7	263	13	283	10	27	5	42	532	427	3	962
% App. Total	64.6	0	35.4		2.5	92.9	4.6		23.8	64.3	11.9		55.3	44.4	0.3	
PHF	.720	.000	.619	.896	.583	.854	.650	.852	.417	.397	.313	.389	.853	.779	.375	.815

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 1

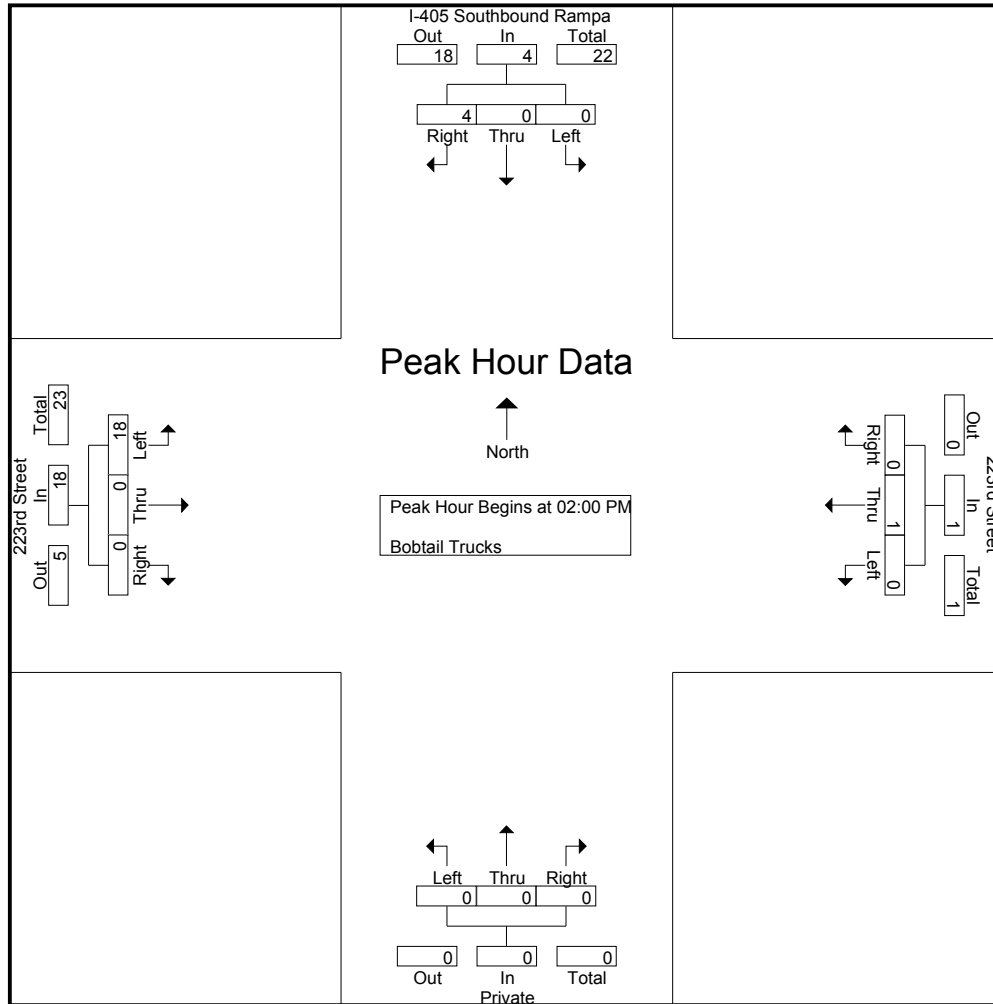
Groups Printed- Bobtail Trucks

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	5	6
01:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	7	0	0	7	9
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	7	7	0	0	0	0	0	0	0	0	13	0	0	13	20
02:00 PM	0	0	2	2	0	1	0	1	0	0	0	0	4	0	0	4	7
02:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	4	0	0	4	5
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
02:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	5	6
Total	0	0	4	4	0	1	0	1	0	0	0	0	18	0	0	18	23
Grand Total	0	0	11	11	0	1	0	1	0	0	0	0	31	0	0	31	43
Apprch %	0	0	100		0	100	0		0	0	0		100	0	0		
Total %	0	0	25.6	25.6	0	2.3	0	2.3	0	0	0	0	72.1	0	0	72.1	

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	2	2	0	1	0	1	0	0	0	0	4	0	0	4	7
02:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	4	0	0	4	5
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
02:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	5	6
Total Volume	0	0	4	4	0	1	0	1	0	0	0	0	18	0	0	18	23
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.900	.000	.000	.900	.821

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	2	2	0	1	0	1	0	0	0	0	4	0	0	4
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	4	0	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	5	0	0	5
Total Volume	0	0	4	4	0	1	0	1	0	0	0	0	18	0	0	18
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0	
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.900	.000	.000	.900

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 1

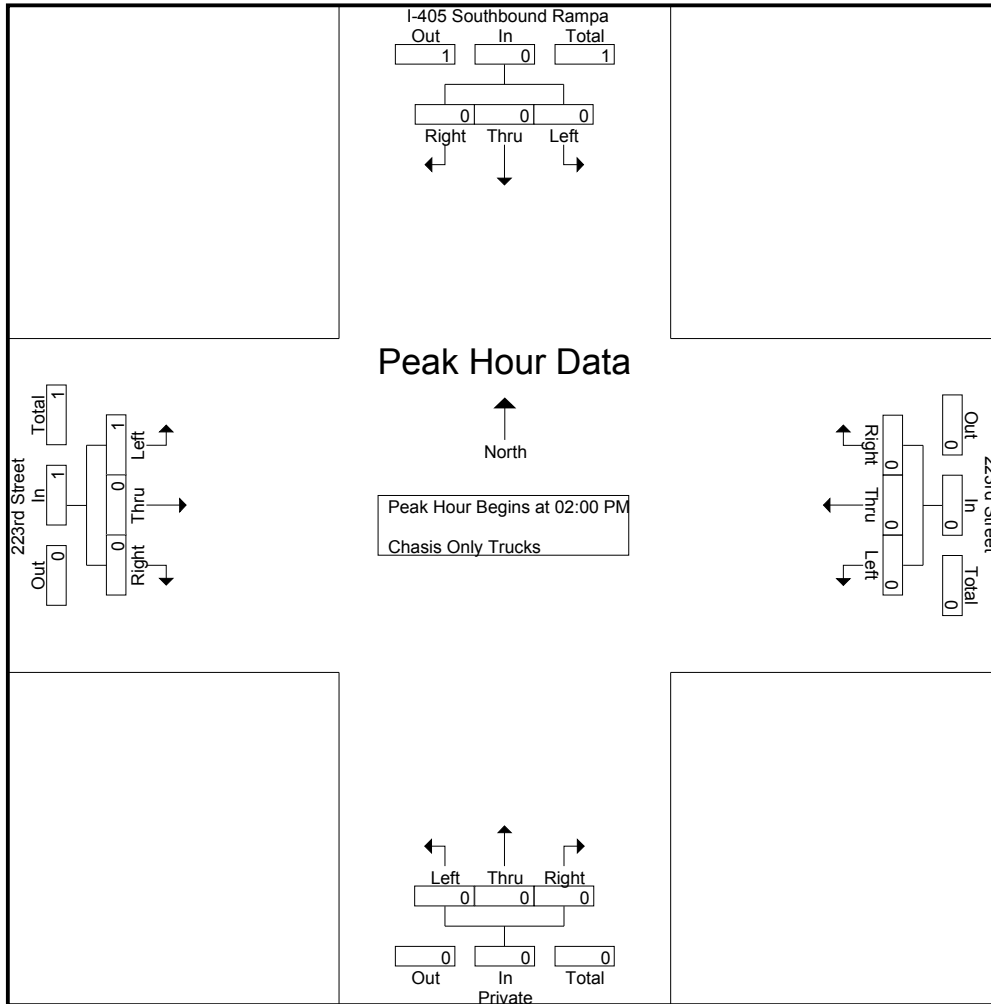
Groups Printed- Chasis Only Trucks

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0		0	0	0		0	0	0		100	0	0	100	

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 1

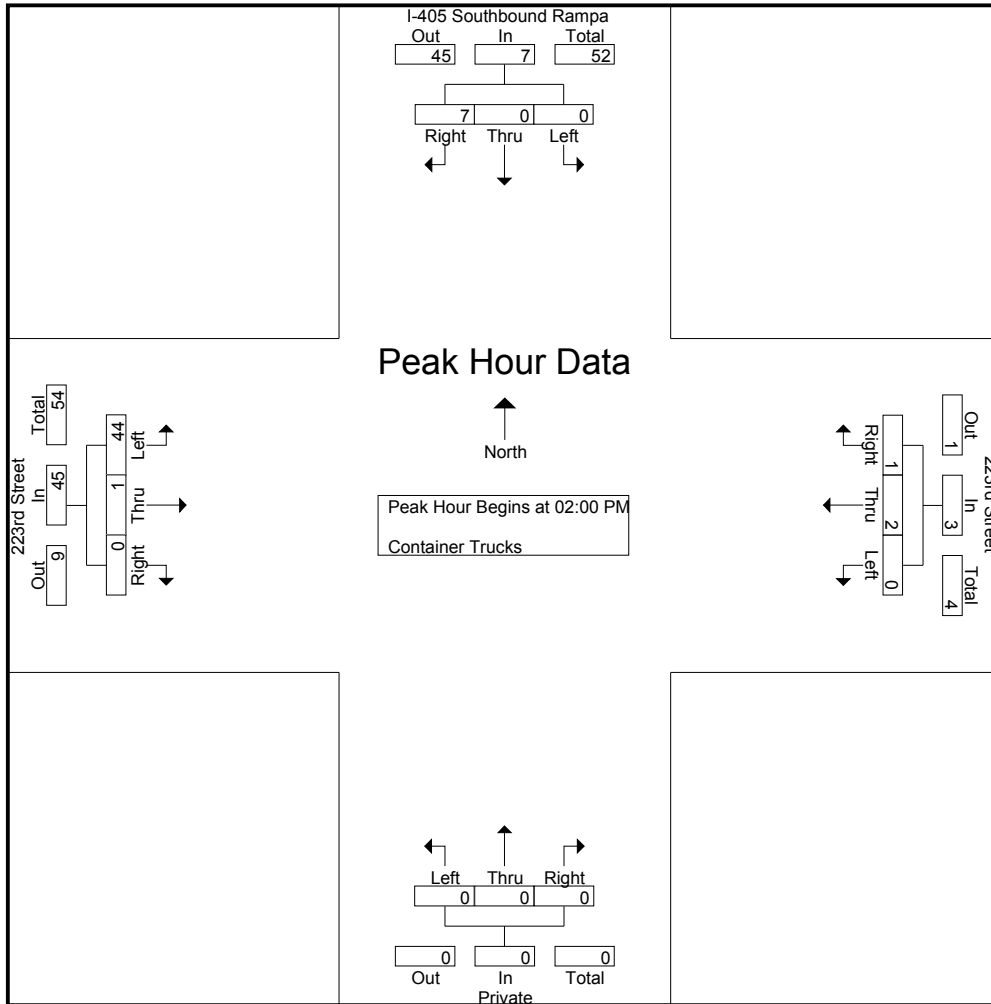
Groups Printed- Container Trucks

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	8	0	0	8	9
01:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	13	0	0	13	14
01:30 PM	0	0	4	4	0	0	1	1	0	0	0	0	10	0	0	10	15
01:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	16	0	0	16	17
Total	0	0	7	7	0	0	1	1	0	0	0	0	47	0	0	47	55
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	9
02:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	16	0	0	16	17
02:30 PM	0	0	3	3	0	1	1	2	0	0	0	0	11	0	0	11	16
02:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	9	0	0	9	13
Total	0	0	7	7	0	2	1	3	0	0	0	0	44	1	0	45	55
Grand Total	0	0	14	14	0	2	2	4	0	0	0	0	91	1	0	92	110
Apprch %	0	0	100		0	50	50		0	0	0		98.9	1.1	0		
Total %	0	0	12.7	12.7	0	1.8	1.8	3.6	0	0	0	0	82.7	0.9	0	83.6	

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	9
02:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	16	0	0	16	17
02:30 PM	0	0	3	3	0	1	1	2	0	0	0	0	11	0	0	11	16
02:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	9	0	0	9	13
Total Volume	0	0	7	7	0	2	1	3	0	0	0	0	44	1	0	45	55
% App. Total	0	0	100		0	66.7	33.3		0	0	0		97.8	2.2	0		
PHF	.000	.000	.583	.583	.000	.500	.250	.375	.000	.000	.000	.000	.688	.250	.000	.703	.809

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	16	0	0	16
+30 mins.	0	0	3	3	0	1	1	2	0	0	0	0	11	0	0	11
+45 mins.	0	0	3	3	0	1	0	1	0	0	0	0	9	0	0	9
Total Volume	0	0	7	7	0	2	1	3	0	0	0	0	44	1	0	45
% App. Total	0	0	100		0	66.7	33.3		0	0	0		97.8	2.2	0	
PHF	.000	.000	.583	.583	.000	.500	.250	.375	.000	.000	.000	.000	.688	.250	.000	.703

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

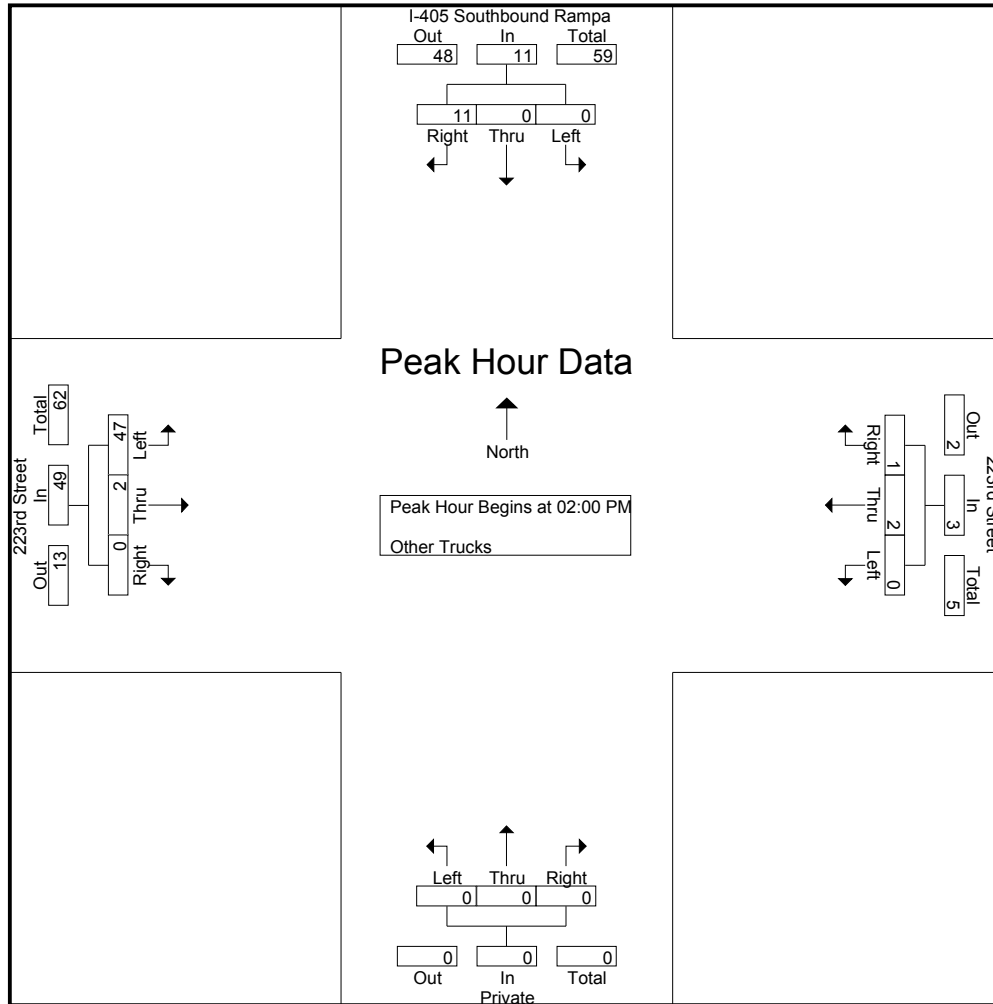
Groups Printed- Other Trucks

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	0	4	5	0	1	0	1	0	0	0	0	18	0	0	18	24
01:15 PM	0	0	5	5	0	1	0	1	0	0	0	0	15	0	0	15	21
01:30 PM	0	0	2	2	0	3	0	3	0	0	0	0	15	0	0	15	20
01:45 PM	0	0	5	5	0	3	0	3	0	0	0	0	19	0	0	19	27
Total	1	0	16	17	0	8	0	8	0	0	0	0	67	0	0	67	92
02:00 PM	0	0	3	3	0	1	0	1	0	0	0	0	10	0	0	10	14
02:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	13	2	0	15	16
02:30 PM	0	0	5	5	0	1	1	2	0	0	0	0	8	0	0	8	15
02:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	16	0	0	16	18
Total	0	0	11	11	0	2	1	3	0	0	0	0	47	2	0	49	63
Grand Total	1	0	27	28	0	10	1	11	0	0	0	0	114	2	0	116	155
Apprch %	3.6	0	96.4		0	90.9	9.1		0	0	0		98.3	1.7	0		
Total %	0.6	0	17.4	18.1	0	6.5	0.6	7.1	0	0	0	0	73.5	1.3	0	74.8	

Start Time	I-405 Southbound Rampa Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	3	3	0	1	0	1	0	0	0	0	10	0	0	10	14
02:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	13	2	0	15	16
02:30 PM	0	0	5	5	0	1	1	2	0	0	0	0	8	0	0	8	15
02:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	16	0	0	16	18
Total Volume	0	0	11	11	0	2	1	3	0	0	0	0	47	2	0	49	63
% App. Total	0	0	100		0	66.7	33.3		0	0	0		95.9	4.1	0		
PHF	.000	.000	.550	.550	.000	.500	.250	.375	.000	.000	.000	.000	.734	.250	.000	.766	.875

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223MD
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	3	3	0	1	0	1	0	0	0	0	10	0	0	10
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	13	2	0	15
+30 mins.	0	0	5	5	0	1	1	2	0	0	0	0	8	0	0	8
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	16	0	0	16
Total Volume	0	0	11	11	0	2	1	3	0	0	0	0	47	2	0	49
% App. Total	0	0	100		0	66.7	33.3		0	0	0		95.9	4.1	0	
PHF	.000	.000	.550	.550	.000	.500	.250	.375	.000	.000	.000	.000	.734	.250	.000	.766

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	0	21	50	0	69	4	73	3	4	3	10	217	198	1	416	549
04:15 PM	29	0	22	51	2	69	3	74	2	2	0	4	199	200	1	400	529
04:30 PM	22	0	10	32	1	65	5	71	0	2	2	4	251	253	0	504	611
04:45 PM	50	0	16	66	1	89	3	93	2	0	1	3	241	235	0	476	638
Total	130	0	69	199	4	292	15	311	7	8	6	21	908	886	2	1796	2327
05:00 PM	28	1	17	46	3	88	11	102	3	1	2	6	259	233	0	492	646
05:15 PM	17	0	7	24	4	97	10	111	3	0	2	5	188	218	2	408	548
05:30 PM	19	0	7	26	1	59	7	67	3	0	0	3	227	234	2	463	559
05:45 PM	26	0	8	34	3	62	1	66	1	0	0	1	206	238	0	444	545
Total	90	1	39	130	11	306	29	346	10	1	4	15	880	923	4	1807	2298
Grand Total	220	1	108	329	15	598	44	657	17	9	10	36	1788	1809	6	3603	4625
Approch %	66.9	0.3	32.8		2.3	91	6.7		47.2	25	27.8		49.6	50.2	0.2		
Total %	4.8	0	2.3	7.1	0.3	12.9	1	14.2	0.4	0.2	0.2	0.8	38.7	39.1	0.1	77.9	
Passenger Vehicles	218	0	76	294	6	588	43	637	13	9	9	31	1649	1806	6	3461	4423
% Passenger Vehicles	99.1	0	70.4	89.4	40	98.3	97.7	97	76.5	100	90	86.1	92.2	99.8	100	96.1	95.6
Bobtail Trucks	0	0	4	4	8	3	0	11	1	0	1	2	15	2	0	17	34
% Bobtail Trucks	0	0	3.7	1.2	53.3	0.5	0	1.7	5.9	0	10	5.6	0.8	0.1	0	0.5	0.7
Chasis Only Trucks	0	0	0	0	1	0	0	1	3	0	0	3	2	0	0	2	6
% Chasis Only Trucks	0	0	0	0	6.7	0	0	0.2	17.6	0	0	8.3	0.1	0	0	0.1	0.1
Container Trucks	0	0	10	10	0	2	1	3	0	0	0	0	63	0	0	63	76
% Container Trucks	0	0	9.3	3	0	0.3	2.3	0.5	0	0	0	0	3.5	0	0	1.7	1.6
Other Trucks	2	1	18	21	0	5	0	5	0	0	0	0	59	1	0	60	86
% Other Trucks	0.9	100	16.7	6.4	0	0.8	0	0.8	0	0	0	0	3.3	0.1	0	1.7	1.9

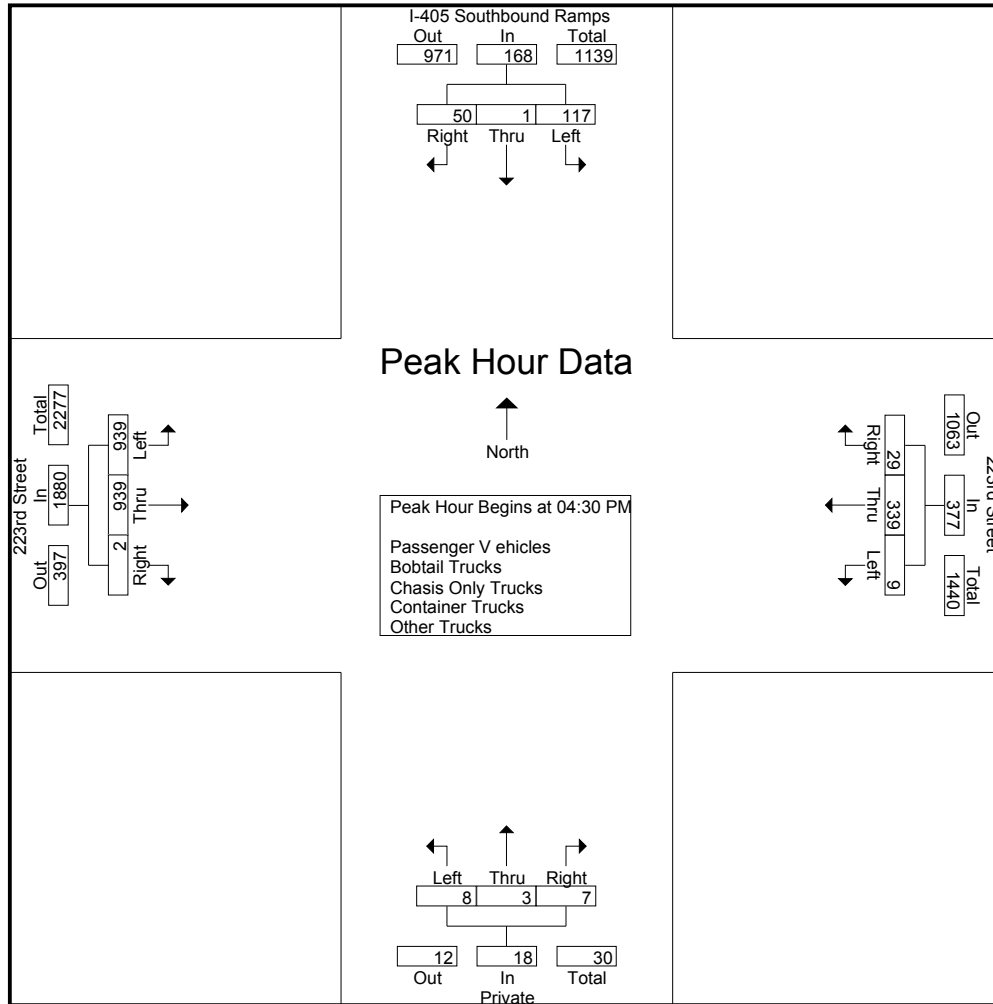
Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	22	0	10	32	1	65	5	71	0	2	2	4	251	253	0	504	611
04:45 PM	50	0	16	66	1	89	3	93	2	0	1	3	241	235	0	476	638
05:00 PM	28	1	17	46	3	88	11	102	3	1	2	6	259	233	0	492	646
05:15 PM	17	0	7	24	4	97	10	111	3	0	2	5	188	218	2	408	548
Total Volume	117	1	50	168	9	339	29	377	8	3	7	18	939	939	2	1880	2443
% App. Total	69.6	0.6	29.8		2.4	89.9	7.7		44.4	16.7	38.9		49.9	49.9	0.1		
PHF	.585	.250	.735	.636	.563	.874	.659	.849	.667	.375	.875	.750	.906	.928	.250	.933	.945

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	29	0	21	50	1	65	5	71	3	4	3	10	251	253	0	504
+15 mins.	29	0	22	51	1	89	3	93	2	2	0	4	241	235	0	476
+30 mins.	22	0	10	32	3	88	11	102	0	2	2	4	259	233	0	492
+45 mins.	50	0	16	66	4	97	10	111	2	0	1	3	188	218	2	408
Total Volume	130	0	69	199	9	339	29	377	7	8	6	21	939	939	2	1880
% App. Total	65.3	0	34.7		2.4	89.9	7.7		33.3	38.1	28.6		49.9	49.9	0.1	
PHF	.650	.000	.784	.754	.563	.874	.659	.849	.583	.500	.500	.525	.906	.928	.250	.933

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

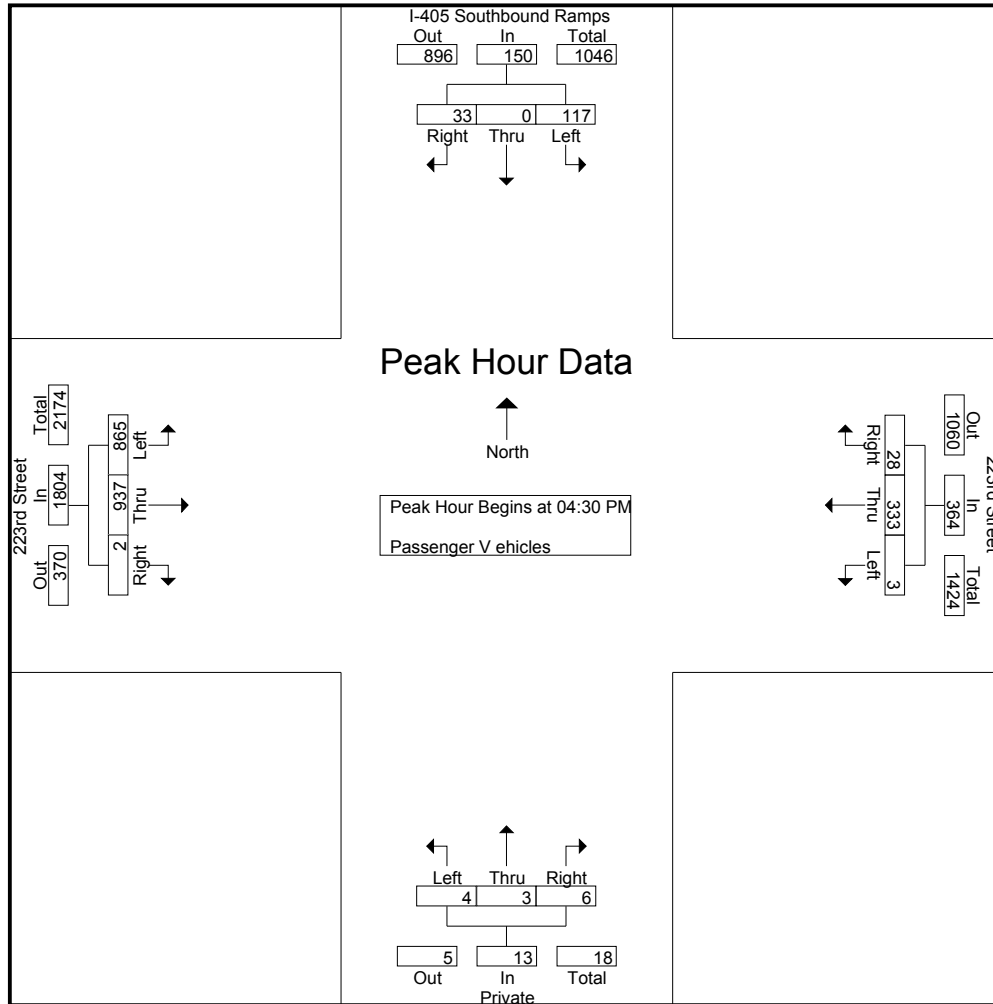
Groups Printed- Passenger Vehicles

Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	28	0	16	44	0	69	4	73	3	4	3	10	196	198	1	395	522
04:15 PM	29	0	17	46	2	68	3	73	2	2	0	4	187	200	1	388	511
04:30 PM	22	0	7	29	1	64	5	70	0	2	2	4	233	253	0	486	589
04:45 PM	50	0	8	58	1	87	3	91	2	0	1	3	218	235	0	453	605
Total	129	0	48	177	4	288	15	307	7	8	6	21	834	886	2	1722	2227
05:00 PM	28	0	12	40	1	86	10	97	0	1	1	2	246	232	0	478	617
05:15 PM	17	0	6	23	0	96	10	106	2	0	2	4	168	217	2	387	520
05:30 PM	18	0	5	23	0	58	7	65	3	0	0	3	208	233	2	443	534
05:45 PM	26	0	5	31	1	60	1	62	1	0	0	1	193	238	0	431	525
Total	89	0	28	117	2	300	28	330	6	1	3	10	815	920	4	1739	2196
Grand Total	218	0	76	294	6	588	43	637	13	9	9	31	1649	1806	6	3461	4423
Apprch %	74.1	0	25.9		0.9	92.3	6.8		41.9	29	29		47.6	52.2	0.2		
Total %	4.9	0	1.7	6.6	0.1	13.3	1	14.4	0.3	0.2	0.2	0.7	37.3	40.8	0.1	78.3	

Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	22	0	7	29	1	64	5	70	0	2	2	4	233	253	0	486	589
04:45 PM	50	0	8	58	1	87	3	91	2	0	1	3	218	235	0	453	605
05:00 PM	28	0	12	40	1	86	10	97	0	1	1	2	246	232	0	478	617
05:15 PM	17	0	6	23	0	96	10	106	2	0	2	4	168	217	2	387	520
Total Volume	117	0	33	150	3	333	28	364	4	3	6	13	865	937	2	1804	2331
% App. Total	78	0	22		0.8	91.5	7.7		30.8	23.1	46.2		47.9	51.9	0.1		
PHF	.585	.000	.688	.647	.750	.867	.700	.858	.500	.375	.750	.813	.879	.926	.250	.928	.944

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	22	0	7	29	1	64	5	70	0	2	2	4	233	253	0	486
+15 mins.	50	0	8	58	1	87	3	91	2	0	1	3	218	235	0	453
+30 mins.	28	0	12	40	1	86	10	97	0	1	1	2	246	232	0	478
+45 mins.	17	0	6	23	0	96	10	106	2	0	2	4	168	217	2	387
Total Volume	117	0	33	150	3	333	28	364	4	3	6	13	865	937	2	1804
% App. Total	78	0	22		0.8	91.5	7.7		30.8	23.1	46.2		47.9	51.9	0.1	
PHF	.585	.000	.688	.647	.750	.867	.700	.858	.500	.375	.750	.813	.879	.926	.250	.928

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	4	0	0	4	6
04:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	2	2	0	1	0	1	0	0	0	0	6	0	0	6	9
Total	0	0	4	4	0	3	0	3	0	0	0	0	15	0	0	15	22
05:00 PM	0	0	0	0	2	0	0	2	1	0	1	2	0	1	0	1	5
05:15 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	1	4
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	8	0	0	8	1	0	1	2	0	2	0	2	12
Grand Total	0	0	4	4	8	3	0	11	1	0	1	2	15	2	0	17	34
Apprch %	0	0	100		72.7	27.3	0		50	0	50		88.2	11.8	0		
Total %	0	0	11.8	11.8	23.5	8.8	0	32.4	2.9	0	2.9	5.9	44.1	5.9	0	50	

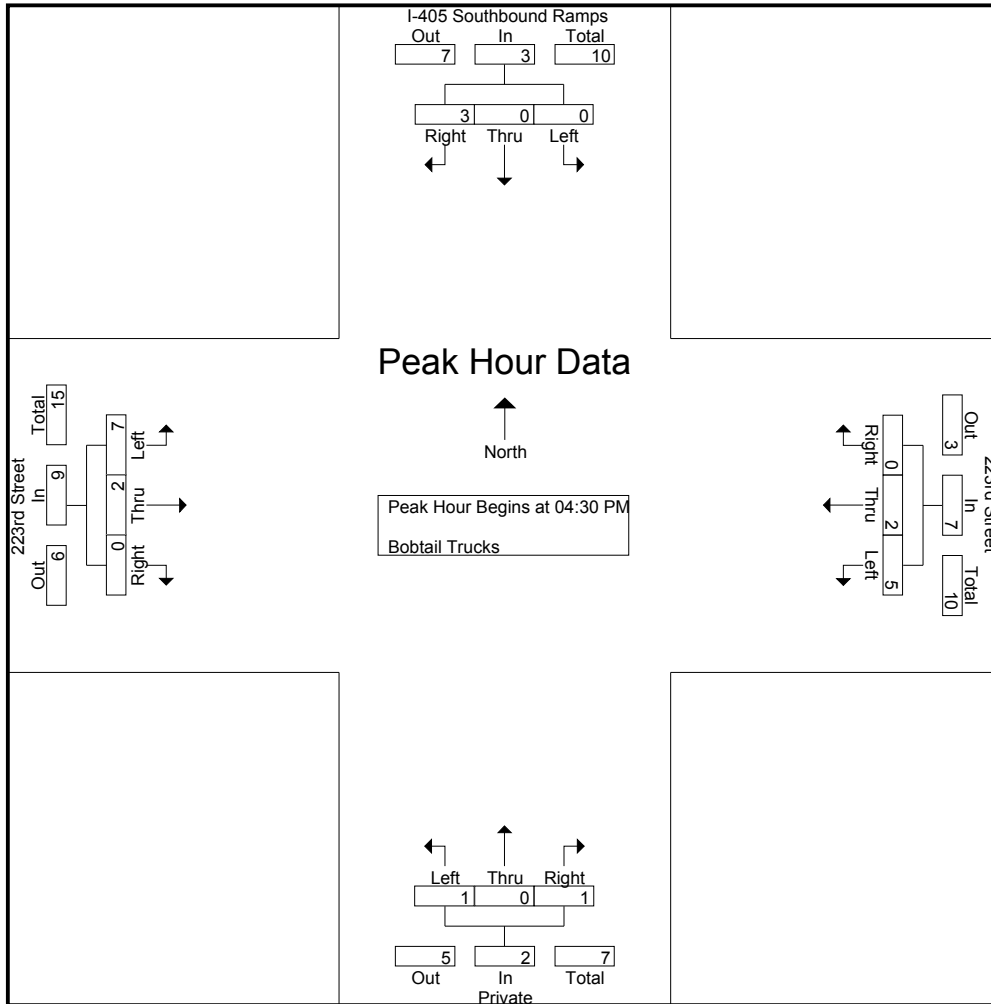
Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	2	2	0	1	0	1	0	0	0	0	6	0	0	6	9
05:00 PM	0	0	0	0	2	0	0	2	1	0	1	2	0	1	0	1	5
05:15 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	3	3	5	2	0	7	1	0	1	2	7	2	0	9	21
% App. Total	0	0	100		71.4	28.6	0		50	0	50		77.8	22.2	0		
PHF	.000	.000	.375	.375	.417	.500	.000	.583	.250	.000	.250	.250	.292	.500	.000	.375	.583

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	2	2	0	1	0	1	0	0	0	0	6	0	0	6
+30 mins.	0	0	0	0	2	0	0	2	1	0	1	2	0	1	0	1
+45 mins.	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	3	3	5	2	0	7	1	0	1	2	7	2	0	9
% App. Total	0	0	100		71.4	28.6	0		50	0	50		77.8	22.2	0	
PHF	.000	.000	.375	.375	.417	.500	.000	.583	.250	.000	.250	.250	.292	.500	.000	.375

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0	4
Grand Total	0	0	0	0	1	0	0	1	3	0	0	3	2	0	0	2	6
Apprch %	0	0	0		100	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	16.7	0	0	16.7	50	0	0	50	33.3	0	0	33.3	

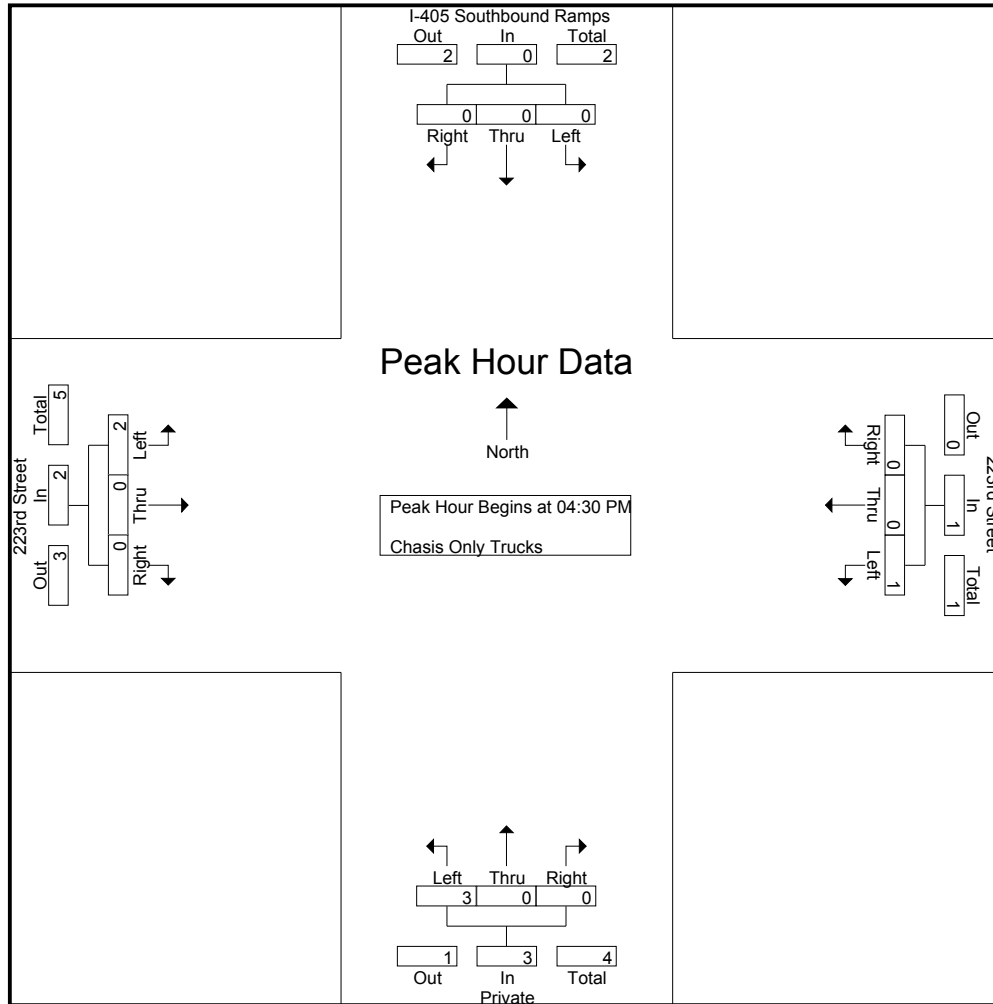
Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	0	0	0	1	0	0	1	3	0	0	3	2	0	0	2	6
% App. Total	0	0	0		100	0	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.375	.000	.000	.375	.250	.000	.000	.250	.750

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	3	0	0	3	2	0	0	2
% App. Total	0	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.375	.000	.000	.375	.250	.000	.000	.250

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Container Trucks

Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	8	0	0	8	9
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	6	0	0	6	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	10	0	0	10	13
Total	0	0	6	6	0	0	0	0	0	0	0	0	28	0	0	28	34
05:00 PM	0	0	2	2	0	2	1	3	0	0	0	0	9	0	0	9	14
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	6	0	0	6	7
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	7	0	0	7	8
Total	0	0	4	4	0	2	1	3	0	0	0	0	35	0	0	35	42
Grand Total	0	0	10	10	0	2	1	3	0	0	0	0	63	0	0	63	76
Apprch %	0	0	100		0	66.7	33.3		0	0	0		100	0	0		
Total %	0	0	13.2	13.2	0	2.6	1.3	3.9	0	0	0	0	82.9	0	0	82.9	

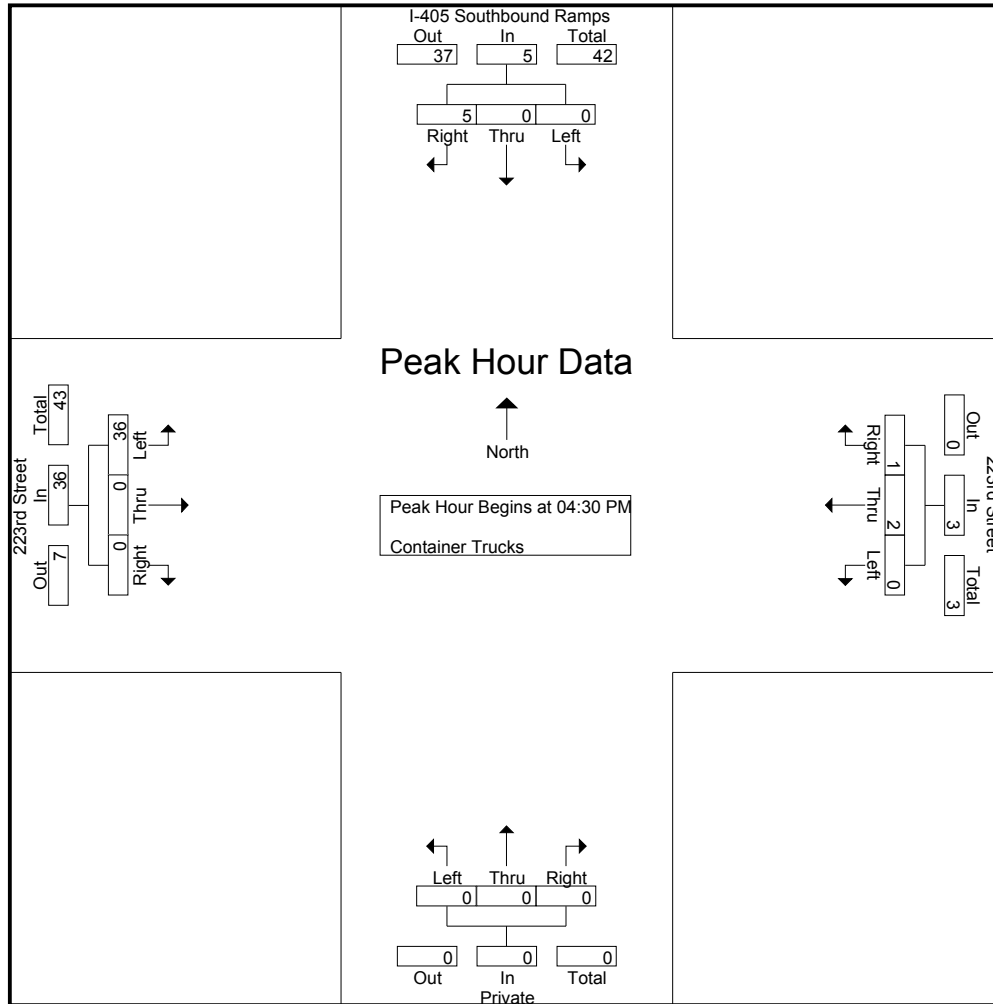
Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	10	0	0	10	13
05:00 PM	0	0	2	2	0	2	1	3	0	0	0	0	9	0	0	9	14
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	13
Total Volume	0	0	5	5	0	2	1	3	0	0	0	0	36	0	0	36	44
% App. Total	0	0	100		0	66.7	33.3		0	0	0		100	0	0		
PHF	.000	.000	.417	.417	.000	.250	.250	.250	.000	.000	.000	.000	.692	.000	.000	.692	.786

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
+15 mins.	0	0	3	3	0	0	0	0	0	0	0	0	10	0	0	10
+30 mins.	0	0	2	2	0	2	1	3	0	0	0	0	9	0	0	9
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13
Total Volume	0	0	5	5	0	2	1	3	0	0	0	0	36	0	0	36
% App. Total	0	0	100		0	66.7	33.3		0	0	0		100	0	0	
PHF	.000	.000	.417	.417	.000	.250	.250	.250	.000	.000	.000	.000	.692	.000	.000	.692

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	4	5	0	0	0	0	0	0	0	0	9	0	0	9	14
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	13	0	0	13	15
04:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	5	0	0	5	9
Total	1	0	11	12	0	1	0	1	0	0	0	0	29	0	0	29	42
05:00 PM	0	1	3	4	0	0	0	0	0	0	0	0	4	0	0	4	8
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	7	0	0	7	9
05:30 PM	1	0	1	2	0	1	0	1	0	0	0	0	13	1	0	14	17
05:45 PM	0	0	2	2	0	2	0	2	0	0	0	0	6	0	0	6	10
Total	1	1	7	9	0	4	0	4	0	0	0	0	30	1	0	31	44
Grand Total	2	1	18	21	0	5	0	5	0	0	0	0	59	1	0	60	86
Apprch %	9.5	4.8	85.7		0	100	0		0	0	0		98.3	1.7	0		
Total %	2.3	1.2	20.9	24.4	0	5.8	0	5.8	0	0	0	0	68.6	1.2	0	69.8	

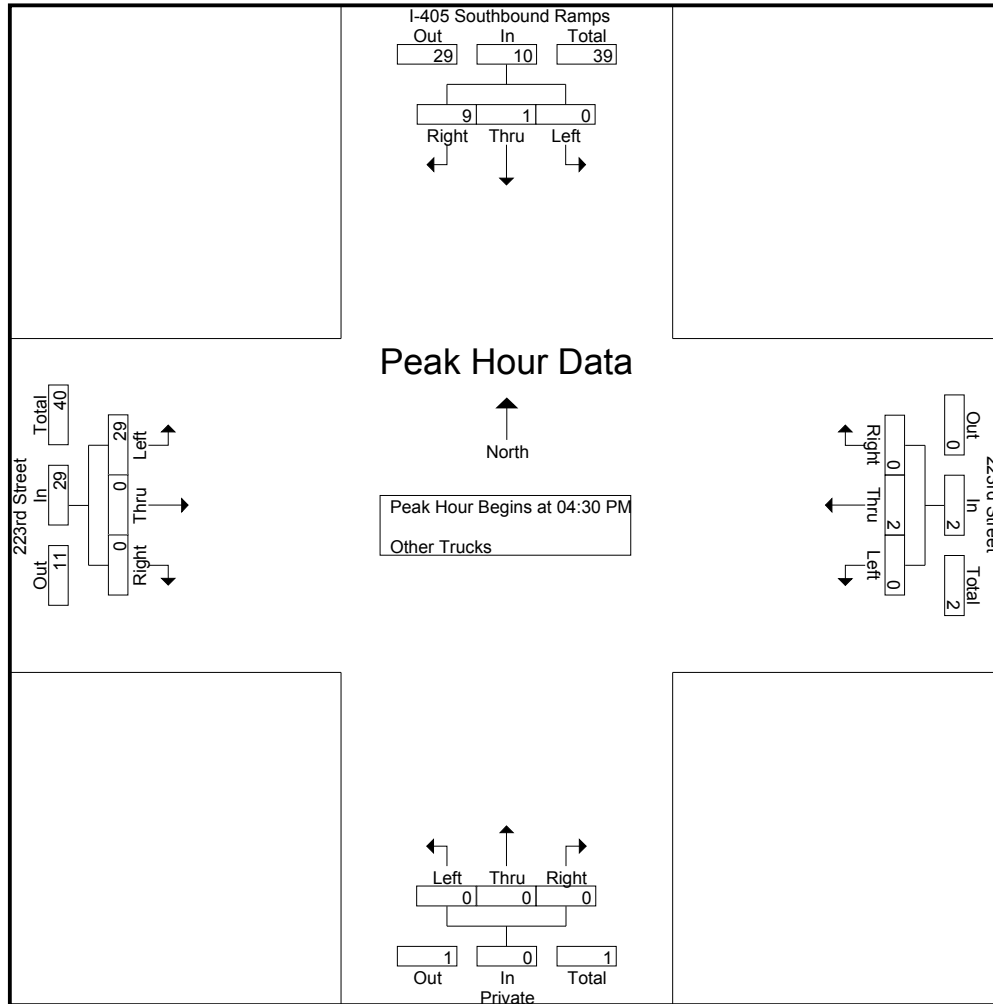
Start Time	I-405 Southbound Ramps Southbound				223rd Street Westbound				Private Northbound				223rd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	13	0	0	13	15
04:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	5	0	0	5	9
05:00 PM	0	1	3	4	0	0	0	0	0	0	0	0	4	0	0	4	8
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	7	0	0	7	9
Total Volume	0	1	9	10	0	2	0	2	0	0	0	0	29	0	0	29	41
% App. Total	0	10	90		0	100	0		0	0	0		100	0	0		
PHF	.000	.250	.750	.625	.000	.500	.000	.500	.000	.000	.000	.000	.558	.000	.000	.558	.683

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: I-405 Southbound Ramps
 E/W: 223rd Street
 Weather: Sunny

File Name : LBC405S223PM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	2	2	0	0	0	0	0	0	0	0	13	0	0	13
+15 mins.	0	0	3	3	0	1	0	1	0	0	0	0	5	0	0	5
+30 mins.	0	1	3	4	0	0	0	0	0	0	0	0	4	0	0	4
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	7	0	0	7
Total Volume	0	1	9	10	0	2	0	2	0	0	0	0	29	0	0	29
% App. Total	0	10	90		0	100	0		0	0	0		100	0	0	
PHF	.000	.250	.750	.625	.000	.500	.000	.500	.000	.000	.000	.000	.558	.000	.000	.558

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Baseline Conditions

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Scenario Report
Scenario: Baseline AM Peak

Command: Baseline AM Peak
Volume: Baseline AM Peak
Geometry: Baseline
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.335	A	xxxxx 0.335	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.215	A	xxxxx 0.215	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A	xxxxx 0.266	A	xxxxx 0.266	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A	xxxxx 0.209	A	xxxxx 0.209	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A	xxxxx 0.527	A	xxxxx 0.527	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.212	A	xxxxx 0.212	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.435	A	xxxxx 0.435	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A	xxxxx 0.453	A	xxxxx 0.453	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A	xxxxx 0.473	A	xxxxx 0.473	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.501	A	xxxxx 0.501	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.377	A	xxxxx 0.377	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A	xxxxx 0.400	A	xxxxx 0.400	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.461	A	xxxxx 0.461	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.178	A	xxxxx 0.178	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.243	A	xxxxx 0.243	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.255	A	xxxxx 0.255	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.223	A	xxxxx 0.223	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.153	A	xxxxx 0.153	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.219	A	xxxxx 0.219	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.335	A	xxxxx 0.335	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx 0.605	B	xxxxx 0.605	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	C	xxxxx 0.773	C	xxxxx 0.773	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.628	B	xxxxx 0.628	+ 0.000 V/C

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.679	B xxxxx	0.679	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.371	A xxxxx	0.371	+ 0.000 V/C
# 26 ICTF Drive way # 1 / Sepulveda	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.157	A xxxxx	0.157	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	A xxxxx	0.389	A xxxxx	0.389	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	A xxxxx	0.509	A xxxxx	0.509	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.479	A xxxxx	0.479	+ 0.000 V/C

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.335
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd (WB)							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R			
Movement:												
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	0	0	2	0	1			
Volume Module:	-----|-----|-----|-----|-----|											
Base Vol:	5	210	0	0	105	420	0	0	0	25	115	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	210	0	0	105	420	0	0	0	25	115	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	210	0	0	105	420	0	0	0	25	115	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	210	0	0	105	420	0	0	0	25	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	210	0	0	105	420	0	0	0	25	115	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	5	210	0	0	105	420	0	0	0	25	115	0
Saturation Flow Module:	-----|-----|-----|-----|-----|											
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:	-----|-----|-----|-----|-----|											
Vol/Sat:	0.00	0.07	0.00	0.00	0.03	0.15	0.00	0.00	0.00	0.02	0.04	0.00
Crit Moves:	****		****		****		****		****		****	

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.215
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 130 0 0 215 125 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 130 0 0 215 125 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 130 0 0 215 125 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 130 0 0 215 125 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 130 0 0 215 125 0 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
Final Volume: 0 0 0 130 0 0 215 125 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.07 0.04 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.266
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Volume Module:
Base Vol: 0 65 0 0 80 75 0 0 0 0 380 110
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: 0 65 0 0 80 75 0 0 0 0 380 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 65 0 0 80 75 0 0 0 0 380 110
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: 0 65 0 0 80 75 0 0 0 0 380 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 65 0 0 80 75 0 0 0 0 380 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 65 0 0 80 75 0 0 0 0 380 110

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.03 0.05 0.00 0.00 0.00 0.00 0.12 0.04
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.209
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 80 0 0 65 260 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 80 0 0 65 260 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 80 0 0 65 260 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 80 0 0 65 260 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 80 0 0 65 260 0 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
Final Volume: 0 0 0 80 0 0 65 260 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.00 0.04 0.08 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 50 0 165 0 0 0 0 2095 290 55 2185 20
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 0 165 0 0 0 0 2095 290 55 2185 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 0 165 0 0 0 0 2095 290 55 2185 20
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 50 0 0 0 0 0 0 2095 290 55 2185 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 0 0 0 0 0 0 2095 290 55 2185 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 50 0 0 0 0 0 0 2095 290 55 2185 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.02 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.20 0.02 0.51 0.00
Crit Volume: 25 0 698 28
Crit Moves: ****

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Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.212
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 75 65 0 330 0 0 0 0 275 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: 0 75 65 0 330 0 0 0 0 275 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 75 65 0 330 0 0 0 0 275 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: 0 75 65 0 330 0 0 0 0 275 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 75 65 0 330 0 0 0 0 275 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
Final Volume: 0 75 65 0 330 0 0 0 0 275 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.05 0.00 0.12 0.00 0.00 0.00 0.00 0.10 0.00 0.00
Crit Volume: 0 165 165 0 138
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 120 20 165 80 5 25 10 65 70 110 65 75
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: 120 20 165 80 5 25 10 65 70 110 65 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 20 165 80 5 25 10 65 70 110 65 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 120 20 165 80 5 25 10 65 0 110 65 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 120 20 165 80 5 25 10 65 0 110 65 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 120 20 165 80 5 25 10 65 0 110 65 75

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.27 1.73 1.00 0.88 0.52 0.60
Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1408 832 960

Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.10 0.05 0.00 0.02 0.02 0.02 0.00 0.08 0.08 0.08
Crit Moves: ****

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Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:
Base Vol: 10 10 35 105 30 10 10 795 25 25 1120 155
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: 10 10 35 105 30 10 10 795 25 25 1120 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 10 35 105 30 10 10 795 25 25 1120 155
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: 10 10 35 105 30 10 10 795 25 25 1120 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 10 35 105 30 10 10 795 25 25 1120 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 10 35 105 30 10 10 795 25 25 1120 155

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.22 0.78 0.72 0.21 0.07 1.00 2.91 0.09 1.00 3.00 1.00
Final Sat.: 1600 356 1244 1159 331 110 1600 4654 146 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.03 0.03 0.07 0.09 0.09 0.01 0.17 0.17 0.02 0.23 0.10
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 20 160 15 105 110 65 30 720 15 5 760 250
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: 20 160 15 105 110 65 30 720 15 5 760 250
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 160 15 105 110 65 30 720 15 5 760 250
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: 20 160 15 105 110 65 30 720 15 5 760 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 160 15 105 110 65 30 720 15 5 760 250
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 20 160 15 105 110 65 30 720 15 5 760 250
Ovl Adj Vol: 35

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4702 98 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.01 0.07 0.03 0.04 0.02 0.15 0.15 0.00 0.16 0.16
Ovl Adj V/S: 0.02
Crit Moves: ****

Port of Los Angeles
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Baseline - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Ignored Permitted Ignored Protected Include Protected Include
Rights: Ignored Ignored Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 160 60 10 120 35 15 25 670 125 5 815 130
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: 160 60 10 120 35 15 25 670 125 5 815 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 60 10 120 35 15 25 670 125 5 815 130
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 60 0 120 35 0 25 670 125 5 815 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 60 0 120 35 0 25 670 125 5 815 130
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 160 60 0 120 35 0 25 670 125 5 815 130

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.53 0.47 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4045 755 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.02 0.00 0.08 0.01 0.00 0.02 0.17 0.17 0.00 0.25 0.08
Crit Moves: ****

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Baseline - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Include Protected Ovl Protected Include Protected Ovl
Rights: Include Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 10 0 20 40 805 0 0 975 30
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: 0 0 0 10 0 20 40 805 0 0 975 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 20 40 805 0 0 975 30
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: 0 0 0 10 0 20 40 805 0 0 975 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 20 40 805 0 0 975 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 10 0 20 40 805 0 0 975 30

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.01 0.03 0.19 0.00 0.00 0.34 0.02
Crit Volume: 0 10 40 488
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Henry Ford Ave				Anaheim St								
North Bound		South Bound		East Bound		West Bound						
L	T	R	L	T	R	L	T	R				
Control: Split Phase		Split Phase		Permitted		Permitted						
Rights: Include		Include		Ignore		Include						
Min. Green: 0 0 0		0 0 0		0 0 0		0 0 0						
Lanes: 1 1 1 0 1		1 0 2 1 0		1 0 2 0 1		1 0 2 0 1						
Volume Module:												
Base Vol:	35	30	40	60	145	20	65	780	275	65	810	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	30	40	60	145	20	65	780	275	65	810	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	30	40	60	145	20	65	780	275	65	810	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	35	30	40	60	145	20	65	780	0	65	810	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	30	40	60	145	20	65	780	0	65	810	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	35	30	40	60	145	20	65	780	0	65	810	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.62	1.38	1.00	1.00	2.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2302	1973	1425	1425	3757	518	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.04	0.04	0.04	0.05	0.27	0.00	0.05	0.28	0.06
Crit Volume:	40	60					65			405		
Crit Moves:	****	****					****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Alameda St				Anaheim St								
North Bound		South Bound		East Bound		West Bound						
L	T	R	L	T	R	L	T	R				
Control: Permitted		Permitted		Protected		Protected						
Rights: Ovl		Include		Include		Include						
Min. Green: 0 0 0		0 0 0		0 0 0		0 0 0						
Lanes: 1 0 1 1 1		1 0 2 0 1		1 0 2 0 1		2 0 1 1 0						
Volume Module:												
Base Vol:	20	60	245	20	145	175	65	720	15	205	580	10
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:	20	60	245	20	145	175	65	720	15	205	580	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	60	245	20	145	175	65	720	15	205	580	10
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:	20	60	245	20	145	175	65	720	15	205	580	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	60	245	20	145	175	65	720	15	205	580	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	60	245	20	145	175	65	720	15	205	580	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2802	48
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.09	0.01	0.05	0.12	0.05	0.25	0.01	0.07	0.21	0.21
Crit Volume:	20					175	360			103		
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.178
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 15 85 45 105 235 45 30 5 25 60 0 55
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: 15 85 45 105 235 45 30 5 25 60 0 55
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 85 45 105 235 45 30 5 25 60 0 55
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 15 85 0 105 235 45 30 5 25 60 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 85 0 105 235 45 30 5 25 60 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 15 85 0 105 235 45 30 5 25 60 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
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 2.00 1.00 2.00 1.68 0.32 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2308 442 1375 229 1146 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.03 0.00 0.04 0.10 0.10 0.02 0.02 0.02 0.04 0.00 0.00
Crit Volume: 15 140 30 60
Crit Moves: ****

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Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.243
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 5 35 75 5 120 80 115 5 120 170 50
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: 0 5 35 75 5 120 80 115 5 120 170 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 35 75 5 120 80 115 5 120 170 50
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: 0 5 35 75 5 120 80 115 5 120 170 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 35 75 5 120 80 115 5 120 170 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 5 35 75 5 120 80 115 5 120 170 50

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.12 0.88 1.00 0.04 0.96 0.80 1.15 0.05 0.71 1.00 0.29
Final Sat.: 1500 188 1313 1500 60 1440 1200 1725 75 1059 1500 441

Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.03 0.05 0.08 0.08 0.07 0.07 0.07 0.11 0.11 0.11
Crit Volume: 40 75 80 170
Crit Moves: ****

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Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.255
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:
Base Vol: 25 15 10 15 35 50 155 175 40 10 280 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 15 10 15 35 50 155 175 40 10 280 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 15 10 15 35 50 155 175 40 10 280 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 15 10 15 35 50 155 175 40 10 280 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 15 10 15 35 50 155 175 40 10 280 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 25 15 10 15 35 50 155 175 40 10 280 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.60 0.40 0.30 0.70 1.00 0.84 0.94 0.22 0.06 1.84 0.10
Final Sat.: 1500 900 600 450 1050 1500 1257 1419 324 98 2754 148

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.03 0.03 0.03 0.12 0.12 0.12 0.10 0.10 0.10
Crit Volume: 25 50 153
Crit Moves: ****

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Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.223
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:
Base Vol: 65 10 30 15 20 15 20 325 55 35 320 10
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: 65 10 30 15 20 15 20 325 55 35 320 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 65 10 30 15 20 15 20 325 55 35 320 10
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: 65 10 30 15 20 15 20 325 55 35 320 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 10 30 15 20 15 20 325 55 35 320 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 65 10 30 15 20 15 20 325 55 35 320 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.25 0.75 1.00 0.57 0.43 0.10 1.62 0.28 0.19 1.76 0.05
Final Sat.: 1500 375 1125 1500 857 643 150 2438 413 288 2630 82

Capacity Analysis Module:
Vol/Sat: 0.04 0.03 0.03 0.01 0.02 0.02 0.13 0.13 0.13 0.12 0.12 0.12
Crit Volume: 65 35 200 35
Crit Moves: ****

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Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.153
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name: Approach: Movement:	Neptune Ave			Harry Bridges Blvd		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Incl	Incl	Incl	Incl	Incl	Incl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0
Volume Module:						
Base Vol:	5 5 20	0 0 0	0 380 10	15 385 0	0 380 10	15 385 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	5 5 20	0 0 0	0 380 10	15 385 0	0 380 10	15 385 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	5 5 20	0 0 0	0 380 10	15 385 0	0 380 10	15 385 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	5 5 20	0 0 0	0 380 10	15 385 0	0 380 10	15 385 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 5 20	0 0 0	0 380 10	15 385 0	0 380 10	15 385 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	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	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	5 5 20	0 0 0	0 380 10	15 385 0	0 380 10	15 385 0
Saturation Flow Module:						
Sat/Lane:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500
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	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.33 0.67 1.00	0.00 0.00 0.00	0.00 1.95 0.05	0.08 1.92 0.00	0.00 1.95 0.05	0.08 1.92 0.00
Final Sat.:	500 1000 1500	0 0 0	0 2923 77	113 2888 0	0 2923 77	113 2888 0
Capacity Analysis Module:						
Vol/Sat:	0.01 0.01 0.01	0.00 0.00 0.00	0.00 0.13 0.13	0.13 0.13 0.00	0.00 0.13 0.13	0.13 0.13 0.00
Crit Volume:	20 0	0 0 0	195 15	15 193	0 195	15 193
Crit Moves:	****	****	****	****	****	****

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Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.219
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Approach: Movement:	King Ave			Harry Bridges Blvd		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Incl	Incl	Incl	Incl	Incl	Incl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0
Volume Module:						
Base Vol:	0 0 0	10 0 70	0 380 0	0 385 0	0 380 0	0 385 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	10 0 70	0 380 0	0 385 0	0 380 0	0 385 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	10 0 70	0 380 0	0 385 0	0 380 0	0 385 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	10 0 70	0 380 0	0 385 0	0 380 0	0 385 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	10 0 70	0 380 0	0 385 0	0 380 0	0 385 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	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	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 0 0	10 0 70	0 380 0	0 385 0	0 380 0	0 385 0
Saturation Flow Module:						
Sat/Lane:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500
Adjustment:	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80	0.80 0.80 0.80
Lanes:	0.00 1.00 0.00	0.25 0.75 1.00	1.00 1.00 1.00	1.00 2.00 0.00	1.00 2.00 0.00	1.00 2.00 0.00
Final Sat.:	0 1200 0	300 900 1200	1200 2400 0	1200 2400 0	1200 2400 0	1200 2400 0
Capacity Analysis Module:						
Vol/Sat:	0.00 0.00 0.00	0.03 0.00 0.06	0.00 0.16 0.00	0.00 0.16 0.00	0.00 0.16 0.00	0.00 0.16 0.00
Crit Volume:	0 0 0	70 0	193 0	193 0	0 193	0 193
Crit Moves:	****	****	****	****	****	****

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Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.335
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 5 10 10 280 125 0 60 235 55 50 240 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 10 10 280 125 0 60 235 55 50 240 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 10 10 280 125 0 60 235 55 50 240 150
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 10 10 280 125 0 60 235 55 50 240 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 10 10 280 125 0 60 235 55 50 240 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 10 10 280 125 0 60 235 55 50 240 150

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.40 0.80 0.80 1.00 2.00 1.00 1.00 1.62 0.38 1.00 2.00 1.00
Final Sat.: 600 1200 1200 1500 3000 1500 1500 2431 569 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.19 0.04 0.00 0.04 0.10 0.10 0.03 0.08 0.10
Crit Volume: 13 280 60 150
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

Volume Module:
Base Vol: 0 0 0 175 0 245 245 745 0 0 960 155
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: 0 0 0 175 0 245 245 745 0 0 960 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 175 0 245 245 745 0 0 960 155
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: 0 0 0 175 0 245 245 745 0 0 960 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 175 0 245 245 745 0 0 960 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 175 0 245 245 745 0 0 960 155

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.58 0.42
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3681 594

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.17 0.17 0.26 0.00 0.00 0.26 0.26
Crit Volume: 0 245 245
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permi t Prot+Permi t Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 155 265 35 230 305 145 70 790 65 40 1160 130
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: 155 265 35 230 305 145 70 790 65 40 1160 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 265 35 230 305 145 70 790 65 40 1160 130
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: 155 265 35 230 305 145 70 790 65 40 1160 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 265 35 230 305 145 70 790 65 40 1160 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 155 265 35 230 305 145 70 790 65 40 1160 130

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.08 0.02 0.14 0.10 0.09 0.04 0.25 0.04 0.03 0.36 0.08
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permi tted Permi tted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 15 30 95 210 90 25 5 1020 20 65 1565 170
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: 15 30 95 210 90 25 5 1020 20 65 1565 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 30 95 210 90 25 5 1020 20 65 1565 170
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: 15 30 95 210 90 25 5 1020 20 65 1565 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 30 95 210 90 25 5 1020 20 65 1565 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 30 95 210 90 25 5 1020 20 65 1565 170

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.33 0.67 1.00 0.70 0.30 1.00 1.00 2.94 0.06 1.00 2.71 0.29
Final Sat.: 533 1067 1600 1120 480 1600 1600 4708 92 1600 4330 470

Capacity Analysis Module:
Vol/Sat: 0.01 0.03 0.06 0.13 0.19 0.02 0.00 0.22 0.22 0.04 0.36 0.36
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 2 0 1 1 0 1 0 1

Volume Module:
Base Vol: 20 30 10 150 25 135 115 450 20 20 615 130
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: 20 30 10 150 25 135 115 450 20 20 615 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 30 10 150 25 135 115 450 20 20 615 130
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: 20 30 10 150 25 135 115 450 20 20 615 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 30 10 150 25 135 115 450 20 20 615 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 20 30 10 150 25 135 115 450 20 20 615 130
Ovl Adj Vol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 1.00 0.33 1.71 0.29 1.00 1.00 2.00 1.00 1.00 1.00
Final Sat.: 1067 1600 533 2743 457 1600 1600 3200 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.05 0.05 0.08 0.07 0.14 0.01 0.01 0.38 0.08
Ovl Adj V/S: 0.00
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 0 1 0 2 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 95 0 25 5 590 0 0 745 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 95 0 25 5 590 0 0 745 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 95 0 25 5 590 0 0 745 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 95 0 25 5 590 0 0 745 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 95 0 25 5 590 0 0 745 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 95 0 25 5 590 0 0 745 5

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 0.67 1.00 0.67 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.79 0.00 0.21 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 796 0 209 1500 3000 0 0 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.12 0.00 0.20 0.00 0.00 0.25 0.00
Crit Volume: 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.293
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	35	0	20	30	0	70	35	535	40	25	725	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	20	30	0	70	35	535	40	25	725	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	20	30	0	70	35	535	40	25	725	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	20	30	0	70	35	535	40	25	725	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	20	30	0	70	35	535	40	25	725	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	0	20	30	0	70	35	535	40	25	725	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.64	0.00	0.36	1.00	0.00	1.00	1.00	1.86	0.14	1.00	2.96	0.04
Final Sat.:	907	0	518	1425	0	1425	1425	2652	198	1425	4217	58
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.02	0.00	0.05	0.02	0.20	0.20	0.02	0.17	0.17
Crit Volume:	35			70			288			25		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	0	2	0
Volume Module:												
Base Vol:	40	0	25	5	0	0	15	670	90	40	710	70
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:	40	0	25	5	0	0	15	670	90	40	710	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	25	5	0	0	15	670	90	40	710	70
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:	40	0	25	5	0	0	15	670	90	40	710	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	25	5	0	0	15	670	90	40	710	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	0	25	5	0	0	15	670	90	40	710	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1425	0	1425	1425	1425	0	1425	2513	338	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.01	0.27	0.27	0.03	0.25	0.05
Crit Volume:	40						380			40		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 2	0 0 1 0 0	1 0 2 0 1	2 0 1 1 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	175	25	135	5	5	10	5	320	335	190	640	15
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:	175	25	135	5	5	10	5	320	335	190	640	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	25	135	5	5	10	5	320	335	190	640	15
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:	175	25	135	5	5	10	5	320	335	190	640	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	25	135	5	5	10	5	320	335	190	640	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	25	135	5	5	10	5	320	335	190	640	15

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.75	0.25	2.00	0.25	0.25	0.50	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	2494	356	2850	356	356	713	1425	2850	1425	2850	2785	65

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.07	0.05	0.01	0.01	0.01	0.00	0.11	0.24	0.07	0.23	0.23
Crit Volume:	100			20			5			328		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.157
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Street Name:	Henry Ford Avenue				Denni Street			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	

Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0

Volume Module:	North Bound		South Bound		East Bound		West Bound	
Base Vol:	0	250	15	15	210	0	75	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	250	15	15	210	0	75	5
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	250	15	15	210	0	75	5
User Adj:	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
PHF Volume:	0	250	15	15	210	0	75	5
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	250	15	15	210	0	75	5
PCE Adj:	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
Final Volume:	0	250	15	15	210	0	75	5

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound	
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.13	1.87	0.00	1.00	0.50
Final Sat.:	0	3000	1500	200	2800	0	1500	750

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound	
Vol/Sat:	0.00	0.08	0.01	0.08	0.08	0.00	0.05	0.01
Crit Volume:	125			15			75	
Crit Moves:	****			****			****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name: Approach: Movement:	Alameda St			PCH Ramp		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Incl	Incl	Incl	Incl	Incl	Incl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 1 0	1 0 3 0 0	0 0 0 0 0	1 0 0 0 1	0 0 0 0 0	0 0 0 0 0
Volume Module:						
Base Vol:	0 340 105	320 665 0	0 0 0	150 0 300	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 340 105	320 665 0	0 0 0	150 0 300	0 0 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 340 105	320 665 0	0 0 0	150 0 300	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 340 105	320 665 0	0 0 0	150 0 300	0 0 0	0 0 0
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	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	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	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 340 105	320 665 0	0 0 0	150 0 300	0 0 0	0 0 0
Saturation Flow Module:						
Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
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	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.29 0.71	1.00 3.00 0.00	0.00 0.00 0.00	1.00 0.00 1.00	0.00 0.00 0.00	0.00 0.00 0.00
Final Sat.:	0 3266 1009	1425 4275 0	0 0 0	1425 0 1425	0 0 0	0 0 0
Capacity Analysis Module:						
Vol/Sat:	0.00 0.10 0.10	0.22 0.16 0.00	0.00 0.00 0.00	0.11 0.00 0.21	0.00 0.00 0.00	0.00 0.00 0.00
Crit Volume:	148	320	0	300	0	0
Crit Moves:	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Approach: Movement:	Alameda St			Sepulveda Blvd Ramp		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Control:	Protected	Protected	Split Phase	Split Phase	Protected	Protected
Rights:	Incl	Incl	Incl	Incl	Incl	Incl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 1 0	1 0 3 0 0	0 0 1! 0 0	1 0 0 1 1	0 0 0 0 0	0 0 0 0 0
Volume Module:						
Base Vol:	0 520 50	255 895 0	0 0 0	85 0 220	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 520 50	255 895 0	0 0 0	85 0 220	0 0 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 520 50	255 895 0	0 0 0	85 0 220	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 520 50	255 895 0	0 0 0	85 0 220	0 0 0	0 0 0
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	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	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	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 520 50	255 895 0	0 0 0	85 0 220	0 0 0	0 0 0
Saturation Flow Module:						
Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
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	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.74 0.26	1.00 3.00 0.00	0.00 0.00 1.00	1.00 0.00 2.00	0.00 0.00 0.00	0.00 0.00 0.00
Final Sat.:	0 3900 375	1425 4275 0	0 1425 0	1425 0 2850	0 0 0	0 0 0
Capacity Analysis Module:						
Vol/Sat:	0.00 0.13 0.13	0.18 0.21 0.00	0.00 0.00 0.00	0.06 0.00 0.08	0.00 0.00 0.00	0.00 0.00 0.00
Crit Volume:	190	255	0	110	0	0
Crit Moves:	****	****	****	****	****	****

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Include Protected Include Permitted Include Permitted Include
Rights: | | | |
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 | 1 0 2 0 0 | 0 0 0 0 0 | 1 0 0 0 1

Volume Module:
Base Vol: 0 460 305 130 1010 0 0 0 220 0 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 460 305 130 1010 0 0 0 220 0 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 460 305 130 1010 0 0 0 220 0 155
User Adj: 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
PHF Vol: 0 460 305 130 1010 0 0 0 220 0 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 460 305 130 1010 0 0 0 220 0 155
PCE Adj: 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
Final Vol: 0 460 305 130 1010 0 0 0 220 0 155

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.16 0.21 0.09 0.35 0.00 0.00 0.00 0.15 0.00 0.11
Crit Vol: 230 505 220
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Include Protected Include Protected Include
Rights: Ovl | | | |
Min. Green: 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 | 0 0 0 0 0 | 0 0 2 0 1 | 2 0 3 0 0

Volume Module:
Base Vol: 85 0 350 0 0 0 0 560 125 225 520 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
Initial Bse: 85 0 350 0 0 0 0 560 125 225 520 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 0 350 0 0 0 0 560 125 225 520 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Vol: 85 0 350 0 0 0 0 560 125 225 520 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 0 350 0 0 0 0 560 125 225 520 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 85 0 350 0 0 0 0 560 125 225 520 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.25 0.00 0.00 0.00 0.00 0.20 0.09 0.08 0.12 0.00
Crit Vol: 350 0 280 0
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: I-405 Ramps 223rd St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 0 1 0 2 1 0

Volume Module:
Base Vol: 0 0 0 55 0 180 615 325 0 10 575 10
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: 0 0 0 55 0 180 615 325 0 10 575 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 55 0 180 615 325 0 10 575 10
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: 0 0 0 55 0 180 615 325 0 10 575 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 55 0 180 615 325 0 10 575 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 55 0 180 615 325 0 10 575 10

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 1.00 0.00 1.00 0.00 1.00 2.00 2.00 1.00 1.00 2.95 0.05
Final Sat.: 0 1425 0 1425 0 1425 2850 2850 1425 1425 4202 73

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.13 0.22 0.11 0.00 0.01 0.14 0.14
Crit Volume: 0 180 308 195
Crit Moves: **** **

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Scenario: Scenario Report
Baseline MD Peak

Command: Baseline MD Peak
Volume: Baseline MD Peak
Geometry: Baseline
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.398	A xxxxx	0.398	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.379	A xxxxx	0.379	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A xxxxx	0.313	A xxxxx	0.313	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A xxxxx	0.364	A xxxxx	0.364	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.416	A xxxxx	0.416	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.344	A xxxxx	0.344	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.519	A xxxxx	0.519	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.508	A xxxxx	0.508	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.525	A xxxxx	0.525	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.328	A xxxxx	0.328	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.516	A xxxxx	0.516	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.425	A xxxxx	0.425	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.225	A xxxxx	0.225	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.215	A xxxxx	0.215	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.182	A xxxxx	0.182	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.128	A xxxxx	0.128	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.177	A xxxxx	0.177	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.511	A xxxxx	0.511	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.699	B xxxxx	0.699	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.603	B xxxxx	0.603	+ 0.000 V/C

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.484	A xxxxx	0.484	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.310	A xxxxx	0.310	+ 0.000 V/C
# 26 ICTF Drive way # 1 / Sepulveda	A xxxxx	0.469	A xxxxx	0.469	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.354	A xxxxx	0.354	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.330	A xxxxx	0.330	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.283	A xxxxx	0.283	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	A xxxxx	0.468	A xxxxx	0.468	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	A xxxxx	0.463	A xxxxx	0.463	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	A xxxxx	0.484	A xxxxx	0.484	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (	B xxxxx	0.604	B xxxxx	0.604	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.419	A xxxxx	0.419	+ 0.000 V/C

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd (WB)							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R			
Movement:												
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	0	0	2	0	1			
Volume Module:	-----|-----|-----|-----|-----|											
Base Vol:	5	650	0	0	120	560	0	0	0	10	145	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	650	0	0	120	560	0	0	0	10	145	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	650	0	0	120	560	0	0	0	10	145	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	650	0	0	120	560	0	0	0	10	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	650	0	0	120	560	0	0	0	10	145	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	5	650	0	0	120	560	0	0	0	10	145	0
Saturation Flow Module:	-----|-----|-----|-----|-----|											
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:	-----|-----|-----|-----|-----|											
Vol/Sat:	0.00	0.20	0.00	0.00	0.04	0.19	0.00	0.00	0.00	0.01	0.05	0.00
Crit Moves:	****		****		****		****		****		****	

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.379
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 25 5 130 10 0 655 170 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 25 5 130 10 0 655 170 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 25 5 130 10 0 655 170 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 25 5 130 10 0 655 170 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 25 5 130 10 0 655 170 0 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
Final Volume: 0 25 5 130 10 0 655 170 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.86 0.14 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 2971 229 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.01 0.00 0.04 0.04 0.00 0.23 0.05 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.313
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Volume Module:
Base Vol: 0 65 0 0 170 60 0 0 0 0 0 510 215
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: 0 65 0 0 170 60 0 0 0 0 0 0 510 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 65 0 0 170 60 0 0 0 0 0 0 510 215
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: 0 65 0 0 170 60 0 0 0 0 0 0 510 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 65 0 0 170 60 0 0 0 0 0 0 510 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 65 0 0 170 60 0 0 0 0 0 0 510 215

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.05 0.04 0.00 0.00 0.00 0.00 0.00 0.16 0.07
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 170 0 0 65 655 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 170 0 0 65 655 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 170 0 0 65 655 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 170 0 0 65 655 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 170 0 0 65 655 0 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
Final Volume: 0 0 0 170 0 0 65 655 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.20 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 165 0 725 0 0 0 0 1495 145 25 1470 45
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: 165 0 725 0 0 0 0 1495 145 25 1470 45
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 0 725 0 0 0 0 1495 145 25 1470 45
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 165 0 0 0 0 0 0 1495 145 25 1470 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 0 0 0 0 0 0 1495 145 25 1470 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 165 0 0 0 0 0 0 1495 145 25 1470 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.35 0.10 0.01 0.34 0.00
Crit Volume: 83 0 498 13
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.344
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 220 420 10 310 0 0 0 0 120 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: 0 220 420 10 310 0 0 0 0 120 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 220 420 10 310 0 0 0 0 120 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: 0 220 420 10 310 0 0 0 0 120 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 220 420 10 310 0 0 0 0 120 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
Final Volume: 0 220 420 10 310 0 0 0 0 120 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.29 0.01 0.11 0.00 0.00 0.00 0.00 0.04 0.00 0.00
Crit Volume: 420 10 0 60
Crit Moves: **** **

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Master Plan Update
Baseline - MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 140 25 210 50 10 10 30 75 105 230 65 115
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: 140 25 210 50 10 10 30 75 105 230 65 115
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 140 25 210 50 10 10 30 75 105 230 65 115
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 0.00 1.00 1.00 1.00
PHF Volume: 140 25 210 50 10 10 30 75 0 230 65 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 25 210 50 10 10 30 75 0 230 65 115
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 140 25 210 50 10 10 30 75 0 230 65 115

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.57 1.43 1.00 1.00 0.44 0.56
Final Sat.: 2880 1600 1600 1600 1600 1600 914 2286 1600 1600 702 898

Capacity Analysis Module:
Vol/Sat: 0.05 0.02 0.13 0.03 0.01 0.01 0.03 0.03 0.00 0.14 0.09 0.13
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:
Base Vol: 40 25 65 80 15 10 25 1015 25 20 910 130
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: 40 25 65 80 15 10 25 1015 25 20 910 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 25 65 80 15 10 25 1015 25 20 910 130
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: 40 25 65 80 15 10 25 1015 25 20 910 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 25 65 80 15 10 25 1015 25 20 910 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 40 25 65 80 15 10 25 1015 25 20 910 130

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.28 0.72 0.76 0.14 0.10 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 444 1156 1219 229 152 1600 4685 115 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.05 0.07 0.07 0.02 0.22 0.22 0.01 0.19 0.08
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 20 120 25 155 105 75 50 880 20 10 700 170
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: 20 120 25 155 105 75 50 880 20 10 700 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 120 25 155 105 75 50 880 20 10 700 170
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: 20 120 25 155 105 75 50 880 20 10 700 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 120 25 155 105 75 50 880 20 10 700 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 20 120 25 155 105 75 50 880 20 10 700 170
Ovl Adj Vol: 25

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4693 107 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.02 0.10 0.03 0.05 0.03 0.19 0.19 0.01 0.15 0.11
Ovl Adj V/S: 0.02
Crit Moves: ****

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Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Ignore			Permitted Ignore			Protected Include			Protected Include		
Rights:	0	0	0	0	0	0	0	0	0	0	0	0
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:
Base Vol: 105 60 10 195 65 25 45 850 110 10 755 235
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: 105 60 10 195 65 25 45 850 110 10 755 235
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 105 60 10 195 65 25 45 850 110 10 755 235
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 105 60 0 195 65 0 45 850 110 10 755 235
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 60 0 195 65 0 45 850 110 10 755 235
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 105 60 0 195 65 0 45 850 110 10 755 235

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.66 0.34 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4250 550 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.07 0.02 0.00 0.12 0.02 0.00 0.03 0.20 0.20 0.01 0.24 0.15
Crit Moves: ****

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Baseline - MD Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.328
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected Include			Protected Ovl			Protected Include			Protected Ovl		
Rights:	0	0	0	0	0	0	0	0	0	0	0	0
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 25 0 50 25 990 0 0 835 20
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: 0 0 0 25 0 50 25 990 0 0 835 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 25 0 50 25 990 0 0 835 20
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: 0 0 0 25 0 50 25 990 0 0 835 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 25 0 50 25 990 0 0 835 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 25 0 50 25 990 0 0 835 20

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.02 0.23 0.00 0.00 0.29 0.01
Crit Volume: 0 25 25 418
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 160 150 125 150 170 60 110 775 150 75 700 150
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: 160 150 125 150 170 60 110 775 150 75 700 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 150 125 150 170 60 110 775 150 75 700 150
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: 160 150 125 150 170 60 110 775 0 75 700 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 150 125 150 170 60 110 775 0 75 700 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 160 150 125 150 170 60 110 775 0 75 700 150

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.55 1.45 1.00 1.00 2.22 0.78 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2206 2069 1425 1425 3160 1115 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.09 0.11 0.05 0.05 0.08 0.27 0.00 0.05 0.25 0.11
Crit Volume: 125 150 110 350
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 135 315 10 125 165 95 630 0 190 655 15
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: 10 135 315 10 125 165 95 630 0 190 655 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 135 315 10 125 165 95 630 0 190 655 15
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: 10 135 315 10 125 165 95 630 0 190 655 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 135 315 10 125 165 95 630 0 190 655 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 135 315 10 125 165 95 630 0 190 655 15

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2786 64

Capacity Analysis Module:
Vol/Sat: 0.01 0.09 0.11 0.01 0.04 0.12 0.07 0.22 0.00 0.07 0.24 0.24
Crit Volume: 10 165 95 335
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.225
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 30 225 75 85 220 40 70 5 25 80 0 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 225 75 85 220 40 70 5 25 80 0 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 225 75 85 220 40 70 5 25 80 0 145
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 225 0 85 220 40 70 5 25 80 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 225 0 85 220 40 70 5 25 80 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 30 225 0 85 220 40 70 5 25 80 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
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 2.00 1.00 2.00 1.69 0.31 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2327 423 1375 229 1146 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.08 0.00 0.03 0.09 0.09 0.05 0.02 0.02 0.06 0.00 0.00
Crit Volume: 30 130 70 80
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.215
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 10 130 10 10 25 60 200 0 25 170 30
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: 0 10 130 10 10 25 60 200 0 25 170 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 10 130 10 10 25 60 200 0 25 170 30
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: 0 10 130 10 10 25 60 200 0 25 170 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 10 130 10 10 25 60 200 0 25 170 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 10 130 10 10 25 60 200 0 25 170 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.29 0.71 0.46 1.54 0.00 0.22 1.51 0.27
Final Sat.: 1500 107 1393 1500 429 1071 692 2308 0 333 2267 400

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.09 0.01 0.02 0.02 0.09 0.09 0.00 0.08 0.07 0.08
Crit Volume: 140 10 60 113
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.182
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:
Base Vol: 30 20 10 5 20 40 100 245 15 5 190 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 10 5 20 40 100 245 15 5 190 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 10 5 20 40 100 245 15 5 190 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 10 5 20 40 100 245 15 5 190 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 10 5 20 40 100 245 15 5 190 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 30 20 10 5 20 40 100 245 15 5 190 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.67 0.33 0.15 0.85 1.00 0.56 1.36 0.08 0.05 1.85 0.10
Final Sat.: 1500 1000 500 231 1269 1500 833 2042 125 73 2780 146

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.03 0.12 0.12 0.12 0.07 0.07 0.07
Crit Volume: 30 40 100
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.227
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	1	0	1

Volume Module:
Base Vol: 75 20 70 5 10 25 20 285 45 55 230 10
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: 75 20 70 5 10 25 20 285 45 55 230 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 20 70 5 10 25 20 285 45 55 230 10
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: 75 20 70 5 10 25 20 285 45 55 230 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 20 70 5 10 25 20 285 45 55 230 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 75 20 70 5 10 25 20 285 45 55 230 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.22 0.78 1.00 0.29 0.71 0.11 1.63 0.26 0.37 1.56 0.07
Final Sat.: 1500 333 1167 1500 429 1071 171 2443 386 559 2339 102

Capacity Analysis Module:
Vol/Sat: 0.05 0.06 0.06 0.00 0.02 0.02 0.12 0.12 0.12 0.10 0.10 0.10
Crit Volume: 75 35 175 55
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.128
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	0	1	1	0	0

Volume Module:
Base Vol: 0 5 15 0 0 0 0 335 10 5 325 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: 0 5 15 0 0 0 0 335 10 5 325 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 15 0 0 0 0 335 10 5 325 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: 0 5 15 0 0 0 0 335 10 5 325 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 0 0 0 0 335 10 5 325 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
Final Volume: 0 5 15 0 0 0 0 335 10 5 325 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 0.94 0.06 0.03 1.97 0.00
Final Sat.: 0 1500 1500 0 0 0 0 2913 87 45 2955 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.11 0.12 0.11 0.11 0.00
Crit Volume: 15 0 173 5
Crit Moves: **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.177
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:
Base Vol: 0 0 0 5 0 45 0 335 0 0 325 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: 0 0 0 5 0 45 0 335 0 0 325 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 5 0 45 0 335 0 0 325 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: 0 0 0 5 0 45 0 335 0 0 325 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 5 0 45 0 335 0 0 325 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
Final Volume: 0 0 0 5 0 45 0 335 0 0 325 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 240 960 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.00 0.14 0.00 0.00 0.14 0.00
Crit Volume: 0 45 168 0
Crit Moves: **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	1	0	1	1	0	2

Volume Module:
Base Vol: 10 10 10 275 175 0 50 240 10 40 160 165
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: 10 10 10 275 175 0 50 240 10 40 160 165
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 10 10 275 175 0 50 240 10 40 160 165
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 10 10 275 175 0 50 240 10 40 160 165
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 10 10 275 175 0 50 240 10 40 160 165
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 10 10 275 175 0 50 240 10 40 160 165

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.66 0.67 0.67 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00
Final Sat.: 1000 1000 1000 1500 3000 1500 1500 2880 120 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.18 0.06 0.00 0.03 0.08 0.08 0.03 0.05 0.11
Crit Volume: 15 275 50 165
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	2

Volume Module:
Base Vol: 0 0 0 115 0 220 190 830 0 0 765 190
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: 0 0 0 115 0 220 190 830 0 0 765 190
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 115 0 220 190 830 0 0 765 190
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: 0 0 0 115 0 220 190 830 0 0 765 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 115 0 220 190 830 0 0 765 190
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 115 0 220 190 830 0 0 765 190

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.40 0.60
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3424 851

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.13 0.29 0.00 0.00 0.22 0.22
Crit Volume: 0 220 190 318
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name: Santa Fe Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permi t Prot+Permi t Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 120 235 85 175 205 120 100 1075 100 65 970 160
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: 120 235 85 175 205 120 100 1075 100 65 970 160
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 235 85 175 205 120 100 1075 100 65 970 160
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: 120 235 85 175 205 120 100 1075 100 65 970 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 120 235 85 175 205 120 100 1075 100 65 970 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 120 235 85 175 205 120 100 1075 100 65 970 160

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.08 0.07 0.05 0.11 0.06 0.08 0.06 0.34 0.06 0.04 0.30 0.10
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permi tted Permi tted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 30 20 195 145 35 50 20 1360 15 60 1170 135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 195 145 35 50 20 1360 15 60 1170 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 195 145 35 50 20 1360 15 60 1170 135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 195 145 35 50 20 1360 15 60 1170 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 195 145 35 50 20 1360 15 60 1170 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 30 20 195 145 35 50 20 1360 15 60 1170 135

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.60 0.40 1.00 0.81 0.19 1.00 1.00 2.97 0.03 1.00 2.69 0.31
Final Sat.: 960 640 1600 1289 311 1600 1600 4748 52 1600 4303 497

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.12 0.09 0.11 0.03 0.01 0.29 0.29 0.04 0.27 0.27
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St Ramp				Sepulveda Blvd							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R			
Control:	Split Phase		Split Phase		Protected		Protected					
Rights:	Include		Include		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1	
Volume Module:												
Base Vol:	5	20	5	280	15	95	80	360	5	5	340	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	20	5	280	15	95	80	360	5	5	340	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	20	5	280	15	95	80	360	5	5	340	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	20	5	280	15	95	80	360	5	5	340	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	5	280	15	95	80	360	5	5	340	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	20	5	280	15	95	80	360	5	5	340	260
Ovl Adj Vol:	112											
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.33	1.34	0.33	1.90	0.10	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	2133	533	3037	163	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.06	0.05	0.11	0.00	0.00	0.21	0.16
Ovl Adj V/S:	0.07											
Crit Moves:	****	****				****	****		****	****		

Port of Los Angeles
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	North Bound			South Bound			East Bound			West Bound			
	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1	
Volume Module:													
Base Vol:	0	0	0	5	0	0	5	680	0	0	0	905	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:	0	0	0	5	0	0	5	680	0	0	0	905	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	0	5	680	0	0	0	905	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:	0	0	0	5	0	0	5	680	0	0	0	905	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	0	5	680	0	0	0	905	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	
Final Volume:	0	0	0	5	0	0	5	680	0	0	0	905	0
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	0.67	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	0	0	0	1005	0	0	1500	3000	0	0	3000	1500	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.30	0.00	
Crit Volume:	0			5			5			453			
Crit Moves:	****			****			****			****			

Port of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted Include			Permitted Include			Protected Include			Protected Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	45	0	30	65	0	155	180	615	45	25	815	50
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:	45	0	30	65	0	155	180	615	45	25	815	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	30	65	0	155	180	615	45	25	815	50
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:	45	0	30	65	0	155	180	615	45	25	815	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	30	65	0	155	180	615	45	25	815	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	0	30	65	0	155	180	615	45	25	815	50

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.60	0.00	0.40	1.00	0.00	1.00	1.00	1.86	0.14	1.00	2.83	0.17
Final Sat.:	855	0	570	1425	0	1425	1425	2656	194	1425	4028	247

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.00	0.05	0.05	0.00	0.11	0.13	0.23	0.23	0.02	0.20	0.20
Crit Volume:	45			155		180				288		
Crit Moves:	****			****		****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted Include			Permitted Include			Protected Include			Protected Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	85	0	50	5	0	0	15	670	80	45	715	70
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:	85	0	50	5	0	0	15	670	80	45	715	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	0	50	5	0	0	15	670	80	45	715	70
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:	85	0	50	5	0	0	15	670	80	45	715	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	50	5	0	0	15	670	80	45	715	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	0	50	5	0	0	15	670	80	45	715	70

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1425	0	1425	1425	1425	0	1425	2546	304	1425	2850	1425

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.00	0.04	0.00	0.00	0.00	0.01	0.26	0.26	0.03	0.25	0.05
Crit Volume:	85					0			375			45
Crit Moves:	****			****		****			****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 2	0 0 0 1 0	1 0 2 0 1	2 0 1 1 0

Volume Module:

Base Vol:	445	5	245	0	5	5	0	370	265	100	315	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	5	245	0	5	5	0	370	265	100	315	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	5	245	0	5	5	0	370	265	100	315	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	5	245	0	5	5	0	370	265	100	315	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	5	245	0	5	5	0	370	265	100	315	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	445	5	245	0	5	5	0	370	265	100	315	5

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.98	0.02	2.00	0.00	0.50	0.50	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	2818	32	2850	0	713	713	1425	2850	1425	2850	2805	45

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.09	0.00	0.01	0.01	0.00	0.13	0.19	0.04	0.11	0.11
Crit Volume:	225				10			185		50		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.283
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Street Name:	Henry Ford Avenue	Denni Street		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 1 0 1	0 1 0 1 0	1 0 0 1 0	0 0 1 0 0

Volume Module:

Base Vol:	0	520	25	5	355	5	115	5	5	20	5	20
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:	0	520	25	5	355	5	115	5	5	20	5	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	25	5	355	5	115	5	5	20	5	20
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:	0	520	25	5	355	5	115	5	5	20	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	25	5	355	5	115	5	5	20	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	520	25	5	355	5	115	5	5	20	5	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.03	1.94	0.03	1.00	0.50	0.50	0.45	0.11	0.44
Final Sat.:	0	3000	1500	41	2918	41	1500	750	750	667	167	667

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.02	0.12	0.12	0.12	0.08	0.01	0.01	0.03	0.03	0.03
Crit Volume:	260			5			115			45		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Alameda St PCH Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 465 155 185 480 0 0 0 0 130 0 275
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: 0 465 155 185 480 0 0 0 0 130 0 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 465 155 185 480 0 0 0 0 130 0 275
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: 0 465 155 185 480 0 0 0 0 130 0 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 465 155 185 480 0 0 0 0 130 0 275
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 465 155 185 480 0 0 0 0 130 0 275

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.25 0.75 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 3206 1069 1425 4275 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.15 0.13 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.19
Crit Volume: 207 185 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Alameda St Sepulveda Blvd Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 1 0 0 1 1

Volume Module:
Base Vol: 0 710 175 190 720 0 0 0 0 175 5 280
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: 0 710 175 190 720 0 0 0 0 175 5 280
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 710 175 190 720 0 0 0 0 175 5 280
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: 0 710 175 190 720 0 0 0 0 175 5 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 710 175 190 720 0 0 0 0 175 5 280
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 710 175 190 720 0 0 0 0 175 5 280

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.41 0.59 1.00 3.00 0.00 0.00 1.00 0.00 1.00 0.04 1.96
Final Sat.: 0 3430 845 1425 4275 0 0 1425 0 1425 50 2800

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.21 0.13 0.17 0.00 0.00 0.00 0.00 0.12 0.10 0.10
Crit Volume: 295 190 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Include Protected Include Permitted Include Permitted Include
Rights: | | | |
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 | 1 0 2 0 0 | 0 0 0 0 0 | 1 0 0 0 1

Volume Module:
Base Vol: 0 605 395 145 745 0 0 0 0 150 0 105
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: 0 605 395 145 745 0 0 0 0 150 0 105
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 605 395 145 745 0 0 0 0 150 0 105
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: 0 605 395 145 745 0 0 0 0 150 0 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 605 395 145 745 0 0 0 0 150 0 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 605 395 145 745 0 0 0 0 150 0 105

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.28 0.10 0.26 0.00 0.00 0.00 0.00 0.11 0.00 0.07
Crit Volume: 395 145 0 150
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Include Protected Include Protected Include
Rights: | | | |
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 | 0 0 0 0 0 | 0 0 2 0 1 | 2 0 3 0 0

Volume Module:
Base Vol: 60 0 480 0 0 0 0 0 760 75 140 245 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 0 480 0 0 0 0 0 760 75 140 245 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 0 480 0 0 0 0 0 760 75 140 245 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 0 480 0 0 0 0 0 760 75 140 245 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 0 480 0 0 0 0 0 760 75 140 245 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
Final Volume: 60 0 480 0 0 0 0 0 760 75 140 245 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.34 0.00 0.00 0.00 0.00 0.27 0.05 0.05 0.06 0.00
Crit Volume: 480 0 380 0
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - MD Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: I-405 Ramps 223rd St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 0 1 0 2 1 0

Volume Module:
Base Vol: 10 25 5 95 0 90 735 435 5 5 270 15
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: 10 25 5 95 0 90 735 435 5 5 270 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 25 5 95 0 90 735 435 5 5 270 15
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: 10 25 5 95 0 90 735 435 5 5 270 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 25 5 95 0 90 735 435 5 5 270 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 25 5 95 0 90 735 435 5 5 270 15

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.25 0.63 0.12 1.00 0.00 1.00 2.00 2.00 1.00 1.00 2.84 0.16
Final Sat.: 356 891 178 1425 0 1425 2850 2850 1425 1425 4050 225

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.07 0.00 0.06 0.26 0.15 0.00 0.00 0.07 0.07
Crit Volume: 40 95 368 95
Crit Moves: **** **** **** ****

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Scenario Report
Scenario: Baseline PM Peak

Command: Baseline PM Peak
Volume: Baseline PM Peak
Geometry: Baseline
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/LOS	V/C	Del/LOS	V/C	
# 1 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.348	A xxxxx	0.348	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A xxxxx	0.341	A xxxxx	0.341	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.641	B xxxxx	0.641	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbor	A xxxxx	0.242	A xxxxx	0.242	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.499	A xxxxx	0.499	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.560	A xxxxx	0.560	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.578	A xxxxx	0.578	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.529	A xxxxx	0.529	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.386	A xxxxx	0.386	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.660	B xxxxx	0.660	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.267	A xxxxx	0.267	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.338	A xxxxx	0.338	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.303	A xxxxx	0.303	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.392	A xxxxx	0.392	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.661	B xxxxx	0.661	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.821	D xxxxx	0.821	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.733	C xxxxx	0.733	+ 0.000 V/C

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.612	B xxxxx	0.612	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.403	A xxxxx	0.403	+ 0.000 V/C
# 26 ICTF Drive # 1 / Sepulveda	A xxxxx	0.525	A xxxxx	0.525	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.581	A xxxxx	0.581	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.491	A xxxxx	0.491	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.307	A xxxxx	0.307	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	B xxxxx	0.698	B xxxxx	0.698	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	A xxxxx	0.588	A xxxxx	0.588	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	A xxxxx	0.565	A xxxxx	0.565	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (	D xxxxx	0.858	D xxxxx	0.858	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.535	A xxxxx	0.535	+ 0.000 V/C

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd (WB)							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R			
Movement:												
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	0	0	2	0	1			
Volume Module:	-----|-----|-----|-----|											
Base Vol:	5	580	0	0	105	495	0	0	0	5	140	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	580	0	0	105	495	0	0	0	5	140	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	580	0	0	105	495	0	0	0	5	140	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	580	0	0	105	495	0	0	0	5	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	580	0	0	105	495	0	0	0	5	140	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	5	580	0	0	105	495	0	0	0	5	140	0
Saturation Flow Module:	-----|-----|-----|-----|											
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:	-----|-----|-----|-----|											
Vol/Sat:	0.00	0.18	0.00	0.00	0.03	0.17	0.00	0.00	0.00	0.00	0.04	0.00
Crit Moves:	****		****		****		****		****		****	

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.348
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 10 115 10 0 585 170 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 10 115 10 0 585 170 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 10 115 10 0 585 170 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 10 115 10 0 585 170 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 10 115 10 0 585 170 0 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
Final Volume: 0 0 10 115 10 0 585 170 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.84 0.16 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 2944 256 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.04 0.04 0.00 0.20 0.05 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.341
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Volume Module:
Base Vol: 0 70 0 0 105 145 0 0 0 0 480 110
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: 0 70 0 0 105 145 0 0 0 0 0 480 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 70 0 0 105 145 0 0 0 0 0 480 110
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: 0 70 0 0 105 145 0 0 0 0 0 480 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 70 0 0 105 145 0 0 0 0 0 480 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 70 0 0 105 145 0 0 0 0 480 110

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.03 0.09 0.00 0.00 0.00 0.00 0.15 0.04
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 105 0 0 70 650 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 105 0 0 70 650 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 105 0 0 70 650 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 105 0 0 70 650 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 105 0 0 70 650 0 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
Final Volume: 0 0 0 105 0 0 70 650 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.04 0.20 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 385 0 660 0 0 0 0 2110 245 35 1990 30
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: 385 0 660 0 0 0 0 2110 245 35 1990 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 385 0 660 0 0 0 0 2110 245 35 1990 30
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 385 0 0 0 0 0 0 2110 245 35 1990 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 385 0 0 0 0 0 0 2110 245 35 1990 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 385 0 0 0 0 0 0 2110 245 35 1990 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.14 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.17 0.01 0.47 0.00
Crit Volume: 193 0 703 18
Crit Moves: ****

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Baseline - PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.242
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 275 310 5 65 0 0 0 0 60 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: 0 275 310 5 65 0 0 0 0 60 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 275 310 5 65 0 0 0 0 60 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: 0 275 310 5 65 0 0 0 0 60 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 275 310 5 65 0 0 0 0 60 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
Final Volume: 0 275 310 5 65 0 0 0 0 60 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.19 0.22 0.00 0.02 0.00 0.00 0.00 0.00 0.02 0.00 0.00
Crit Volume: 310 5 0 30
Crit Moves: **** **

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Master Plan Update
Baseline - PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 125 20 155 60 5 5 75 75 270 220 60 115
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: 125 20 155 60 5 5 75 75 270 220 60 115
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 20 155 60 5 5 75 75 270 220 60 115
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 0.00 1.00 1.00 1.00
PHF Volume: 125 20 155 60 5 5 75 75 0 220 60 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 20 155 60 5 5 75 75 0 220 60 115
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 125 20 155 60 5 5 75 75 0 220 60 115

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.42 0.58
Final Sat.: 2880 1600 1600 1600 1600 1600 1600 1600 1600 1600 668 932

Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.10 0.04 0.00 0.00 0.05 0.05 0.00 0.14 0.09 0.12
Crit Moves: **** **

Port of Los Angeles
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Baseline - PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 1 0 3 0 1

Volume Module:
Base Vol: 15 35 75 135 15 30 15 1360 15 0 970 115
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: 15 35 75 135 15 30 15 1360 15 0 970 115
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 75 135 15 30 15 1360 15 0 970 115
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: 15 35 75 135 15 30 15 1360 15 0 970 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 75 135 15 30 15 1360 15 0 970 115
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 35 75 135 15 30 15 1360 15 0 970 115

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.32 0.68 0.75 0.08 0.17 1.00 2.97 0.03 1.00 3.00 1.00
Final Sat.: 1600 509 1091 1200 133 267 1600 4748 52 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.07 0.07 0.08 0.11 0.11 0.01 0.29 0.29 0.00 0.20 0.07
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 20 150 30 160 145 75 75 1170 5 10 755 140
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: 20 150 30 160 145 75 75 1170 5 10 755 140
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 150 30 160 145 75 75 1170 5 10 755 140
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: 20 150 30 160 145 75 75 1170 5 10 755 140
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 150 30 160 145 75 75 1170 5 10 755 140
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 20 150 30 160 145 75 75 1170 5 10 755 140
Ovl Adj Vol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4780 20 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.02 0.10 0.05 0.05 0.05 0.24 0.24 0.01 0.16 0.09
Ovl Adj V/S: 0.00
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Ignored Permitted Ignored Protected Include Protected Include
Rights: Ignored Ignored Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 155 70 5 140 70 35 45 1095 285 5 775 220
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: 155 70 5 140 70 35 45 1095 285 5 775 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 70 5 140 70 35 45 1095 285 5 775 220
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 155 70 0 140 70 0 45 1095 285 5 775 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 70 0 140 70 0 45 1095 285 5 775 220
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 155 70 0 140 70 0 45 1095 285 5 775 220

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.38 0.62 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3809 991 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.02 0.00 0.09 0.02 0.00 0.03 0.29 0.29 0.00 0.24 0.14
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Include Protected Ovl Protected Include Protected Ovl
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 60 0 95 35 1350 0 0 910 40
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: 0 0 0 60 0 95 35 1350 0 0 910 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 60 0 95 35 1350 0 0 910 40
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: 0 0 0 60 0 95 35 1350 0 0 910 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 60 0 95 35 1350 0 0 910 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 60 0 95 35 1350 0 0 910 40

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.07 0.02 0.32 0.00 0.00 0.32 0.03
Crit Volume: 0 60 35 455
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	0	2	1	0	2	1	0	2

Volume Module:
Base Vol: 205 140 95 175 215 30 95 1170 250 65 825 150
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: 205 140 95 175 215 30 95 1170 250 65 825 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 205 140 95 175 215 30 95 1170 250 65 825 150
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: 205 140 95 175 215 30 95 1170 250 65 825 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 140 95 175 215 30 95 1170 250 65 825 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 205 140 95 175 215 30 95 1170 250 65 825 150

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.78 1.22 1.00 1.00 2.63 0.37 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2540 1735 1425 1425 3752 523 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.07 0.12 0.06 0.06 0.07 0.41 0.00 0.05 0.29 0.11
Crit Volume: 115 175 585 65
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	2	0	1	1

Volume Module:
Base Vol: 15 165 595 10 220 205 155 885 5 190 855 15
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: 15 165 595 10 220 205 155 885 5 190 855 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 165 595 10 220 205 155 885 5 190 855 15
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: 15 165 595 10 220 205 155 885 5 190 855 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 165 595 10 220 205 155 885 5 190 855 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 165 595 10 220 205 155 885 5 190 855 15

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2801 49

Capacity Analysis Module:
Vol/Sat: 0.01 0.12 0.21 0.01 0.08 0.14 0.11 0.31 0.00 0.07 0.31 0.31
Crit Volume: 15 205 155 435
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.267
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 20 360 55 115 335 45 65 0 15 65 0 135
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: 20 360 55 115 335 45 65 0 15 65 0 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 360 55 115 335 45 65 0 15 65 0 135
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 20 360 0 115 335 45 65 0 15 65 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 360 0 115 335 45 65 0 15 65 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 20 360 0 115 335 45 65 0 15 65 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
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 2.00 1.00 2.00 1.76 0.24 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2424 326 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.13 0.00 0.04 0.14 0.14 0.05 0.00 0.01 0.05 0.00 0.00
Crit Volume: 180 58 65 65
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 5 0 135 70 0 145 125 380 0 20 165 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 0 135 70 0 145 125 380 0 20 165 70
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 0 135 70 0 145 125 380 0 20 165 70
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 0 135 70 0 145 125 380 0 20 165 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 0 135 70 0 145 125 380 0 20 165 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 0 135 70 0 145 125 380 0 20 165 70

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.50 1.50 0.00 0.16 1.29 0.55
Final Sat.: 1500 0 1500 1500 0 1500 743 2257 0 235 1941 824

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.09 0.05 0.00 0.10 0.17 0.17 0.00 0.08 0.09 0.09
Crit Volume: 135 70 253 20
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:
Base Vol: 50 55 10 25 25 95 195 470 5 10 305 20
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 55 10 25 25 95 195 470 5 10 305 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 55 10 25 25 95 195 470 5 10 305 20
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 55 10 25 25 95 195 470 5 10 305 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 55 10 25 25 95 195 470 5 10 305 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 50 55 10 25 25 95 195 470 5 10 305 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.87 0.96 0.17 0.34 0.66 1.00 0.58 1.41 0.01 0.06 1.82 0.12
Final Sat.: 1304 1435 261 517 983 1500 873 2104 22 90 2731 179

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.05 0.03 0.06 0.22 0.22 0.22 0.11 0.11 0.11
Crit Volume: 50 95 195 168
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	1	0	1

Volume Module:
Base Vol: 75 25 85 10 5 30 15 575 20 30 425 30
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: 75 25 85 10 5 30 15 575 20 30 425 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 25 85 10 5 30 15 575 20 30 425 30
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: 75 25 85 10 5 30 15 575 20 30 425 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 25 85 10 5 30 15 575 20 30 425 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 75 25 85 10 5 30 15 575 20 30 425 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.23 0.77 1.00 0.14 0.86 0.05 1.88 0.07 0.12 1.76 0.12
Final Sat.: 1500 341 1159 1500 214 1286 74 2828 98 186 2629 186

Capacity Analysis Module:
Vol/Sat: 0.05 0.07 0.07 0.01 0.02 0.02 0.20 0.20 0.20 0.16 0.16 0.16
Crit Volume: 110 10 305 30
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.227
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave				Harry Bridges Blvd										
	North Bound		South Bound		East Bound		West Bound								
Approach:	L	T	R	L	T	R	L	T	R						
Movement:	L	T	R	L	T	R	L	T	R						
Control:	Permitted		Permitted		Permitted		Permitted								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0						
Lanes:	0	1	0	1	0	0	0	1	1	0	0	1	1	0	0
Volume Module:															
Base Vol:	10	0	5	0	0	0	0	605	25	15	515	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:	10	0	5	0	0	0	0	605	25	15	515	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	10	0	5	0	0	0	0	605	25	15	515	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:	10	0	5	0	0	0	0	605	25	15	515	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	10	0	5	0	0	0	0	605	25	15	515	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			
Final Volume:	10	0	5	0	0	0	0	605	25	15	515	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.92	0.08	0.06	1.94	0.00			
Final Sat.:	1500	500	1000	0	0	0	0	2881	119	85	2915	0			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.21	0.18	0.18	0.00			
Crit Volume:	10			0			315		15						
Crit Moves:	****						****		****						

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	King Ave				Harry Bridges Blvd										
	North Bound		South Bound		East Bound		West Bound								
Approach:	L	T	R	L	T	R	L	T	R						
Movement:	L	T	R	L	T	R	L	T	R						
Control:	Permitted		Permitted		Permitted		Permitted								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0	1	1	0
Volume Module:															
Base Vol:	0	0	0	5	0	60	0	605	0	0	515	5			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	5	0	60	0	605	0	0	515	5			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	5	0	60	0	605	0	0	515	5			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	5	0	60	0	605	0	0	515	5			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	5	0	60	0	605	0	0	515	5			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	0	0	0	5	0	60	0	605	0	0	515	5			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80			
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.98	0.02			
Final Sat.:	0	1200	0	185	1015	1200	1200	2400	0	1200	2377	23			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.00	0.25	0.00	0.00	0.22	0.22			
Crit Volume:	0			60		303	0		0						
Crit Moves:				****		****			****						

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 60 25 250 135 0 45 460 20 50 315 205
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: 10 60 25 250 135 0 45 460 20 50 315 205
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 60 25 250 135 0 45 460 20 50 315 205
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 60 25 250 135 0 45 460 20 50 315 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 60 25 250 135 0 45 460 20 50 315 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 60 25 250 135 0 45 460 20 50 315 205

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.21 1.26 0.53 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00
Final Sat.: 316 1895 789 1500 3000 1500 1500 2875 125 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.17 0.05 0.00 0.03 0.16 0.16 0.03 0.11 0.14
Crit Volume: 48 250 240 50
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

Volume Module:
Base Vol: 0 0 0 170 0 300 255 1180 0 0 950 210
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: 0 0 0 170 0 300 255 1180 0 0 950 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 170 0 300 255 1180 0 0 950 210
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: 0 0 0 170 0 300 255 1180 0 0 950 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 170 0 300 255 1180 0 0 950 210
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 170 0 300 255 1180 0 0 950 210

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.46 0.54
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3501 774

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.21 0.18 0.41 0.00 0.00 0.27 0.27
Crit Volume: 0 300 255
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.821
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Street Name: Santa Fe Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permi t Prot+Permi t Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 155 335 80 170 190 105 105 1375 70 65 930 125
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: 155 335 80 170 190 105 105 1375 70 65 930 125
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 335 80 170 190 105 105 1375 70 65 930 125
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: 155 335 80 170 190 105 105 1375 70 65 930 125
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 335 80 170 190 105 105 1375 70 65 930 125
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 155 335 80 170 190 105 105 1375 70 65 930 125

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.05 0.11 0.06 0.07 0.07 0.43 0.04 0.04 0.29 0.08
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permi tted Permi tted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 35 45 290 160 35 10 10 1710 5 45 1145 130
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 45 290 160 35 10 10 1710 5 45 1145 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 45 290 160 35 10 10 1710 5 45 1145 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 45 290 160 35 10 10 1710 5 45 1145 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 45 290 160 35 10 10 1710 5 45 1145 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 35 45 290 160 35 10 10 1710 5 45 1145 130

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.44 0.56 1.00 0.82 0.18 1.00 1.00 2.99 0.01 1.00 2.69 0.31
Final Sat.: 700 900 1600 1313 287 1600 1600 4786 14 1600 4311 489

Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.18 0.10 0.12 0.01 0.01 0.36 0.36 0.03 0.27 0.27
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with columns for Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 45 0 25 45 0 100 130 1130 35 20 590 35
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: 45 0 25 45 0 100 130 1130 35 20 590 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 0 25 45 0 100 130 1130 35 20 590 35
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: 45 0 25 45 0 100 130 1130 35 20 590 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 0 25 45 0 100 130 1130 35 20 590 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 45 0 25 45 0 100 130 1130 35 20 590 35

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.64 0.00 0.36 1.00 0.00 1.00 1.00 1.94 0.06 1.00 2.83 0.17
Final Sat.: 916 0 509 1425 0 1425 1425 2764 86 1425 4036 239

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.05 0.03 0.00 0.07 0.09 0.41 0.41 0.01 0.15 0.15
Crit Volume: 45 100 583 20
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 160 0 75 5 0 5 0 1115 100 55 570 250
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: 160 0 75 5 0 5 0 1115 100 55 570 250
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 0 75 5 0 5 0 1115 100 55 570 250
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: 160 0 75 5 0 5 0 1115 100 55 570 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 0 75 5 0 5 0 1115 100 55 570 250
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 160 0 75 5 0 5 0 1115 100 55 570 250

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.84 0.16 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 0 1425 1425 2615 235 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.05 0.00 0.00 0.00 0.43 0.43 0.04 0.20 0.18
Crit Volume: 160 5 608 55
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 0 0 2 0 0 1 0 0 1 0 2 0 1 1 0

Volume Module:
Base Vol: 300 5 330 5 10 5 5 900 375 155 335 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 300 5 330 5 10 5 5 900 375 155 335 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 300 5 330 5 10 5 5 900 375 155 335 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 300 5 330 5 10 5 5 900 375 155 335 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 300 5 330 5 10 5 5 900 375 155 335 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 300 5 330 5 10 5 5 900 375 155 335 5

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.97 0.03 2.00 0.25 0.50 0.25 1.00 2.00 1.00 2.00 1.97 0.03
Final Sat.: 2803 47 2850 356 713 356 1425 2850 1425 2850 2808 42

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.12 0.01 0.01 0.01 0.00 0.32 0.26 0.05 0.12 0.12
Crit Volume: 152 20 450 78
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name: Henry Ford Avenue Denni Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 0 1 0 1 0 1 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 0 580 20 10 395 5 100 5 0 25 5 30
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: 0 580 20 10 395 5 100 5 0 25 5 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 580 20 10 395 5 100 5 0 25 5 30
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: 0 580 20 10 395 5 100 5 0 25 5 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 580 20 10 395 5 100 5 0 25 5 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 580 20 10 395 5 100 5 0 25 5 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 1.00 0.05 1.93 0.02 1.00 1.00 0.00 0.42 0.08 0.50
Final Sat.: 0 3000 1500 73 2890 37 1500 1500 0 625 125 750

Capacity Analysis Module:
Vol/Sat: 0.00 0.19 0.01 0.14 0.14 0.14 0.07 0.00 0.00 0.04 0.04 0.04
Crit Volume: 290 10 100 60
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Street Name: Approach: Movement:	Alameda St			PCH Ramp		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Incl	Incl	Incl	Incl	Incl	Incl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 1 0	1 0 3 0 0	0 0 0 0 0	1 0 0 0 1	0 0 0 0 0	0 0 0 0 0
Volume Module:						
Base Vol:	0 635 160	310 750 0	0 0 0	105 0 420	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 635 160	310 750 0	0 0 0	105 0 420	0 0 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 635 160	310 750 0	0 0 0	105 0 420	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 635 160	310 750 0	0 0 0	105 0 420	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 635 160	310 750 0	0 0 0	105 0 420	0 0 0	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	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	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 635 160	310 750 0	0 0 0	105 0 420	0 0 0	0 0 0
Saturation Flow Module:						
Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
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	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.40 0.60	1.00 3.00 0.00	0.00 0.00 0.00	1.00 0.00 1.00	0.00 0.00 0.00	0.00 0.00 0.00
Final Sat.:	0 3415 860	1425 4275 0	0 0 0	1425 0 1425	0 0 0	0 0 0
Capacity Analysis Module:						
Vol/Sat:	0.00 0.19 0.19	0.22 0.18 0.00	0.00 0.00 0.00	0.07 0.00 0.29	0.00 0.00 0.00	0.00 0.00 0.00
Crit Volume:	265	310	0	420	0	0
Crit Moves:	****	****	****	****	****	****

Port of Los Angeles
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Baseline - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name: Approach: Movement:	Alameda St			Sepulveda Blvd Ramp		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Control:	Protected	Protected	Split Phase	Split Phase	Protected	Protected
Rights:	Incl	Incl	Incl	Incl	Incl	Incl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 1 0	1 0 3 0 0	0 0 1! 0 0	1 0 0 1 1	0 0 0 0 0	0 0 0 0 0
Volume Module:						
Base Vol:	0 915 130	280 1060 0	0 0 0	135 15 405	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 915 130	280 1060 0	0 0 0	135 15 405	0 0 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 915 130	280 1060 0	0 0 0	135 15 405	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 915 130	280 1060 0	0 0 0	135 15 405	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 915 130	280 1060 0	0 0 0	135 15 405	0 0 0	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	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	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 915 130	280 1060 0	0 0 0	135 15 405	0 0 0	0 0 0
Saturation Flow Module:						
Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
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	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.63 0.37	1.00 3.00 0.00	0.00 0.00 1.00	1.00 0.07 1.93	0.00 0.00 0.00	0.00 0.00 0.00
Final Sat.:	0 3743 532	1425 4275 0	0 1425 0	1425 102 2748	0 0 0	0 0 0
Capacity Analysis Module:						
Vol/Sat:	0.00 0.24 0.24	0.20 0.25 0.00	0.00 0.00 0.00	0.09 0.15 0.15	0.00 0.00 0.00	0.00 0.00 0.00
Crit Volume:	348	280	0	210	0	0
Crit Moves:	****	****	****	****	****	****

Port of Los Angeles
Master Plan Update
Baseline - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 0 2 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 850 435 190 980 0 0 0 0 145 0 180
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: 0 850 435 190 980 0 0 0 0 145 0 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 850 435 190 980 0 0 0 0 145 0 180
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 Vol: 0 850 435 190 980 0 0 0 0 145 0 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 850 435 190 980 0 0 0 0 145 0 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 850 435 190 980 0 0 0 0 145 0 180

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.30 0.31 0.13 0.34 0.00 0.00 0.00 0.00 0.10 0.00 0.13
Crit Vol: 435 190 0 180
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 3 0 0

Volume Module:
Base Vol: 95 0 530 0 0 0 0 1385 215 105 300 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: 95 0 530 0 0 0 0 1385 215 105 300 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 95 0 530 0 0 0 0 1385 215 105 300 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 Vol: 95 0 530 0 0 0 0 1385 215 105 300 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 95 0 530 0 0 0 0 1385 215 105 300 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
Final Vol: 95 0 530 0 0 0 0 1385 215 105 300 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.07 0.00 0.37 0.00 0.00 0.00 0.00 0.49 0.15 0.04 0.07 0.00
Crit Vol: 530 0 693 0
Crit Moves: ****

Port of Los Angeles
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Baseline - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: I-405 Ramps 223rd St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 0 1 0 2 1 0

Volume Module:
Base Vol: 10 5 5 115 0 65 1005 940 0 10 345 30
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: 10 5 5 115 0 65 1005 940 0 10 345 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 5 5 115 0 65 1005 940 0 10 345 30
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: 10 5 5 115 0 65 1005 940 0 10 345 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 5 5 115 0 65 1005 940 0 10 345 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 5 5 115 0 65 1005 940 0 10 345 30

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.50 0.25 0.25 1.00 0.00 1.00 2.00 2.00 1.00 1.00 2.76 0.24
Final Sat.: 713 356 356 1425 0 1425 2850 2850 1425 1425 3933 342

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.08 0.00 0.05 0.35 0.33 0.00 0.01 0.09 0.09
Crit Volume: 20 115 503 125
Crit Moves: **** **** **** ****

Baseline Plus Project Conditions

Port of Los Angeles
Master Plan Update
Baseline + Project AM Peak Hour

Scenario: Scenario Report
Baseline + Project AM Peak

Command: Baseline + Project AM Peak
Volume: Baseline + Project AM Peak
Geometry: Baseline
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Port of Los Angeles
Master Plan Update
Baseline + Project AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.401	A xxxxx	0.401	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.295	A xxxxx	0.295	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A xxxxx	0.297	A xxxxx	0.297	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.594	A xxxxx	0.594	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.214	A xxxxx	0.214	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.548	A xxxxx	0.548	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.426	A xxxxx	0.426	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.491	A xxxxx	0.491	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.178	A xxxxx	0.178	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.333	A xxxxx	0.333	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.280	A xxxxx	0.280	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.225	A xxxxx	0.225	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.317	A xxxxx	0.317	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.397	A xxxxx	0.397	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.787	C xxxxx	0.787	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.635	B xxxxx	0.635	+ 0.000 V/C

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Master Plan Update
Baseline + Project AM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.679	B xxxxx	0.679	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.371	A xxxxx	0.371	+ 0.000 V/C
# 26 ICTF Drive # 1 / Sepulveda	A xxxxx	0.301	A xxxxx	0.301	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.356	A xxxxx	0.356	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.247	A xxxxx	0.247	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	A xxxxx	0.578	A xxxxx	0.578	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	A xxxxx	0.422	A xxxxx	0.422	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	B xxxxx	0.607	B xxxxx	0.607	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (	A xxxxx	0.474	A xxxxx	0.474	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.489	A xxxxx	0.489	+ 0.000 V/C

Port of Los Angeles
Master Plan Update
Baseline + Project AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd (WB)							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R			
Movement:												
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	0	0	2	0	1			
Volume Module:												
Base Vol:	5	440	0	0	105	610	0	0	0	25	115	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	440	0	0	105	610	0	0	0	25	115	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	440	0	0	105	610	0	0	0	25	115	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	440	0	0	105	610	0	0	0	25	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	440	0	0	105	610	0	0	0	25	115	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	5	440	0	0	105	610	0	0	0	25	115	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.03	0.21	0.00	0.00	0.00	0.02	0.04	0.00
Crit Moves:	****		****		****		****		****		****	

Port of Los Angeles
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Baseline + Project AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.295
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 130 0 0 445 180 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 130 0 0 445 180 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 130 0 0 445 180 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 130 0 0 445 180 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 130 0 0 445 180 0 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
Final Volume: 0 0 0 130 0 0 445 180 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.15 0.06 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline + Project AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.325
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 65 0 0 80 75 0 0 0 0 570 110
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: 0 65 0 0 80 75 0 0 0 0 570 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 65 0 0 80 75 0 0 0 0 570 110
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: 0 65 0 0 80 75 0 0 0 0 570 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 65 0 0 80 75 0 0 0 0 570 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 65 0 0 80 75 0 0 0 0 570 110

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.03 0.05 0.00 0.00 0.00 0.00 0.18 0.04
Crit Moves: ****

Port of Los Angeles
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Baseline + Project AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.297
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 80 0 0 65 540 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 80 0 0 65 540 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 80 0 0 65 540 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 80 0 0 65 540 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 80 0 0 65 540 0 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
Final Volume: 0 0 0 80 0 0 65 540 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.00 0.04 0.17 0.00 0.00 0.00 0.00
Crit Moves: ****

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Baseline + Project AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 190 0 650 0 0 0 0 2095 495 55 2255 20
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: 190 0 650 0 0 0 0 2095 495 55 2255 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 190 0 650 0 0 0 0 2095 495 55 2255 20
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 190 0 0 0 0 0 0 2095 495 55 2255 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 190 0 0 0 0 0 0 2095 495 55 2255 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 190 0 0 0 0 0 0 2095 495 55 2255 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.07 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.35 0.02 0.53 0.00
Crit Volume: 95 0 0 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.214
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 75 85 0 335 0 0 0 0 275 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: 0 75 85 0 335 0 0 0 0 275 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 75 85 0 335 0 0 0 0 275 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: 0 75 85 0 335 0 0 0 0 275 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 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
Final Volume: 0 75 85 0 335 0 0 0 0 275 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.06 0.00 0.12 0.00 0.00 0.00 0.00 0.10 0.00 0.00
Crit Volume: 0 168 138
Crit Moves: ****

Port of Los Angeles
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 120 20 165 110 5 25 10 65 70 110 65 80
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: 120 20 165 110 5 25 10 65 70 110 65 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 20 165 110 5 25 10 65 70 110 65 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 120 20 165 110 5 25 10 65 0 110 65 80
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 120 20 165 110 5 25 10 65 0 110 65 80

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.27 1.73 1.00 0.86 0.51 0.63
Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1380 816 1004

Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.10 0.07 0.00 0.02 0.02 0.02 0.00 0.08 0.08 0.08
Crit Moves: ****

Port of Los Angeles
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Baseline + Project AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves.

Port of Los Angeles
Master Plan Update
Baseline + Project AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Ignored Permitted Ignored Protected Include Protected Include
Rights: Ignored Ignored Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 170 70 10 120 35 15 25 715 130 5 945 165
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: 170 70 10 120 35 15 25 715 130 5 945 165
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 170 70 10 120 35 15 25 715 130 5 945 165
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 70 0 120 35 0 25 715 130 5 945 165
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 170 70 0 120 35 0 25 715 130 5 945 165
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 170 70 0 120 35 0 25 715 130 5 945 165

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.54 0.46 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4062 738 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.11 0.02 0.00 0.08 0.01 0.00 0.02 0.18 0.18 0.00 0.30 0.10
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Include Protected Ovl Protected Include Protected Ovl
Rights: Include Include Ovl Include Include Ovl Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 10 0 20 40 855 0 0 1115 30
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: 0 0 0 10 0 20 40 855 0 0 1115 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 20 40 855 0 0 1115 30
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: 0 0 0 10 0 20 40 855 0 0 1115 30
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 20 40 855 0 0 1115 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 10 0 20 40 855 0 0 1115 30

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.01 0.03 0.20 0.00 0.00 0.39 0.02
Crit Volume: 0 10 40 558
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 35 120 40 60 270 20 65 825 315 65 955 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 120 40 60 270 20 65 825 315 65 955 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 120 40 60 270 20 65 825 315 65 955 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 120 40 60 270 20 65 825 315 65 955 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 120 40 60 270 20 65 825 315 65 955 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 35 120 40 60 270 20 65 825 315 65 955 80

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 1.00 2.79 0.21 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1425 2850 1425 1425 3980 295 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.02 0.04 0.03 0.04 0.07 0.07 0.05 0.29 0.00 0.05 0.34 0.06
Crit Volume: 60 97 65 478
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

Volume Module:
Base Vol: 20 150 325 20 220 175 65 725 15 360 580 10
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: 20 150 325 20 220 175 65 725 15 360 580 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 150 325 20 220 175 65 725 15 360 580 10
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: 20 150 325 20 220 175 65 725 15 360 580 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 150 325 20 220 175 65 725 15 360 580 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 20 150 325 20 220 175 65 725 15 360 580 10

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2802 48

Capacity Analysis Module:
Vol/Sat: 0.01 0.11 0.11 0.01 0.08 0.12 0.05 0.25 0.01 0.13 0.21 0.21
Crit Volume: 20 175 363 180
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.178
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 1

Volume Module:
Base Vol: 15 175 45 105 235 45 30 5 25 60 0 55
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: 15 175 45 105 235 45 30 5 25 60 0 55
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 175 45 105 235 45 30 5 25 60 0 55
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 15 175 0 105 235 45 30 5 25 60 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 175 0 105 235 45 30 5 25 60 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 15 175 0 105 235 45 30 5 25 60 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
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 2.00 1.00 2.00 1.68 0.32 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2308 442 1375 229 1146 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.06 0.00 0.04 0.10 0.10 0.02 0.02 0.02 0.04 0.00 0.00
Crit Volume: 15 140 30 60
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.322
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 5 35 75 5 120 80 270 5 120 405 50
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: 0 5 35 75 5 120 80 270 5 120 405 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 35 75 5 120 80 270 5 120 405 50
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: 0 5 35 75 5 120 80 270 5 120 405 50
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 35 75 5 120 80 270 5 120 405 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 5 35 75 5 120 80 270 5 120 405 50

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.12 0.88 1.00 0.04 0.96 0.45 1.52 0.03 0.42 1.41 0.17
Final Sat.: 1500 188 1313 1500 60 1440 676 2282 42 626 2113 261

Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.03 0.05 0.08 0.08 0.12 0.12 0.12 0.19 0.19 0.19
Crit Volume: 40 75 80 287
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.280
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.225
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 1 1 0 0

Volume Module:
Base Vol: 5 5 20 0 0 0 0 535 10 15 620 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 20 0 0 0 0 535 10 15 620 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 20 0 0 0 0 535 10 15 620 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 20 0 0 0 0 535 10 15 620 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 20 0 0 0 0 535 10 15 620 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
Final Volume: 5 5 20 0 0 0 0 535 10 15 620 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.00 0.00 0.00 0.00 1.96 0.04 0.05 1.95 0.00
Final Sat.: 500 1000 1500 0 0 0 0 2945 55 71 2929 0

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.18 0.18 0.21 0.21 0.00
Crit Volume: 20 0 0 0 0 0 0 317
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 0 0 0 10 0 70 0 535 0 0 620 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: 0 0 0 10 0 70 0 535 0 0 620 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 70 0 535 0 0 620 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: 0 0 0 10 0 70 0 535 0 0 620 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 70 0 535 0 0 620 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
Final Volume: 0 0 0 10 0 70 0 535 0 0 620 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.06 0.00 0.22 0.00 0.00 0.26 0.00
Crit Volume: 0 0 0 70 0 310
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 5 10 10 285 130 225 60 385 55 50 475 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 10 10 285 130 225 60 385 55 50 475 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 10 10 285 130 225 60 385 55 50 475 150
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 10 10 285 130 0 60 385 55 50 475 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 10 10 285 130 0 60 385 55 50 475 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 10 10 285 130 0 60 385 55 50 475 150

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.40 0.80 0.80 1.00 2.00 1.00 1.00 1.75 0.25 1.00 2.00 1.00
Final Sat.: 600 1200 1200 1500 3000 1500 1500 2625 375 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.19 0.04 0.00 0.04 0.15 0.15 0.03 0.16 0.10
Crit Volume: 13 285 60 238
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

Volume Module:
Base Vol: 0 0 0 175 0 265 265 745 0 0 960 155
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: 0 0 0 175 0 265 265 745 0 0 960 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 175 0 265 265 745 0 0 960 155
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: 0 0 0 175 0 265 265 745 0 0 960 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 175 0 265 265 745 0 0 960 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 175 0 265 265 745 0 0 960 155

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.58 0.42
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3681 594

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.19 0.19 0.26 0.00 0.00 0.26 0.26
Crit Volume: 0 265 265
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Santa Fe Ave and Pacific Coast Hwy.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduced Vol, PCE Adj, MLF Adj, Final Volume for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat for various movements.

Capacity Analysis Module table showing Vol/Sat, Crit Moves for various movements.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Harbor Ave and Pacific Coast Hwy.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduced Vol, PCE Adj, MLF Adj, Final Volume for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat for various movements.

Capacity Analysis Module table showing Vol/Sat, Crit Moves for various movements.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Ovl Adj V/S, and Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns for Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, and Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.301
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 35 0 20 55 0 90 55 535 40 25 725 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 0 20 55 0 90 55 535 40 25 725 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 0 20 55 0 90 55 535 40 25 725 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 0 20 55 0 90 55 535 40 25 725 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 0 20 55 0 90 55 535 40 25 725 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 35 0 20 55 0 90 55 535 40 25 725 65

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.64 0.00 0.36 1.00 0.00 1.00 1.00 1.86 0.14 1.00 2.75 0.25
Final Sat.: 907 0 518 1425 0 1425 1425 2652 198 1425 3923 352

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.04 0.04 0.00 0.06 0.04 0.20 0.20 0.02 0.18 0.18
Crit Volume: 55 55 55 263
Crit Moves: **** **** **** ****

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Baseline + Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 40 0 25 5 0 0 15 670 90 40 710 70
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: 40 0 25 5 0 0 15 670 90 40 710 70
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 0 25 5 0 0 15 670 90 40 710 70
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: 40 0 25 5 0 0 15 670 90 40 710 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 0 25 5 0 0 15 670 90 40 710 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 40 0 25 5 0 0 15 670 90 40 710 70

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.76 0.24 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 1425 0 1425 2513 338 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.02 0.00 0.00 0.00 0.01 0.27 0.27 0.03 0.25 0.05
Crit Volume: 40 380 40
Crit Moves: **** **** **** ****

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Baseline + Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, and Crit Moves.

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Baseline + Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.247
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Table with columns for Street Name (Henry Ford Avenue, Denni Street) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, and Crit Moves.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name: Alameda St PCH Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 485 125 320 845 0 0 0 0 165 0 300
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: 0 485 125 320 845 0 0 0 0 165 0 300
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 485 125 320 845 0 0 0 0 165 0 300
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: 0 485 125 320 845 0 0 0 0 165 0 300
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 485 125 320 845 0 0 0 0 165 0 300
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 485 125 320 845 0 0 0 0 165 0 300

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 2.39 0.61 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 3399 876 1425 4275 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.14 0.14 0.22 0.20 0.00 0.00 0.00 0.00 0.12 0.00 0.21
Crit Volume: 203 320 0
Crit Moves: ****

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Baseline + Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Sepulveda Blvd Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 1 0 0 1 1

Volume Module:
Base Vol: 0 640 70 255 1105 0 0 0 0 85 0 220
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: 0 640 70 255 1105 0 0 0 0 85 0 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 640 70 255 1105 0 0 0 0 85 0 220
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: 0 640 70 255 1105 0 0 0 0 85 0 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 640 70 255 1105 0 0 0 0 85 0 220
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 640 70 255 1105 0 0 0 0 85 0 220

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 2.70 0.30 1.00 3.00 0.00 0.00 1.00 0.00 1.00 0.00 2.00
Final Sat.: 0 3854 421 1425 4275 0 0 1425 0 1425 0 2850

Capacity Analysis Module:
Vol/Sat: 0.00 0.17 0.17 0.18 0.26 0.00 0.00 0.00 0.00 0.06 0.00 0.08
Crit Volume: 237 255 0
Crit Moves: ****

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Baseline + Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 | 1 0 2 0 0 | 0 0 0 0 0 | 1 0 0 0 1

Volume Module:
Base Vol: 0 545 390 130 1150 0 0 0 0 290 0 155
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: 0 545 390 130 1150 0 0 0 0 290 0 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 545 390 130 1150 0 0 0 0 290 0 155
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: 0 545 390 130 1150 0 0 0 0 290 0 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 390 130 1150 0 0 0 0 290 0 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 545 390 130 1150 0 0 0 0 290 0 155

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.19 0.27 0.09 0.40 0.00 0.00 0.00 0.00 0.20 0.00 0.11
Crit Volume: 273 575 0 290
Crit Moves: ****

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Baseline + Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Protected Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 | 0 0 0 0 0 | 0 0 2 0 1 | 2 0 3 0 0

Volume Module:
Base Vol: 125 0 395 0 0 0 0 560 190 230 520 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: 125 0 395 0 0 0 0 560 190 230 520 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 0 395 0 0 0 0 560 190 230 520 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: 125 0 395 0 0 0 0 560 190 230 520 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 0 395 0 0 0 0 560 190 230 520 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
Final Volume: 125 0 395 0 0 0 0 560 190 230 520 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.09 0.00 0.28 0.00 0.00 0.00 0.00 0.20 0.13 0.08 0.12 0.00
Crit Volume: 395 0 280 0
Crit Moves: ****

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Baseline + Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: I-405 Ramps 223rd St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	2	0	2	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	55	0	185	635	360	0	10	575	10
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:	0	0	0	55	0	185	635	360	0	10	575	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	185	635	360	0	10	575	10
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:	0	0	0	55	0	185	635	360	0	10	575	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	185	635	360	0	10	575	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	55	0	185	635	360	0	10	575	10

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.00	1.00	0.00	1.00	0.00	1.00	2.00	2.00	1.00	1.00	2.95	0.05
Final Sat.:	0	1425	0	1425	0	1425	2850	2850	1425	1425	4202	73

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.13	0.22	0.13	0.00	0.01	0.14	0.14
Crit Volume:	0					185	318					195
Crit Moves:						****	****					****

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Scenario: Scenario Report
Baseline + Project MD Peak

Command: Baseline + Project MD Peak
Volume: Baseline + Project MD Peak
Geometry: Baseline
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A xxxxx	0.400	A xxxxx	0.400	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A xxxxx	0.453	A xxxxx	0.453	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.483	A xxxxx	0.483	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.528	A xxxxx	0.528	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.519	A xxxxx	0.519	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.561	A xxxxx	0.561	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.368	A xxxxx	0.368	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.491	A xxxxx	0.491	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.264	A xxxxx	0.264	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.295	A xxxxx	0.295	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.262	A xxxxx	0.262	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.200	A xxxxx	0.200	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.273	A xxxxx	0.273	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.407	A xxxxx	0.407	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.550	A xxxxx	0.550	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.745	C xxxxx	0.745	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.636	B xxxxx	0.636	+ 0.000 V/C

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Baseline + Project MD Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.310	A xxxxx	0.310	+ 0.000 V/C
# 26 ICTF Drive way # 1 / Sepulveda	A xxxxx	0.511	A xxxxx	0.511	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.354	A xxxxx	0.354	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.373	A xxxxx	0.373	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	A xxxxx	0.501	A xxxxx	0.501	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	B xxxxx	0.621	B xxxxx	0.621	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (B xxxxx	0.642	B xxxxx	0.642	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.430	A xxxxx	0.430	+ 0.000 V/C

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Baseline + Project MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Approach: Movement:	Terminal Island Fwy			Ocean Blvd (WB)		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Incl	Incl	Incl	Incl	Incl	Incl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	0 0 0 0 0	1 0 2 0 1	1 0 2 0 1
Volume Module:	-----|-----|-----|-----|-----|-----					
Base Vol:	5 845 0	0 120 840	0 0 0	10 145 170		
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
Initial Bse:	5 845 0	0 120 840	0 0 0	10 145 170		
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0		
Initial Fut:	5 845 0	0 120 840	0 0 0	10 145 170		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
PHF Volume:	5 845 0	0 120 840	0 0 0	10 145 0		
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
Reduced Vol:	5 845 0	0 120 840	0 0 0	10 145 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		
Final Volume:	5 845 0	0 120 840	0 0 0	10 145 0		
Saturation Flow Module:	-----|-----|-----|-----|-----|-----					
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600		
Adjustment:	1.00 1.00 1.00	1.00 1.00 0.90	1.00 1.00 1.00	1.00 1.00 1.00		
Lanes:	1.00 2.00 0.00	0.00 2.00 2.00	0.00 0.00 0.00	1.00 2.00 1.00		
Final Sat.:	1600 3200 0	0 3200 2880	0 0 0	1600 3200 1600		
Capacity Analysis Module:	----- ----- ----- ----- ----- -----					
Vol/Sat:	0.00 0.26 0.00	0.00 0.04 0.29	0.00 0.00 0.00	0.01 0.05 0.00		
Crit Moves:	****	****	****	****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 25 5 130 10 0 850 260 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 25 5 130 10 0 850 260 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 25 5 130 10 0 850 260 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 25 5 130 10 0 850 260 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 25 5 130 10 0 850 260 0 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
Final Volume: 0 25 5 130 10 0 850 260 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.86 0.14 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 2971 229 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.01 0.00 0.04 0.04 0.00 0.30 0.08 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 65 0 0 170 60 0 0 0 0 0 790 215
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: 0 65 0 0 170 60 0 0 0 0 0 0 790 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 65 0 0 170 60 0 0 0 0 0 0 790 215
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 65 0 0 170 60 0 0 0 0 0 790 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 65 0 0 170 60 0 0 0 0 0 790 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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 1.00
Final Volume: 0 65 0 0 170 60 0 0 0 0 0 790 215

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.05 0.04 0.00 0.00 0.00 0.00 0.00 0.25 0.07
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 170 0 0 65 940 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 170 0 0 65 940 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 170 0 0 65 940 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 170 0 0 65 940 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 170 0 0 65 940 0 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
Final Volume: 0 0 0 170 0 0 65 940 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.29 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 295 0 1165 0 0 0 0 1585 425 25 1620 45
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: 295 0 1165 0 0 0 0 1585 425 25 1620 45
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 295 0 1165 0 0 0 0 1585 425 25 1620 45
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 295 0 0 0 0 0 0 1585 425 25 1620 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 295 0 0 0 0 0 0 1585 425 25 1620 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 295 0 0 0 0 0 0 1585 425 25 1620 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.30 0.01 0.38 0.00
Crit Volume: 148 528 13
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 1 0 3 0 1

Volume Module:
Base Vol: 40 25 65 80 15 70 30 1020 25 20 975 130
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: 40 25 65 80 15 70 30 1020 25 20 975 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 25 65 80 15 70 30 1020 25 20 975 130
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: 40 25 65 80 15 70 30 1020 25 20 975 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 25 65 80 15 70 30 1020 25 20 975 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 40 25 65 80 15 70 30 1020 25 20 975 130

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.28 0.72 0.49 0.09 0.42 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 444 1156 776 145 679 1600 4685 115 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.05 0.10 0.10 0.02 0.22 0.22 0.01 0.20 0.08
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 20 120 25 155 105 75 50 890 20 10 830 170
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: 20 120 25 155 105 75 50 890 20 10 830 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 120 25 155 105 75 50 890 20 10 830 170
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: 20 120 25 155 105 75 50 890 20 10 830 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 120 25 155 105 75 50 890 20 10 830 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 20 120 25 155 105 75 50 890 20 10 830 170
Ovl Adj Vol: 25

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4695 105 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.02 0.10 0.03 0.05 0.03 0.19 0.19 0.01 0.17 0.11
Ovl Adj V/S: 0.02
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Ignored Permitted Ignored Protected Include Protected Include
Rights: Ignored Ignored Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 110 65 10 195 65 25 45 860 115 10 865 275
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: 110 65 10 195 65 25 45 860 115 10 865 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 65 10 195 65 25 45 860 115 10 865 275
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 65 0 195 65 0 45 860 115 10 865 275
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 65 0 195 65 0 45 860 115 10 865 275
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 110 65 0 195 65 0 45 860 115 10 865 275

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4234 566 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.07 0.02 0.00 0.12 0.02 0.00 0.03 0.20 0.20 0.01 0.27 0.17
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.368
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Include Protected Ovl Protected Include Protected Ovl
Rights: Include Include Ovl Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 25 0 50 25 1005 0 0 950 20
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: 0 0 0 25 0 50 25 1005 0 0 950 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 25 0 50 25 1005 0 0 950 20
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: 0 0 0 25 0 50 25 1005 0 0 950 20
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 25 0 50 25 1005 0 0 950 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 25 0 50 25 1005 0 0 950 20

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.02 0.24 0.00 0.00 0.33 0.01
Crit Volume: 0 25 25 475
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 215 210 125 150 330 60 110 785 270 75 815 150
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: 215 210 125 150 330 60 110 785 270 75 815 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 215 210 125 150 330 60 110 785 270 75 815 150
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: 215 210 125 150 330 60 110 785 270 75 815 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 215 210 125 150 330 60 110 785 270 75 815 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 215 210 125 150 330 60 110 785 270 75 815 150

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.52 1.48 1.00 1.00 2.54 0.46 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2163 2112 1425 1425 3617 658 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.09 0.11 0.09 0.09 0.08 0.28 0.00 0.05 0.29 0.11
Crit Volume: 142 150 110 408
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 210 435 10 230 165 95 640 0 320 670 15
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: 10 210 435 10 230 165 95 640 0 320 670 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 210 435 10 230 165 95 640 0 320 670 15
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: 10 210 435 10 230 165 95 640 0 320 670 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 210 435 10 230 165 95 640 0 320 670 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 210 435 10 230 165 95 640 0 320 670 15

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2788 62

Capacity Analysis Module:
Vol/Sat: 0.01 0.15 0.15 0.01 0.08 0.12 0.07 0.22 0.00 0.11 0.24 0.24
Crit Volume: 210 10 320 160
Crit Moves: ****

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.264
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 30 340 75 85 220 40 70 5 25 80 0 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 340 75 85 220 40 70 5 25 80 0 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 340 75 85 220 40 70 5 25 80 0 145
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 340 0 85 220 40 70 5 25 80 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 340 0 85 220 40 70 5 25 80 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 30 340 0 85 220 40 70 5 25 80 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
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 2.00 1.00 2.00 1.69 0.31 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2327 423 1375 229 1146 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.12 0.00 0.03 0.09 0.09 0.05 0.02 0.02 0.06 0.00 0.00
Crit Volume: 170 43 70 80
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.295
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 10 130 10 10 25 60 400 0 25 410 30
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: 0 10 130 10 10 25 60 400 0 25 410 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 10 130 10 10 25 60 400 0 25 410 30
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: 0 10 130 10 10 25 60 400 0 25 410 30
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 10 130 10 10 25 60 400 0 25 410 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 10 130 10 10 25 60 400 0 25 410 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.29 0.71 0.26 1.74 0.00 0.11 1.76 0.13
Final Sat.: 1500 107 1393 1500 429 1071 391 2609 0 161 2645 194

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.09 0.01 0.02 0.02 0.15 0.15 0.00 0.16 0.16 0.15
Crit Volume: 140 10 60 233
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.262
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.293
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.200
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 1 1 0 0

Volume Module:
Base Vol: 0 5 15 0 0 0 0 535 10 5 565 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: 0 5 15 0 0 0 0 535 10 5 565 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 15 0 0 0 0 535 10 5 565 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: 0 5 15 0 0 0 0 535 10 5 565 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 0 0 0 0 535 10 5 565 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
Final Volume: 0 5 15 0 0 0 0 535 10 5 565 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.96 0.04 0.02 1.98 0.00
Final Sat.: 0 1500 1500 0 0 0 0 2945 55 26 2974 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.18 0.18 0.19 0.19 0.00
Crit Volume: 15 0 0 0 0 0 0 285
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.273
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 0 0 0 5 0 45 0 535 0 0 565 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: 0 0 0 5 0 45 0 535 0 0 565 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 5 0 45 0 535 0 0 565 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: 0 0 0 5 0 45 0 535 0 0 565 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 5 0 45 0 535 0 0 565 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
Final Volume: 0 0 0 5 0 45 0 535 0 0 565 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 240 960 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.00 0.22 0.00 0.00 0.24 0.00
Crit Volume: 0 45 0 283
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 10 10 10 345 180 145 55 370 10 40 390 175
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: 10 10 10 345 180 145 55 370 10 40 390 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 10 10 345 180 145 55 370 10 40 390 175
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 10 10 345 180 0 55 370 10 40 390 175
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 10 10 345 180 0 55 370 10 40 390 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 10 10 345 180 0 55 370 10 40 390 175

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.66 0.67 0.67 1.00 2.00 1.00 1.00 1.95 0.05 1.00 2.00 1.00
Final Sat.: 1000 1000 1000 1500 3000 1500 1500 2921 79 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.23 0.06 0.00 0.04 0.13 0.13 0.03 0.13 0.12
Crit Volume: 15 345 55 195
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

Volume Module:
Base Vol: 0 0 0 115 0 240 225 830 0 0 765 190
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: 0 0 0 115 0 240 225 830 0 0 765 190
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 115 0 240 225 830 0 0 765 190
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: 0 0 0 115 0 240 225 830 0 0 765 190
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 115 0 240 225 830 0 0 765 190
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 115 0 240 225 830 0 0 765 190

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.40 0.60
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3424 851

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.17 0.16 0.29 0.00 0.00 0.22 0.22
Crit Volume: 0 240 225
Crit Moves: **** **** ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Santa Fe Ave and Pacific Coast Hwy.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Harbor Ave and Pacific Coast Hwy.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with columns for Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 1 0 0 1 0 2 1 0

Volume Module:
Base Vol: 45 0 30 95 0 175 200 615 45 25 815 110
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: 45 0 30 95 0 175 200 615 45 25 815 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 0 30 95 0 175 200 615 45 25 815 110
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: 45 0 30 95 0 175 200 615 45 25 815 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 0 30 95 0 175 200 615 45 25 815 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 45 0 30 95 0 175 200 615 45 25 815 110

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.60 0.00 0.40 1.00 0.00 1.00 1.00 1.86 0.14 1.00 2.64 0.36
Final Sat.: 855 0 570 1425 0 1425 1425 2656 194 1425 3767 508

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.05 0.07 0.00 0.12 0.14 0.23 0.23 0.02 0.22 0.22
Crit Volume: 45 175 200 308
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 85 0 50 5 0 0 15 670 80 45 715 70
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: 85 0 50 5 0 0 15 670 80 45 715 70
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 0 50 5 0 0 15 670 80 45 715 70
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: 85 0 50 5 0 0 15 670 80 45 715 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 0 50 5 0 0 15 670 80 45 715 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 85 0 50 5 0 0 15 670 80 45 715 70

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.79 0.21 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 1425 0 1425 2546 304 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.04 0.00 0.00 0.00 0.01 0.26 0.26 0.03 0.25 0.05
Crit Volume: 85 375 45
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, and Crit Moves.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns for Street Name (Henry Ford Avenue, Denni Street) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, and Crit Moves.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Alameda St PCH Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 590 170 185 700 0 0 0 0 160 0 275
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: 0 590 170 185 700 0 0 0 0 160 0 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 590 170 185 700 0 0 0 0 160 0 275
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: 0 590 170 185 700 0 0 0 0 160 0 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 590 170 185 700 0 0 0 0 160 0 275
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 590 170 185 700 0 0 0 0 160 0 275

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.33 0.67 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 3319 956 1425 4275 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.18 0.18 0.13 0.16 0.00 0.00 0.00 0.00 0.11 0.00 0.19
Crit Volume: 253 185 0 275
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Alameda St Sepulveda Blvd Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 1 0 0 1 1

Volume Module:
Base Vol: 0 810 200 190 990 0 0 0 0 175 5 280
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: 0 810 200 190 990 0 0 0 0 175 5 280
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 810 200 190 990 0 0 0 0 175 5 280
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: 0 810 200 190 990 0 0 0 0 175 5 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 810 200 190 990 0 0 0 0 175 5 280
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 810 200 190 990 0 0 0 0 175 5 280

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.41 0.59 1.00 3.00 0.00 0.00 1.00 0.00 1.00 0.04 1.96
Final Sat.: 0 3428 847 1425 4275 0 0 1425 0 1425 50 2800

Capacity Analysis Module:
Vol/Sat: 0.00 0.24 0.24 0.13 0.23 0.00 0.00 0.00 0.00 0.12 0.10 0.10
Crit Volume: 337 190 0 175
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 0 2 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 695 495 145 920 0 0 0 0 245 0 105
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: 0 695 495 145 920 0 0 0 0 245 0 105
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 695 495 145 920 0 0 0 0 245 0 105
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: 0 695 495 145 920 0 0 0 0 245 0 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 695 495 145 920 0 0 0 0 245 0 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 695 495 145 920 0 0 0 0 245 0 105

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.24 0.35 0.10 0.32 0.00 0.00 0.00 0.00 0.17 0.00 0.07
Crit Volume: 495 145 0 245
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 3 0 0

Volume Module:
Base Vol: 105 0 535 0 0 0 0 0 760 150 165 245 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: 105 0 535 0 0 0 0 0 760 150 165 245 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 105 0 535 0 0 0 0 0 760 150 165 245 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: 105 0 535 0 0 0 0 0 760 150 165 245 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 0 535 0 0 0 0 0 760 150 165 245 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
Final Volume: 105 0 535 0 0 0 0 0 760 150 165 245 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.07 0.00 0.38 0.00 0.00 0.00 0.00 0.27 0.11 0.06 0.06 0.00
Crit Volume: 535 0 380 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	I-405 Ramps						223rd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	2	0	2	0	1	0
Volume Module:												
Base Vol:	10	25	5	95	0	105	760	470	5	5	280	15
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:	10	25	5	95	0	105	760	470	5	5	280	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	25	5	95	0	105	760	470	5	5	280	15
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:	10	25	5	95	0	105	760	470	5	5	280	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	25	5	95	0	105	760	470	5	5	280	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	25	5	95	0	105	760	470	5	5	280	15
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.25	0.63	0.12	1.00	0.00	1.00	2.00	2.00	1.00	1.00	2.85	0.15
Final Sat.:	356	891	178	1425	0	1425	2850	2850	1425	1425	4058	217
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.00	0.07	0.27	0.16	0.00	0.00	0.07	0.07
Crit Volume:	40			95			380			98		
Crit Moves:	****			****			****			****		

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Scenario: Scenario Report
Baseline + Project PM Peak

Command: Baseline + Project PM Peak
Volume: Baseline + Project PM Peak
Geometry: Baseline
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.417	A xxxxx	0.417	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.381	A xxxxx	0.381	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A xxxxx	0.386	A xxxxx	0.386	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A xxxxx	0.385	A xxxxx	0.385	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.696	B xxxxx	0.696	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.253	A xxxxx	0.253	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.499	A xxxxx	0.499	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.566	A xxxxx	0.566	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.585	A xxxxx	0.585	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.692	B xxxxx	0.692	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.355	A xxxxx	0.355	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.370	A xxxxx	0.370	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.263	A xxxxx	0.263	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.348	A xxxxx	0.348	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.428	A xxxxx	0.428	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.675	B xxxxx	0.675	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.854	D xxxxx	0.854	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.758	C xxxxx	0.758	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.612	B xxxxx	0.612	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.403	A xxxxx	0.403	+ 0.000 V/C
# 26 ICTF Drive way # 1 / Sepulveda	A xxxxx	0.532	A xxxxx	0.532	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.581	A xxxxx	0.581	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.509	A xxxxx	0.509	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.362	A xxxxx	0.362	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	C xxxxx	0.719	C xxxxx	0.719	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	B xxxxx	0.606	B xxxxx	0.606	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	B xxxxx	0.611	B xxxxx	0.611	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (D xxxxx	0.872	D xxxxx	0.872	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Approach: Movement:	Terminal Island Fwy				Ocean Blvd (WB)				
	North Bound		South Bound		East Bound		West Bound		
	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		Ignore
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1
Volume Module:	5 675		0 105 620		0 0 0		5 155 145		
Base Vol:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	675	0	105	620	0	0	5	155
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	5	675	0	105	620	0	0	5	155
User Adj:	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
PHF Volume:	5	675	0	105	620	0	0	5	155
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	675	0	105	620	0	0	5	155
PCE Adj:	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
Final Volume:	5	675	0	105	620	0	0	5	155
Saturation Flow Module:	1600 1600		1600 1600		1600 1600		1600 1600		1600
Sat/Lane:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adjustment:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00
Lanes:	1600	3200	0	0	3200	2880	0	0	1600
Final Sat.:	1600 3200		0 3200		2880		0 0		1600 3200
Capacity Analysis Module:	0.00 0.21		0.00 0.03		0.22 0.00		0.00 0.00		0.00 0.05
Vol/Sat:	****		****		****		****		****
Crit Moves:	****		****		****		****		****

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Baseline + Project PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 10 115 10 0 680 225 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 10 115 10 0 680 225 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 10 115 10 0 680 225 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 10 115 10 0 680 225 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 10 115 10 0 680 225 0 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
Final Volume: 0 0 10 115 10 0 680 225 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.84 0.16 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 2944 256 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.04 0.04 0.00 0.24 0.07 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
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Baseline + Project PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 70 0 0 105 145 0 0 0 0 625 110
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: 0 70 0 0 105 145 0 0 0 0 0 625 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 70 0 0 105 145 0 0 0 0 0 625 110
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: 0 70 0 0 105 145 0 0 0 0 0 625 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 70 0 0 105 145 0 0 0 0 0 625 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 70 0 0 105 145 0 0 0 0 625 110

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.03 0.09 0.00 0.00 0.00 0.00 0.20 0.04
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Baseline + Project PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 105 0 0 70 795 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 105 0 0 70 795 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 105 0 0 70 795 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 105 0 0 70 795 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 105 0 0 70 795 0 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
Final Volume: 0 0 0 105 0 0 70 795 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.04 0.25 0.00 0.00 0.00 0.00
Crit Moves: ****

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Baseline + Project PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 475 0 950 0 0 0 0 2210 365 35 2075 30
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: 475 0 950 0 0 0 0 2210 365 35 2075 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 475 0 950 0 0 0 0 2210 365 35 2075 30
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 475 0 0 0 0 0 0 2210 365 35 2075 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 475 0 0 0 0 0 0 2210 365 35 2075 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 475 0 0 0 0 0 0 2210 365 35 2075 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.17 0.00 0.00 0.00 0.00 0.00 0.00 0.52 0.26 0.01 0.49 0.00
Crit Volume: 238 0 737 18
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.253
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves.

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Baseline + Project PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Harbor Ave and Anaheim St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Santa Fe Ave and Anaheim St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, Ovl Adj Vol.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Ovl Adj V/S, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Ignored Permitted Ignored Protected Include Protected Include
Rights: 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 160 100 5 140 70 35 45 1130 295 5 825 270
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: 160 100 5 140 70 35 45 1130 295 5 825 270
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 100 5 140 70 35 45 1130 295 5 825 270
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 100 0 140 70 0 45 1130 295 5 825 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 100 0 140 70 0 45 1130 295 5 825 270
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 160 100 0 140 70 0 45 1130 295 5 825 270

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.38 0.62 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3806 994 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.03 0.00 0.09 0.02 0.00 0.03 0.30 0.30 0.00 0.26 0.17
Crit Moves: ****

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Baseline + Project PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Include Protected Ovl Protected Include Protected Ovl
Rights: 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 60 0 95 35 1395 0 0 965 40
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: 0 0 0 60 0 95 35 1395 0 0 965 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 60 0 95 35 1395 0 0 965 40
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: 0 0 0 60 0 95 35 1395 0 0 965 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 60 0 95 35 1395 0 0 965 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 60 0 95 35 1395 0 0 965 40

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.07 0.02 0.33 0.00 0.00 0.34 0.03
Crit Volume: 0 60 35 483
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.692
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 220 195 95 175 295 30 95 1215 275 65 865 150
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: 220 195 95 175 295 30 95 1215 275 65 865 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 220 195 95 175 295 30 95 1215 275 65 865 150
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: 220 195 95 175 295 30 95 1215 275 65 865 150
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 220 195 95 175 295 30 95 1215 275 65 865 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 220 195 95 175 295 30 95 1215 275 65 865 150

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.59 1.41 1.00 1.00 2.72 0.28 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2266 2009 1425 1425 3880 395 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.07 0.12 0.08 0.08 0.07 0.43 0.00 0.05 0.30 0.11
Crit Volume: 138 175 608 65
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

Volume Module:
Base Vol: 15 195 640 10 255 205 155 890 5 245 855 15
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: 15 195 640 10 255 205 155 890 5 245 855 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 195 640 10 255 205 155 890 5 245 855 15
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: 15 195 640 10 255 205 155 890 5 245 855 15
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 195 640 10 255 205 155 890 5 245 855 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 195 640 10 255 205 155 890 5 245 855 15

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2801 49

Capacity Analysis Module:
Vol/Sat: 0.01 0.14 0.22 0.01 0.09 0.14 0.11 0.31 0.00 0.09 0.31 0.31
Crit Volume: 15 205 155
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.293
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 20 430 55 115 335 45 65 0 15 65 0 135
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: 20 430 55 115 335 45 65 0 15 65 0 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 430 55 115 335 45 65 0 15 65 0 135
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 20 430 0 115 335 45 65 0 15 65 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 430 0 115 335 45 65 0 15 65 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 20 430 0 115 335 45 65 0 15 65 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
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 2.00 1.00 2.00 1.76 0.24 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2424 326 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.16 0.00 0.04 0.14 0.14 0.05 0.00 0.01 0.05 0.00 0.00
Crit Volume: 215 58 65 65
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 5 0 135 70 0 145 125 490 0 20 260 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 0 135 70 0 145 125 490 0 20 260 70
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 0 135 70 0 145 125 490 0 20 260 70
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 0 135 70 0 145 125 490 0 20 260 70
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 0 135 70 0 145 125 490 0 20 260 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 0 135 70 0 145 125 490 0 20 260 70

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.41 1.59 0.00 0.11 1.49 0.40
Final Sat.: 1500 0 1500 1500 0 1500 610 2390 0 171 2229 600

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.09 0.05 0.00 0.10 0.20 0.21 0.00 0.12 0.12 0.12
Crit Volume: 135 70 308 20
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.263
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

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Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.348
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

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Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 10 60 25 250 140 85 45 570 20 50 410 205
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: 10 60 25 250 140 85 45 570 20 50 410 205
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 60 25 250 140 85 45 570 20 50 410 205
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 60 25 250 140 0 45 570 20 50 410 205
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 60 25 250 140 0 45 570 20 50 410 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 60 25 250 140 0 45 570 20 50 410 205

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.21 1.26 0.53 1.00 2.00 1.00 1.00 1.93 0.07 1.00 2.00 1.00
Final Sat.: 316 1895 789 1500 3000 1500 1500 2898 102 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.17 0.05 0.00 0.03 0.20 0.20 0.03 0.14 0.14
Crit Volume: 48 250 295 50
Crit Moves: **** **

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

Volume Module:
Base Vol: 0 0 0 170 0 310 265 1180 0 0 950 210
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: 0 0 0 170 0 310 265 1180 0 0 950 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 170 0 310 265 1180 0 0 950 210
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: 0 0 0 170 0 310 265 1180 0 0 950 210
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 170 0 310 265 1180 0 0 950 210
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 170 0 310 265 1180 0 0 950 210

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.46 0.54
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3501 774

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.22 0.19 0.41 0.00 0.00 0.27 0.27
Crit Volume: 0 310 265
Crit Moves: **** **

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Santa Fe Ave and Pacific Coast Hwy.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.758
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Harbor Ave and Pacific Coast Hwy.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Ovl Adj V/S, Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with columns for Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves.

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Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 45 0 25 65 0 110 145 1130 35 20 590 75
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: 45 0 25 65 0 110 145 1130 35 20 590 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 0 25 65 0 110 145 1130 35 20 590 75
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: 45 0 25 65 0 110 145 1130 35 20 590 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 0 25 65 0 110 145 1130 35 20 590 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 45 0 25 65 0 110 145 1130 35 20 590 75

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.64 0.00 0.36 1.00 0.00 1.00 1.00 1.94 0.06 1.00 2.66 0.34
Final Sat.: 916 0 509 1425 0 1425 1425 2764 86 1425 3793 482

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.05 0.05 0.00 0.08 0.10 0.41 0.41 0.01 0.16 0.16
Crit Volume: 45 110 583 20
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 160 0 75 5 0 5 0 1115 100 55 570 250
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: 160 0 75 5 0 5 0 1115 100 55 570 250
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 0 75 5 0 5 0 1115 100 55 570 250
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: 160 0 75 5 0 5 0 1115 100 55 570 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 0 75 5 0 5 0 1115 100 55 570 250
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 160 0 75 5 0 5 0 1115 100 55 570 250

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.84 0.16 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 0 1425 1425 2615 235 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.05 0.00 0.00 0.00 0.43 0.43 0.04 0.20 0.18
Crit Volume: 160 5 608 55
Crit Moves: ****

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Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.362
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with columns for Street Name (Henry Ford Avenue, Denni Street) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Vol, and Crit Moves.

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Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves.

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Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Volume, Crit Moves.

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Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 0 2 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 925 495 190 1065 0 0 0 0 185 0 180
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: 0 925 495 190 1065 0 0 0 0 185 0 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 925 495 190 1065 0 0 0 0 185 0 180
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: 0 925 495 190 1065 0 0 0 0 185 0 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 925 495 190 1065 0 0 0 0 185 0 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 925 495 190 1065 0 0 0 0 185 0 180

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.32 0.35 0.13 0.37 0.00 0.00 0.00 0.00 0.13 0.00 0.13
Crit Volume: 495 190 0 185
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 3 0 0

Volume Module:
Base Vol: 135 0 550 0 0 0 0 1385 250 110 300 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: 135 0 550 0 0 0 0 1385 250 110 300 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 0 550 0 0 0 0 1385 250 110 300 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: 135 0 550 0 0 0 0 1385 250 110 300 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 0 550 0 0 0 0 1385 250 110 300 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
Final Volume: 135 0 550 0 0 0 0 1385 250 110 300 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.09 0.00 0.39 0.00 0.00 0.00 0.00 0.49 0.18 0.04 0.07 0.00
Crit Volume: 550 0 693 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: I-405 Ramps 223rd St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	2	0	2	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	5	5	115	0	65	1015	955	0	10	345	30
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:	10	5	5	115	0	65	1015	955	0	10	345	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	5	115	0	65	1015	955	0	10	345	30
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:	10	5	5	115	0	65	1015	955	0	10	345	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	5	115	0	65	1015	955	0	10	345	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	5	5	115	0	65	1015	955	0	10	345	30

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.50	0.25	0.25	1.00	0.00	1.00	2.00	2.00	1.00	1.00	2.76	0.24
Final Sat.:	713	356	356	1425	0	1425	2850	2850	1425	1425	3933	342

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.01	0.01	0.08	0.00	0.05	0.36	0.34	0.00	0.01	0.09	0.09
Crit Volume:	20			115			508			125		
Crit Moves:	****			****			****			****		

Future 2035 Without Project Conditions

Port of Los Angeles
Master Plan Update
Year 2035 AM Peak - WO Project

Scenario: Scenario Report
2035 WO Project AM Peak

Command: 2035 WO Project AM Peak
Volume: 2035 WO Project AM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Port of Los Angeles
Master Plan Update
Year 2035 AM Peak - WO Project

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.518	A	xxxxx 0.518	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.472	A	xxxxx 0.472	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A	xxxxx 0.548	A	xxxxx 0.548	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A	xxxxx 0.404	A	xxxxx 0.404	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D	xxxxx 0.843	D	xxxxx 0.843	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.504	A	xxxxx 0.504	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D	xxxxx 0.843	D	xxxxx 0.843	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.688	B	xxxxx 0.688	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.671	B	xxxxx 0.671	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D	xxxxx 0.842	D	xxxxx 0.842	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.443	A	xxxxx 0.443	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D	xxxxx 0.815	D	xxxxx 0.815	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B	xxxxx 0.654	B	xxxxx 0.654	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.600	A	xxxxx 0.600	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.347	A	xxxxx 0.347	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.560	A	xxxxx 0.560	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.345	A	xxxxx 0.345	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.237	A	xxxxx 0.237	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.463	A	xxxxx 0.463	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C	xxxxx 0.717	C	xxxxx 0.717	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx 0.612	B	xxxxx 0.612	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	E	xxxxx 0.917	E	xxxxx 0.917	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.735	C	xxxxx 0.735	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.461	A xxxxx	0.461	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.544	A xxxxx	0.544	+ 0.000 V/C
# 26 ICTF Drive # 1 / Sepulveda	A xxxxx	0.511	A xxxxx	0.511	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.372	A xxxxx	0.372	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	C xxxxx	0.791	C xxxxx	0.791	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	A xxxxx	0.596	A xxxxx	0.596	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (	A xxxxx	0.419	A xxxxx	0.419	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.546	A xxxxx	0.546	+ 0.000 V/C

Port of Los Angeles
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd (WB)				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Movement:									
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1
Volume Module:	5 685		0		0 335 890		0 0 0		90 205 120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	685	0	0	335	890	0	0	90 205 120
Added Vol:	0	0	0	0	0	0	0	0	0 0 0
PasserByVol:	0	0	0	0	0	0	0	0	0 0 0
Initial Fut:	5	685	0	0	335	890	0	0	90 205 120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 0.00
PHF Volume:	5	685	0	0	335	890	0	0	90 205 0
Reduct Vol:	0	0	0	0	0	0	0	0	0 0 0
Reduced Vol:	5	685	0	0	335	890	0	0	90 205 0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 0.00
Final Volume:	5	685	0	0	335	890	0	0	90 205 0
Saturation Flow Module:	1600 1600		1600 1600		1600 1600		1600 1600		1600 1600 1600
Sat/Lane:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00 1.00 1.00
Adjustment:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00 2.00 1.00
Lanes:	1600	3200	0	0	3200	2880	0	0	1600 3200 1600
Final Sat.:	1600 3200		0		3200 2880		0		1600 3200 1600
Capacity Analysis Module:	0.00 0.21		0.00		0.00 0.10		0.31		0.00 0.06 0.00
Vol/Sat:	****		****		****		****		****
Crit Moves:	****		****		****		****		****

Port of Los Angeles
Master Plan Update
Year 2035 AM Peak - WO Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 425 0 0 690 80 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 425 0 0 690 80 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 425 0 0 690 80 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 425 0 0 690 80 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 425 0 0 690 80 0 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
Final Volume: 0 0 0 425 0 0 690 80 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.00 0.24 0.03 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
Master Plan Update
Year 2035 AM Peak - WO Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Volume Module:
Base Vol: 0 425 0 0 115 30 0 0 0 0 1010 200
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: 0 425 0 0 115 30 0 0 0 0 0 1010 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 425 0 0 115 30 0 0 0 0 0 1010 200
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: 0 425 0 0 115 30 0 0 0 0 0 1010 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 425 0 0 115 30 0 0 0 0 0 1010 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 425 0 0 115 30 0 0 0 0 0 1010 200

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.13 0.00 0.00 0.04 0.02 0.00 0.00 0.00 0.00 0.32 0.07
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 110 0 0 425 655 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 110 0 0 425 655 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 110 0 0 425 655 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 110 0 0 425 655 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 110 0 0 425 655 0 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
Final Volume: 0 0 0 110 0 0 425 655 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.27 0.20 0.00 0.00 0.00 0.00
Crit Moves: ****

Port of Los Angeles
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Year 2035 AM Peak - W0 Project

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.843
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:
Base Vol: 535 0 930 0 0 0 0 2800 325 0 2735 105
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: 535 0 930 0 0 0 0 2800 325 0 2735 105
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 535 0 930 0 0 0 0 2800 325 0 2735 105
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 535 0 0 0 0 0 0 2800 325 0 2735 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 535 0 0 0 0 0 0 2800 325 0 2735 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 535 0 0 0 0 0 0 2800 325 0 2735 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.65 0.23 0.00 0.64 0.00
Crit Volume: 267 933 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 445 270 0 430 0 0 0 0 545 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: 0 445 270 0 430 0 0 0 0 545 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 445 270 0 430 0 0 0 0 545 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: 0 445 270 0 430 0 0 0 0 545 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 445 270 0 430 0 0 0 0 545 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
Final Volume: 0 445 270 0 430 0 0 0 0 545 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.19 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 445 0 0 0 0 0 0 0 0 273
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.843
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 90 20 330 200 0 5 10 320 0 270 235 225
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: 90 20 330 200 0 5 10 320 0 270 235 225
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 90 20 330 200 0 5 10 320 0 270 235 225
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 90 20 330 200 0 5 10 320 0 270 235 225
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 90 20 330 200 0 5 10 320 0 270 235 225
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 90 20 330 200 0 5 10 320 0 270 235 225

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.06 1.94 1.00 0.74 0.64 0.62
Final Sat.: 2880 1600 1600 1600 1600 1600 97 3103 1600 1184 1030 986

Capacity Analysis Module:
Vol/Sat: 0.03 0.01 0.21 0.13 0.00 0.00 0.10 0.10 0.00 0.23 0.23 0.23
Crit Moves: ****

Port of Los Angeles
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: Approach: Movement:	Harbor Ave			Anaheim St		
	North Bound	South Bound	East Bound	West Bound		
	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	115	75	145	130	60	45	15	940	35	30	1630	180
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:	115	75	145	130	60	45	15	940	35	30	1630	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	75	145	130	60	45	15	940	35	30	1630	180
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:	115	75	145	130	60	45	15	940	35	30	1630	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	75	145	130	60	45	15	940	35	30	1630	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	75	145	130	60	45	15	940	35	30	1630	180

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.55	0.26	0.19	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	545	1055	885	409	306	1600	4628	172	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.14	0.14	0.08	0.15	0.15	0.01	0.20	0.20	0.02	0.34	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name: Approach: Movement:	Santa Fe Ave			Anaheim St		
	North Bound	South Bound	East Bound	West Bound		
	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	10	260	50	210	305	65	20	1105	0	10	1275	355
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:	10	260	50	210	305	65	20	1105	0	10	1275	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	260	50	210	305	65	20	1105	0	10	1275	355
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:	10	260	50	210	305	65	20	1105	0	10	1275	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	260	50	210	305	65	20	1105	0	10	1275	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	260	50	210	305	65	20	1105	0	10	1275	355

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.03	0.13	0.10	0.04	0.01	0.23	0.00	0.01	0.27	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:
Base Vol: 275 170 15 420 185 100 110 695 335 15 1080 385
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: 275 170 15 420 185 100 110 695 335 15 1080 385
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 275 170 15 420 185 100 110 695 335 15 1080 385
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 275 170 0 420 185 0 110 695 335 15 1080 385
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 275 170 0 420 185 0 110 695 335 15 1080 385
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 275 170 0 420 185 0 110 695 335 15 1080 385

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.02 0.98 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3239 1561 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.17 0.05 0.00 0.26 0.06 0.00 0.07 0.21 0.21 0.01 0.34 0.24
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 20 0 75 130 1110 0 0 1445 60
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: 0 0 0 20 0 75 130 1110 0 0 1445 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 75 130 1110 0 0 1445 60
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: 0 0 0 20 0 75 130 1110 0 0 1445 60
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 75 130 1110 0 0 1445 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 20 0 75 130 1110 0 0 1445 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.05 0.09 0.26 0.00 0.00 0.34 0.04
Crit Volume: 0 20 130 482
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 320 315 145 200 510 110 160 970 410 45 1165 175
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: 320 315 145 200 510 110 160 970 410 45 1165 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 320 315 145 200 510 110 160 970 410 45 1165 175
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 0.00 1.00 1.00 1.00
PHF Volume: 320 315 145 200 510 110 160 970 410 45 1165 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 320 315 145 200 510 110 160 970 410 45 1165 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 320 315 145 200 510 110 160 970 410 45 1165 175

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.51 1.49 1.00 1.00 2.47 0.53 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2154 2121 1425 1425 3517 758 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.10 0.14 0.15 0.15 0.11 0.34 0.00 0.03 0.41 0.12
Crit Volume: 212 207 160 583
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 35 190 580 35 165 175 145 925 20 490 945 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 190 580 35 165 175 145 925 20 490 945 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 190 580 35 165 175 145 925 20 490 945 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 190 580 35 165 175 145 925 20 490 945 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 190 580 35 165 175 145 925 20 490 945 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 35 190 580 35 165 175 145 925 20 490 945 35

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2748 102

Capacity Analysis Module:
Vol/Sat: 0.02 0.13 0.20 0.02 0.06 0.12 0.10 0.32 0.01 0.17 0.34 0.34
Crit Volume: 190 35 463 245
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 1

Volume Module:
Base Vol: 55 855 140 5 690 5 15 0 80 315 0 30
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: 55 855 140 5 690 5 15 0 80 315 0 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 855 140 5 690 5 15 0 80 315 0 30
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 55 855 0 5 690 5 15 0 80 315 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 855 0 5 690 5 15 0 80 315 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 55 855 0 5 690 5 15 0 80 315 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 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 2.00 1.00 2.00 1.99 0.01 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2730 20 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.04 0.31 0.00 0.00 0.25 0.25 0.01 0.00 0.06 0.23 0.00 0.00
Crit Volume: 428 3 80 315
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 5 75 95 5 100 80 245 5 135 330 65
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: 0 5 75 95 5 100 80 245 5 135 330 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 75 95 5 100 80 245 5 135 330 65
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: 0 5 75 95 5 100 80 245 5 135 330 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 75 95 5 100 80 245 5 135 330 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 5 75 95 5 100 80 245 5 135 330 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.06 0.94 1.00 0.05 0.95 0.48 1.49 0.03 0.51 1.25 0.24
Final Sat.: 1500 94 1406 1500 71 1429 727 2227 45 764 1868 368

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.05 0.06 0.07 0.07 0.11 0.11 0.11 0.18 0.18 0.18
Crit Volume: 80 95 80 265
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 45 20 10 35 150 190 360 295 135 20 450 20
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: 45 20 10 35 150 190 360 295 135 20 450 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 20 10 35 150 190 360 295 135 20 450 20
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: 45 20 10 35 150 190 360 295 135 20 450 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 20 10 35 150 190 360 295 135 20 450 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 45 20 10 35 150 190 360 295 135 20 450 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.73 0.27 0.19 0.81 1.00 0.91 0.75 0.34 0.08 1.84 0.08
Final Sat.: 1500 1100 400 280 1220 1500 1367 1120 513 122 2755 122

Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.03 0.13 0.12 0.13 0.26 0.26 0.26 0.16 0.16 0.16
Crit Volume: 45 190 360 245
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 45 10 105 25 10 10 10 600 5 70 570 15
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: 45 10 105 25 10 10 10 600 5 70 570 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 10 105 25 10 10 10 600 5 70 570 15
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: 45 10 105 25 10 10 10 600 5 70 570 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 10 105 25 10 10 10 600 5 70 570 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 45 10 105 25 10 10 10 600 5 70 570 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.09 0.91 1.00 0.50 0.50 0.03 1.95 0.02 0.21 1.74 0.05
Final Sat.: 1500 130 1370 1500 750 750 49 2927 24 321 2611 69

Capacity Analysis Module:
Vol/Sat: 0.03 0.08 0.08 0.02 0.01 0.01 0.20 0.20 0.21 0.22 0.22 0.22
Crit Volume: 115 25 308 70
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.237
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 360 0 560 230 730 0 0 640 485
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: 0 0 0 360 0 560 230 730 0 0 640 485
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 360 0 560 230 730 0 0 640 485
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 360 0 0 230 730 0 0 640 485
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 360 0 0 230 730 0 0 640 485
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 360 0 0 230 730 0 0 640 485

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.24 0.00 0.00 0.15 0.24 0.00 0.00 0.21 0.32
Crit Volume: 0 360 230 485
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:
Base Vol: 0 0 0 205 0 200 220 1335 0 0 1070 180
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: 0 0 0 205 0 200 220 1335 0 0 1070 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 205 0 200 220 1335 0 0 1070 180
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: 0 0 0 205 0 200 220 1335 0 0 1070 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 205 0 200 220 1335 0 0 1070 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 205 0 200 220 1335 0 0 1070 180

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3659 616

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.14 0.15 0.47 0.00 0.00 0.29 0.29
Crit Volume: 0 205 668 0
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx E
Optimal Cycle: 115 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permi t Prot+Permi t Protected Protected
Rights: Incl ude Incl ude Incl ude Incl ude
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 195 390 40 280 465 185 135 1150 125 60 1265 180
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: 195 390 40 280 465 185 135 1150 125 60 1265 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 195 390 40 280 465 185 135 1150 125 60 1265 180
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: 195 390 40 280 465 185 135 1150 125 60 1265 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 195 390 40 280 465 185 135 1150 125 60 1265 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 195 390 40 280 465 185 135 1150 125 60 1265 180

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.03 0.17 0.15 0.12 0.08 0.36 0.08 0.04 0.40 0.11
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx C
Optimal Cycle: 69 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permi tted Permi tted Protected Protected
Rights: Incl ude Incl ude Incl ude Incl ude
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 15 35 140 270 105 25 10 1450 25 90 1735 215
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: 15 35 140 270 105 25 10 1450 25 90 1735 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 140 270 105 25 10 1450 25 90 1735 215
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: 15 35 140 270 105 25 10 1450 25 90 1735 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 140 270 105 25 10 1450 25 90 1735 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 35 140 270 105 25 10 1450 25 90 1735 215

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.30 0.70 1.00 0.72 0.28 1.00 1.00 2.95 0.05 1.00 2.67 0.33
Final Sat.: 480 1120 1600 1152 448 1600 1600 4719 81 1600 4271 529

Capacity Analysis Module:
Vol/Sat: 0.01 0.03 0.09 0.17 0.23 0.02 0.01 0.31 0.31 0.06 0.41 0.41
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Alameda St Ramp			Sepulveda Blvd									
Approach:	North Bound			South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected		Protected				
Rights:	Include			Include			Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	1	0	1	0	2	1	0	2	
Volume Module:													
Base Vol:	15	30	15	40	30	150	105	690	15	25	710	410	
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:	15	30	15	40	30	150	105	690	15	25	710	410	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	30	15	40	30	150	105	690	15	25	710	410	
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:	15	30	15	40	30	150	105	690	15	25	710	410	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	15	30	15	40	30	150	105	690	15	25	710	410	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	15	30	15	40	30	150	105	690	15	25	710	410	
Ovl Adj Vol:	260												
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
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:	0.50	1.00	0.50	1.14	0.86	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	800	1600	800	1829	1371	1600	1600	3200	1600	1600	3200	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.09	0.07	0.22	0.01	0.02	0.22	0.26	
Ovl Adj V/S:	0.16												
Crit Moves:	****												

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	2
Volume Module:												
Base Vol:	0	0	0	95	0	25	5	820	0	0	990	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	0	25	5	820	0	0	990	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	25	5	820	0	0	990	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	0	25	5	820	0	0	990	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	25	5	820	0	0	990	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	95	0	25	5	820	0	0	990	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	0.00	0.79	0.00	0.21	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	903	0	238	1140	2280	0	0	2280	1140
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.36	0.00	0.00	0.43	0.00
Crit Volume:	0			120			5			495		
Crit Moves:	****											

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:
Base Vol: 0 0 0 0 0 390 0 1065 0 0 995 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: 0 0 0 0 0 390 0 1065 0 0 995 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 390 0 1065 0 0 995 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: 0 0 0 0 0 390 0 1065 0 0 995 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 390 0 1065 0 0 995 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
Final Volume: 0 0 0 0 0 390 0 1065 0 0 995 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 1.00 0.00 2.00 1.00 2.00 0.00 1.00 3.00 0.00
Final Sat.: 0 1425 0 1425 0 2850 1425 2850 0 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.14 0.00 0.37 0.00 0.00 0.23 0.00
Crit Volume: 0 195 533 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 20 0 10 5 0 0 15 920 50 25 670 60
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: 20 0 10 5 0 0 15 920 50 25 670 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 0 10 5 0 0 15 920 50 25 670 60
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: 20 0 10 5 0 0 15 920 50 25 670 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 0 10 5 0 0 15 920 50 25 670 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 20 0 10 5 0 0 15 920 50 25 670 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.90 0.10 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 1425 0 1425 2703 147 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.01 0.00 0.00 0.01 0.34 0.34 0.02 0.24 0.04
Crit Volume: 20 485 25
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 0 0 2 0 0 1! 0 0 1 0 2 0 1 1 0 0

Volume Module:
Base Vol: 205 20 150 5 5 10 5 565 220 90 1040 15
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: 205 20 150 5 5 10 5 565 220 90 1040 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 205 20 150 5 5 10 5 565 220 90 1040 15
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: 205 20 150 5 5 10 5 565 220 90 1040 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 20 150 5 5 10 5 565 220 90 1040 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 205 20 150 5 5 10 5 565 220 90 1040 15

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.82 0.18 2.00 0.25 0.25 0.50 1.00 2.00 1.00 2.00 1.97 0.03
Final Sat.: 2597 253 2850 356 356 713 1425 2850 1425 2850 2809 41

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.05 0.01 0.01 0.01 0.00 0.20 0.15 0.03 0.37 0.37
Crit Volume: 112 20 5 528
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.335
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name: Henry Ford Avenue Denni Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 0 1 0 1 0 1 0 1 0 0 0 1! 0 0 0

Volume Module:
Base Vol: 0 380 15 20 835 0 65 0 0 5 0 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 380 15 20 835 0 65 0 0 5 0 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 380 15 20 835 0 65 0 0 5 0 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 380 15 20 835 0 65 0 0 5 0 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 380 15 20 835 0 65 0 0 5 0 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 380 15 20 835 0 65 0 0 5 0 5

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 1.00 0.05 1.95 0.00 1.00 1.00 0.00 0.50 0.00 0.50
Final Sat.: 0 3000 1500 70 2930 0 1500 1500 0 750 0 750

Capacity Analysis Module:
Vol/Sat: 0.00 0.13 0.01 0.28 0.29 0.00 0.04 0.00 0.00 0.01 0.00 0.01
Crit Volume: 0 428 65
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name: Approach: Movement:	Alameda St			PCH Ramp		
	North Bound	South Bound	East Bound	West Bound	South Bound	West Bound
Control:	Protected	Protected	Protected	Protected		
Rights:	Incl	Incl	Incl	Incl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 0 2 1 0	1 0 3 0 0	0 0 0 0 0	1 0 0 0 1		
Volume Module:						
Base Vol:	0 985 130	275 1300	0 0 0	155 0 255		
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:	0 985 130	275 1300	0 0 0	155 0 255		
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0		
Initial Fut:	0 985 130	275 1300	0 0 0	155 0 255		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1.00 1.00	1.00 1.00 1.00		
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1.00 1.00	1.00 1.00 1.00		
PHF Volume:	0 985 130	275 1300	0 0 0	155 0 255		
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
Reduced Vol:	0 985 130	275 1300	0 0 0	155 0 255		
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1.00 1.00	1.00 1.00 1.00		
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1.00 1.00	1.00 1.00 1.00		
Final Volume:	0 985 130	275 1300	0 0 0	155 0 255		
Saturation Flow Module:						
Sat/Lane:	1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425		
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:	0.00 2.65 0.35	1.00 3.00 0.00	0.00 0.00 0.00	1.00 0.00 1.00		
Final Sat.:	0 3777 498	1425 4275	0 0 0	1425 0 1425		
Capacity Analysis Module:						
Vol/Sat:	0.00 0.26	0.19 0.30 0.00	0.00 0.00 0.00	0.11 0.00 0.18		
Crit Volume:	372 275		0	255		
Crit Moves:	****	****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Street Name: Approach: Movement:	Alameda St			Sepulveda Blvd Ramp		
	North Bound	South Bound	East Bound	West Bound	South Bound	West Bound
Control:	Protected	Protected	Split Phase	Split Phase		
Rights:	Incl	Incl	Incl	Incl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 0 2 1 0	1 0 3 0 0	0 0 1! 0 0	1 0 0 1 1		
Volume Module:						
Base Vol:	0 1215 5	290 1275	0 0 0	430 0 170		
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:	0 1215 5	290 1275	0 0 0	430 0 170		
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0		
Initial Fut:	0 1215 5	290 1275	0 0 0	430 0 170		
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:	0 1215 5	290 1275	0 0 0	430 0 170		
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
Reduced Vol:	0 1215 5	290 1275	0 0 0	430 0 170		
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
Final Volume:	0 1215 5	290 1275	0 0 0	430 0 170		
Saturation Flow Module:						
Sat/Lane:	1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425		
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:	0.00 2.99 0.01	1.00 3.00 0.00	0.00 0.00 1.00	1.00 0.00 2.00		
Final Sat.:	0 4257 18	1425 4275	0 0 1425	1425 0 2850		
Capacity Analysis Module:						
Vol/Sat:	0.00 0.29	0.29 0.20 0.30	0.00 0.00 0.00	0.30 0.00 0.06		
Crit Volume:	407 290		0	430		
Crit Moves:	****	****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 | 1 0 2 0 0 | 0 0 0 0 0 | 1 0 0 0 1

Volume Module:
Base Vol: 0 630 370 130 1100 0 0 0 0 300 0 210
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: 0 630 370 130 1100 0 0 0 0 300 0 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 630 370 130 1100 0 0 0 0 300 0 210
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: 0 630 370 130 1100 0 0 0 0 300 0 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 630 370 130 1100 0 0 0 0 300 0 210
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 630 370 130 1100 0 0 0 0 300 0 210

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.22 0.26 0.09 0.39 0.00 0.00 0.00 0.00 0.21 0.00 0.15
Crit Volume: 315 550 0 300
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Protected Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 | 0 0 0 0 0 | 0 0 2 0 1 | 2 0 3 0 0

Volume Module:
Base Vol: 195 0 305 0 0 0 0 585 230 175 765 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
Initial Bse: 195 0 305 0 0 0 0 585 230 175 765 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 195 0 305 0 0 0 0 585 230 175 765 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 195 0 305 0 0 0 0 585 230 175 765 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 195 0 305 0 0 0 0 585 230 175 765 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 195 0 305 0 0 0 0 585 230 175 765 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.14 0.00 0.21 0.00 0.00 0.00 0.00 0.21 0.16 0.06 0.18 0.00
Crit Volume: 305 0 293 0
Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name: I-405 Ramps 223rd St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	2	0	2	1	0	2

Volume Module:

Base Vol:	15	5	5	55	0	185	595	310	5	10	825	15
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:	15	5	5	55	0	185	595	310	5	10	825	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	5	5	55	0	185	595	310	5	10	825	15
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:	15	5	5	55	0	185	595	310	5	10	825	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	5	5	55	0	185	595	310	5	10	825	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	5	5	55	0	185	595	310	5	10	825	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.60	0.20	0.20	1.00	0.00	1.00	2.00	2.00	1.00	1.00	2.95	0.05
Final Sat.:	855	285	285	1425	0	1425	2850	2850	1425	1425	4199	76

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.04	0.00	0.13	0.21	0.11	0.00	0.01	0.20	0.20
Crit Volume:	15					185	298			280		
Crit Moves:	****					****	****			****		

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Scenario: Scenario Report
2035 WO Project MD Peak

Command: 2035 WO Project MD Peak
Volume: 2035 WO Project MD Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.574	A	xxxxx 0.574	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.530	A	xxxxx 0.530	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A	xxxxx 0.530	A	xxxxx 0.530	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A	xxxxx 0.528	A	xxxxx 0.528	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx 0.757	C	xxxxx 0.757	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.584	A	xxxxx 0.584	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx 0.918	E	xxxxx 0.918	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx 0.712	C	xxxxx 0.712	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.659	B	xxxxx 0.659	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D	xxxxx 0.836	D	xxxxx 0.836	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.375	A	xxxxx 0.375	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D	xxxxx 0.874	D	xxxxx 0.874	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.579	A	xxxxx 0.579	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.544	A	xxxxx 0.544	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.265	A	xxxxx 0.265	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.400	A	xxxxx 0.400	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.338	A	xxxxx 0.338	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.185	A	xxxxx 0.185	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.346	A	xxxxx 0.346	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.547	A	xxxxx 0.547	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.554	A	xxxxx 0.554	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	D	xxxxx 0.859	D	xxxxx 0.859	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.749	C	xxxxx 0.749	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.486	A xxxxx	0.486	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.544	A xxxxx	0.544	+ 0.000 V/C
# 26 ICTF Drive # 1 / Sepulveda	A xxxxx	0.530	A xxxxx	0.530	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.361	A xxxxx	0.361	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.387	A xxxxx	0.387	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	B xxxxx	0.644	B xxxxx	0.644	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	D xxxxx	0.840	D xxxxx	0.840	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	C xxxxx	0.796	C xxxxx	0.796	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (C xxxxx	0.740	C xxxxx	0.740	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.564	A xxxxx	0.564	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd (WB)				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Movement:									
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1
Volume Module:									
Base Vol:	5	980	0	0	250	1010	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	980	0	0	250	1010	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	5	980	0	0	250	1010	0	0	0
User Adj:	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
PHF Volume:	5	980	0	0	250	1010	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	980	0	0	250	1010	0	0	0
PCE Adj:	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
Final Volume:	5	980	0	0	250	1010	0	0	0
Saturation Flow Module:									
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	1600
Capacity Analysis Module:									
Vol/Sat:	0.00	0.31	0.00	0.00	0.08	0.35	0.00	0.00	0.00
Crit Moves:	****					****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 280 0 0 985 355 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 280 0 0 985 355 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 280 0 0 985 355 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 280 0 0 985 355 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 280 0 0 985 355 0 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
Final Volume: 0 0 0 280 0 0 985 355 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.00 0.34 0.11 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Volume Module:
Base Vol: 0 350 0 0 270 40 0 0 0 0 1025 375
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: 0 350 0 0 270 40 0 0 0 0 1025 375
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 350 0 0 270 40 0 0 0 0 1025 375
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: 0 350 0 0 270 40 0 0 0 0 1025 375
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 350 0 0 270 40 0 0 0 0 1025 375
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 350 0 0 270 40 0 0 0 0 1025 375

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.11 0.00 0.00 0.08 0.03 0.00 0.00 0.00 0.00 0.32 0.13
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 270 0 0 350 1070 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 270 0 0 350 1070 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 270 0 0 350 1070 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 270 0 0 350 1070 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 270 0 0 350 1070 0 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
Final Volume: 0 0 0 270 0 0 350 1070 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.00 0.22 0.33 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:
Base Vol: 650 0 1200 0 0 0 0 2260 145 0 2070 130
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: 650 0 1200 0 0 0 0 2260 145 0 2070 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 650 0 1200 0 0 0 0 2260 145 0 2070 130
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 650 0 0 0 0 0 0 2260 145 0 2070 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 650 0 0 0 0 0 0 2260 145 0 2070 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 650 0 0 0 0 0 0 2260 145 0 2070 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.53 0.10 0.00 0.48 0.00
Crit Volume: 325 0 753 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 565 415 5 425 0 0 0 0 525 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: 0 565 415 5 425 0 0 0 0 525 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 565 415 5 425 0 0 0 0 525 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: 0 565 415 5 425 0 0 0 0 525 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 565 415 5 425 0 0 0 0 525 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
Final Volume: 0 565 415 5 425 0 0 0 0 525 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.40 0.29 0.00 0.15 0.00 0.00 0.00 0.00 0.18 0.00 0.00
Crit Volume: 565 5 263
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: E

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 135 25 325 195 25 5 10 310 5 325 290 385
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: 135 25 325 195 25 5 10 310 5 325 290 385
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 25 325 195 25 5 10 310 5 325 290 385
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: 135 25 325 195 25 5 10 310 0 325 290 385
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 25 325 195 25 5 10 310 0 325 290 385
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 135 25 325 195 25 5 10 310 0 325 290 385

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.67 0.33 0.06 1.94 1.00 0.65 0.58 0.77
Final Sat.: 2880 1600 1600 1600 2667 533 100 3100 1600 1040 928 1232

Capacity Analysis Module:
Vol/Sat: 0.05 0.02 0.20 0.12 0.01 0.01 0.10 0.10 0.00 0.31 0.31 0.31
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:
Base Vol: 235 90 160 140 45 55 30 1310 30 25 1315 145
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: 235 90 160 140 45 55 30 1310 30 25 1315 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 235 90 160 140 45 55 30 1310 30 25 1315 145
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: 235 90 160 140 45 55 30 1310 30 25 1315 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 235 90 160 140 45 55 30 1310 30 25 1315 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 235 90 160 140 45 55 30 1310 30 25 1315 145

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.36 0.64 0.58 0.19 0.23 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 576 1024 933 300 367 1600 4693 107 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.15 0.16 0.16 0.09 0.15 0.15 0.02 0.28 0.28 0.02 0.27 0.09
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 15 180 35 230 195 115 50 1120 0 15 1190 205
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: 15 180 35 230 195 115 50 1120 0 15 1190 205
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 180 35 230 195 115 50 1120 0 15 1190 205
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: 15 180 35 230 195 115 50 1120 0 15 1190 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 180 35 230 195 115 50 1120 0 15 1190 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 180 35 230 195 115 50 1120 0 15 1190 205

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.06 0.02 0.14 0.06 0.07 0.03 0.23 0.00 0.01 0.25 0.13
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:
Base Vol: 240 80 20 415 85 115 140 850 345 35 985 550
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: 240 80 20 415 85 115 140 850 345 35 985 550
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 240 80 20 415 85 115 140 850 345 35 985 550
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 240 80 0 415 85 0 140 850 345 35 985 550
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 240 80 0 415 85 0 140 850 345 35 985 550
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 240 80 0 415 85 0 140 850 345 35 985 550

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.13 0.87 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3414 1386 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.15 0.03 0.00 0.26 0.03 0.00 0.09 0.25 0.25 0.02 0.31 0.34
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 25 0 75 80 1305 0 0 1290 50
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: 0 0 0 25 0 75 80 1305 0 0 1290 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 25 0 75 80 1305 0 0 1290 50
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: 0 0 0 25 0 75 80 1305 0 0 1290 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 25 0 75 80 1305 0 0 1290 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 25 0 75 80 1305 0 0 1290 50

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.05 0.06 0.31 0.00 0.00 0.30 0.04
Crit Volume: 0 25 80 430
Crit Moves: ****

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Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 335 410 175 300 465 125 205 975 275 100 985 285
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: 335 410 175 300 465 125 205 975 275 100 985 285
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 335 410 175 300 465 125 205 975 275 100 985 285
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 0.00 1.00 1.00 1.00
PHF Volume: 335 410 175 300 465 125 205 975 0 100 985 285
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 335 410 175 300 465 125 205 975 0 100 985 285
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 335 410 175 300 465 125 205 975 0 100 985 285

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.35 1.65 1.00 1.00 2.36 0.64 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1922 2353 1425 1425 3369 906 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.17 0.17 0.12 0.21 0.14 0.14 0.14 0.34 0.00 0.07 0.35 0.20
Crit Volume: 248 300 205 493
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 155 520 15 95 200 120 875 0 355 960 25
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: 10 155 520 15 95 200 120 875 0 355 960 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 155 520 15 95 200 120 875 0 355 960 25
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: 10 155 520 15 95 200 120 875 0 355 960 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 155 520 15 95 200 120 875 0 355 960 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 155 520 15 95 200 120 875 0 355 960 25

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2778 72

Capacity Analysis Module:
Vol/Sat: 0.01 0.11 0.18 0.01 0.03 0.14 0.08 0.31 0.00 0.12 0.35 0.35
Crit Volume: 10 200 438 178
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 1

Volume Module:
Base Vol: 65 830 145 15 540 10 45 0 85 240 0 75
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: 65 830 145 15 540 10 45 0 85 240 0 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 65 830 145 15 540 10 45 0 85 240 0 75
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
PHF Volume: 65 830 0 15 540 10 45 0 85 240 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 830 0 15 540 10 45 0 85 240 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
Final Volume: 65 830 0 15 540 10 45 0 85 240 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 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 2.00 1.00 2.00 1.96 0.04 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2700 50 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.05 0.30 0.00 0.01 0.20 0.20 0.03 0.00 0.06 0.17 0.00 0.00
Crit Volume: 415 8 85 240
Crit Moves: **** **

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.265
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 5 130 15 10 30 55 285 0 35 305 45
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: 0 5 130 15 10 30 55 285 0 35 305 45
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 130 15 10 30 55 285 0 35 305 45
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: 0 5 130 15 10 30 55 285 0 35 305 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 130 15 10 30 55 285 0 35 305 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 5 130 15 10 30 55 285 0 35 305 45

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.04 0.96 1.00 0.25 0.75 0.32 1.68 0.00 0.18 1.59 0.23
Final Sat.: 1500 56 1444 1500 375 1125 485 2515 0 273 2377 351

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.11 0.11 0.00 0.13 0.13 0.13
Crit Volume: 135 15 55
Crit Moves: **** **

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Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:												
Base Vol:	60	25	10	5	95	135	230	325	70	10	330	10
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	25	10	5	95	135	230	325	70	10	330	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	25	10	5	95	135	230	325	70	10	330	10
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	25	10	5	95	135	230	325	70	10	330	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	25	10	5	95	135	230	325	70	10	330	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	25	10	5	95	135	230	325	70	10	330	10

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	0.04	0.96	1.00	0.74	1.04	0.22	0.06	1.88	0.06
Final Sat.:	1500	1184	316	64	1436	1500	1104	1560	336	86	2829	86

Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.03	0.08	0.07	0.09	0.21	0.21	0.21	0.12	0.12	0.12
Crit Volume:	60			135	230					175		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	1	0	1

Volume Module:												
Base Vol:	30	20	155	10	5	20	15	465	5	80	450	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	155	10	5	20	15	465	5	80	450	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	155	10	5	20	15	465	5	80	450	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	155	10	5	20	15	465	5	80	450	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	155	10	5	20	15	465	5	80	450	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	20	155	10	5	20	15	465	5	80	450	20

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	0.20	0.80	0.06	1.92	0.02	0.29	1.64	0.07
Final Sat.:	1500	171	1329	1500	300	1200	93	2876	31	436	2455	109

Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.01	0.02	0.02	0.16	0.16	0.16	0.18	0.18	0.18
Crit Volume:	175			10			242			80		
Crit Moves:	****			****			****			****		

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Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.185
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	0	0	0	0	1	0	1	0

Volume Module:
Base Vol: 0 5 15 0 0 0 0 500 5 10 465 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: 0 5 15 0 0 0 0 500 5 10 465 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 15 0 0 0 0 500 5 10 465 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: 0 5 15 0 0 0 0 500 5 10 465 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 0 0 0 0 500 5 10 465 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
Final Volume: 0 5 15 0 0 0 0 500 5 10 465 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.98 0.02 0.04 1.96 0.00
Final Sat.: 0 1500 1500 0 0 0 0 2970 30 63 2937 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.17 0.17 0.16 0.16 0.00
Crit Volume: 15 0 253 10
Crit Moves: ****

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Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:
Base Vol: 0 0 0 20 0 175 0 480 0 0 435 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: 0 0 0 20 0 175 0 480 0 0 435 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 175 0 480 0 0 435 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: 0 0 0 20 0 175 0 480 0 0 435 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 175 0 480 0 0 435 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
Final Volume: 0 0 0 20 0 175 0 480 0 0 435 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.21 0.79 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 246 954 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.00 0.20 0.00 0.00 0.18 0.00
Crit Volume: 0 175 240 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	1	0	1	1	0	2

Volume Module:
Base Vol: 0 0 0 350 0 560 95 520 0 0 595 375
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: 0 0 0 350 0 560 95 520 0 0 595 375
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 350 0 560 95 520 0 0 595 375
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: 0 0 0 350 0 0 95 520 0 0 595 375
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 350 0 0 95 520 0 0 595 375
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 350 0 0 95 520 0 0 595 375

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.06 0.17 0.00 0.00 0.20 0.25
Crit Volume: 0 350 95 375
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	2

Volume Module:
Base Vol: 0 0 0 125 0 230 220 1100 0 0 800 220
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: 0 0 0 125 0 230 220 1100 0 0 800 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 125 0 230 220 1100 0 0 800 220
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: 0 0 0 125 0 230 220 1100 0 0 800 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 125 0 230 220 1100 0 0 800 220
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 125 0 230 220 1100 0 0 800 220

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.35 0.65
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3353 922

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.16 0.15 0.39 0.00 0.00 0.24 0.24
Crit Volume: 0 230 220 340
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name: Santa Fe Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permi t Prot+Permi t Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 150 320 90 210 320 170 175 1380 175 90 1170 215
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: 150 320 90 210 320 170 175 1380 175 90 1170 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 150 320 90 210 320 170 175 1380 175 90 1170 215
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: 150 320 90 210 320 170 175 1380 175 90 1170 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 150 320 90 210 320 170 175 1380 175 90 1170 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 150 320 90 210 320 170 175 1380 175 90 1170 215

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.10 0.06 0.13 0.10 0.11 0.11 0.43 0.11 0.06 0.37 0.13
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permi tted Permi tted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 30 20 250 185 40 50 20 1700 15 85 1435 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 250 185 40 50 20 1700 15 85 1435 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 250 185 40 50 20 1700 15 85 1435 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 250 185 40 50 20 1700 15 85 1435 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 250 185 40 50 20 1700 15 85 1435 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 30 20 250 185 40 50 20 1700 15 85 1435 170

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.60 0.40 1.00 0.82 0.18 1.00 1.00 2.97 0.03 1.00 2.68 0.32
Final Sat.: 960 640 1600 1316 284 1600 1600 4758 42 1600 4292 508

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.16 0.12 0.14 0.03 0.01 0.36 0.36 0.05 0.33 0.33
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 5 20 5 30 35 80 60 515 10 25 485 510
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 20 5 30 35 80 60 515 10 25 485 510
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 20 5 30 35 80 60 515 10 25 485 510
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 20 5 30 35 80 60 515 10 25 485 510
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 5 30 35 80 60 515 10 25 485 510
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 20 5 30 35 80 60 515 10 25 485 510
Ovl Adj Vol: 430

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 1.34 0.33 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 533 2133 533 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.02 0.02 0.05 0.04 0.16 0.01 0.02 0.15 0.32
Ovl Adj V/S: 0.27
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 5 0 0 5 670 0 0 1220 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: 0 0 0 5 0 0 5 670 0 0 1220 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 5 0 0 5 670 0 0 1220 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: 0 0 0 5 0 0 5 670 0 0 1220 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 5 0 0 5 670 0 0 1220 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
Final Volume: 0 0 0 5 0 0 5 670 0 0 1220 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 0.00 0.00 1.00 0.00 0.00 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1140 0 0 1140 2280 0 0 2280 1140

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.29 0.00 0.00 0.54 0.00
Crit Volume: 0 5 5 610
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:
Base Vol: 0 0 0 0 0 480 0 1030 0 0 1125 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: 0 0 0 0 0 480 0 1030 0 0 1125 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 480 0 1030 0 0 1125 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: 0 0 0 0 0 480 0 1030 0 0 1125 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 480 0 1030 0 0 1125 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
Final Volume: 0 0 0 0 0 480 0 1030 0 0 1125 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 1.00 0.00 2.00 1.00 2.00 0.00 1.00 3.00 0.00
Final Sat.: 0 1425 0 1425 0 2850 1425 2850 0 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.17 0.00 0.36 0.00 0.00 0.26 0.00
Crit Volume: 0 240 515 0
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 40 0 20 5 0 0 15 815 35 20 705 65
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: 40 0 20 5 0 0 15 815 35 20 705 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 0 20 5 0 0 15 815 35 20 705 65
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: 40 0 20 5 0 0 15 815 35 20 705 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 0 20 5 0 0 15 815 35 20 705 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 40 0 20 5 0 0 15 815 35 20 705 65

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.92 0.08 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 1425 0 1425 2733 117 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.01 0.00 0.00 0.01 0.30 0.30 0.01 0.25 0.05
Crit Volume: 40 0 425 20
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.361
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 0 0 2 0 0 0 1 0 1 0 2 0 1 1 0

Volume Module:
Base Vol: 425 5 145 0 5 5 0 555 85 25 560 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 425 5 145 0 5 5 0 555 85 25 560 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 425 5 145 0 5 5 0 555 85 25 560 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 425 5 145 0 5 5 0 555 85 25 560 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 425 5 145 0 5 5 0 555 85 25 560 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 425 5 145 0 5 5 0 555 85 25 560 5

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.98 0.02 2.00 0.00 0.50 0.50 1.00 2.00 1.00 2.00 1.98 0.02
Final Sat.: 2817 33 2850 0 713 713 1425 2850 1425 2850 2825 25

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.05 0.00 0.01 0.01 0.00 0.19 0.06 0.01 0.20 0.20
Crit Volume: 215 10 278 13
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Henry Ford Avenue Denni Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 0 1 0 1 0 1 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 0 720 15 20 910 0 85 0 0 5 5 20
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: 0 720 15 20 910 0 85 0 0 5 5 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 720 15 20 910 0 85 0 0 5 5 20
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: 0 720 15 20 910 0 85 0 0 5 5 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 720 15 20 910 0 85 0 0 5 5 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 720 15 20 910 0 85 0 0 5 5 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 1.00 0.04 1.96 0.00 1.00 1.00 0.00 0.17 0.17 0.66
Final Sat.: 0 3000 1500 65 2935 0 1500 1500 0 250 250 1000

Capacity Analysis Module:
Vol/Sat: 0.00 0.24 0.01 0.31 0.31 0.00 0.06 0.00 0.00 0.02 0.02 0.02
Crit Volume: 0 465 85 30
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name: Approach: Movement:	Alameda St			PCH Ramp		
	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound
Control:	Protected	Protected	Protected	Protected		
Rights:	Incl	Ignore	Incl	Incl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 0 2 1 0	1 0 3 0 0	0 0 0 0 0	1 0 0 0 1		
Volume Module:						
Base Vol:	0 1050 160	200 1095	0 0 0	145 0 315		
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:	0 1050 160	200 1095	0 0 0	145 0 315		
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0		
Initial Fut:	0 1050 160	200 1095	0 0 0	145 0 315		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1.00 1.00	1.00 1.00 1.00		
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1.00 1.00	1.00 1.00 1.00		
PHF Volume:	0 1050 160	200 1095	0 0 0	145 0 315		
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
Reduced Vol:	0 1050 160	200 1095	0 0 0	145 0 315		
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1.00 1.00	1.00 1.00 1.00		
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	0.00 1.00 1.00	1.00 1.00 1.00		
Final Volume:	0 1050 160	200 1095	0 0 0	145 0 315		
Saturation Flow Module:						
Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425		
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:	0.00 2.60 0.40	1.00 3.00 0.00	0.00 0.00 0.00	1.00 0.00 1.00		
Final Sat.:	0 3710 565	1425 4275	0 0 0	1425 0 1425		
Capacity Analysis Module:						
Vol/Sat:	0.00 0.28 0.28	0.14 0.26 0.00	0.00 0.00 0.00	0.10 0.00 0.22		
Crit Volume:	403	200	0	315		
Crit Moves:	****	****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

Street Name: Approach: Movement:	Alameda St			Sepulveda Blvd Ramp		
	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound
Control:	Protected	Protected	Split Phase	Split Phase		
Rights:	Incl	Incl	Incl	Incl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 0 2 1 0	1 0 3 0 0	0 0 1! 0 0	1 0 0 1 1		
Volume Module:						
Base Vol:	0 1575 5	145 1125	0 0 0	525 5 225		
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:	0 1575 5	145 1125	0 0 0	525 5 225		
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0		
Initial Fut:	0 1575 5	145 1125	0 0 0	525 5 225		
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:	0 1575 5	145 1125	0 0 0	525 5 225		
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0		
Reduced Vol:	0 1575 5	145 1125	0 0 0	525 5 225		
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00		
Final Volume:	0 1575 5	145 1125	0 0 0	525 5 225		
Saturation Flow Module:						
Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425		
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:	0.00 2.99 0.01	1.00 3.00 0.00	0.00 0.00 1.00	1.00 0.04 1.96		
Final Sat.:	0 4261 14	1425 4275	0 0 1425	0 1425 62 2788		
Capacity Analysis Module:						
Vol/Sat:	0.00 0.37 0.37	0.10 0.26 0.00	0.00 0.00 0.00	0.37 0.08 0.08		
Crit Volume:	527 145		0	525		
Crit Moves:	****	****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted Include			Protected Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	570	815	130	840	0	0	0	0	190	0	105
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:	0	570	815	130	840	0	0	0	0	190	0	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	815	130	840	0	0	0	0	190	0	105
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:	0	570	815	130	840	0	0	0	0	190	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	815	130	840	0	0	0	0	190	0	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	570	815	130	840	0	0	0	0	190	0	105

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	1425

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.20	0.57	0.09	0.29	0.00	0.00	0.00	0.00	0.13	0.00	0.07
Crit Volume:		815	130			0			190			0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted Ovl			Permitted Include			Protected Include			Protected Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	140	0	805	0	0	0	0	500	240	225	690	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:	140	0	805	0	0	0	0	500	240	225	690	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	805	0	0	0	0	500	240	225	690	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:	140	0	805	0	0	0	0	500	240	225	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	805	0	0	0	0	500	240	225	690	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
Final Volume:	140	0	805	0	0	0	0	500	240	225	690	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	2850	4275	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.00	0.56	0.00	0.00	0.00	0.00	0.18	0.17	0.08	0.16	0.00
Crit Volume:			805			0		250	0			0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: I-405 Ramps 223rd St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	2	0	2	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	20	5	5	170	0	110	600	640	10	10	880	30
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:	20	5	5	170	0	110	600	640	10	10	880	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	5	5	170	0	110	600	640	10	10	880	30
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:	20	5	5	170	0	110	600	640	10	10	880	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	5	5	170	0	110	600	640	10	10	880	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	5	5	170	0	110	600	640	10	10	880	30

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.66	0.17	0.17	1.00	0.00	1.00	2.00	2.00	1.00	1.00	2.90	0.10
Final Sat.:	950	238	238	1425	0	1425	2850	2850	1425	1425	4134	141

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.02	0.02	0.12	0.00	0.08	0.21	0.22	0.01	0.01	0.21	0.21
Crit Volume:	30	30	30	170	0	170	300	300	300	303	303	303
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Scenario: Scenario Report
2035 WO Project PM Peak

Command: 2035 WO Project PM Peak
Volume: 2035 WO Project PM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.442	A	xxxxx 0.442	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.441	A	xxxxx 0.441	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A	xxxxx 0.425	A	xxxxx 0.425	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A	xxxxx 0.444	A	xxxxx 0.444	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D	xxxxx 0.819	D	xxxxx 0.819	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.479	A	xxxxx 0.479	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx 0.618	B	xxxxx 0.618	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.649	B	xxxxx 0.649	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C	xxxxx 0.778	C	xxxxx 0.778	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx 0.787	C	xxxxx 0.787	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.454	A	xxxxx 0.454	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E	xxxxx 0.960	E	xxxxx 0.960	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D	xxxxx 0.839	D	xxxxx 0.839	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.431	A	xxxxx 0.431	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.453	A	xxxxx 0.453	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx 0.657	B	xxxxx 0.657	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.445	A	xxxxx 0.445	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.365	A	xxxxx 0.365	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.440	A	xxxxx 0.440	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D	xxxxx 0.867	D	xxxxx 0.867	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	D	xxxxx 0.812	D	xxxxx 0.812	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	E	xxxxx 0.956	E	xxxxx 0.956	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	D	xxxxx 0.884	D	xxxxx 0.884	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.617	B xxxxx	0.617	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	B xxxxx	0.634	B xxxxx	0.634	+ 0.000 V/C
# 26 ICTF Drive way # 1 / Sepulveda	B xxxxx	0.604	B xxxxx	0.604	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	B xxxxx	0.609	B xxxxx	0.609	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10	B xxxxx	0.616	B xxxxx	0.616	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.327	A xxxxx	0.327	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	C xxxxx	0.792	C xxxxx	0.792	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	C xxxxx	0.712	C xxxxx	0.712	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	A xxxxx	0.600	A xxxxx	0.600	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (E xxxxx	0.912	E xxxxx	0.912	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.571	A xxxxx	0.571	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd (WB)				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Movement:									
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1
Volume Module:									
Base Vol:	0	790	0	0	200	630	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	790	0	0	200	630	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	0	790	0	0	200	630	0	0	0
User Adj:	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
PHF Volume:	0	790	0	0	200	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	790	0	0	200	630	0	0	0
PCE Adj:	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
Final Volume:	0	790	0	0	200	630	0	0	0
Saturation Flow Module:									
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	1600
Capacity Analysis Module:									
Vol/Sat:	0.00	0.25	0.00	0.00	0.06	0.22	0.00	0.00	0.01
Crit Moves:	****		****		****		****		****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 215 0 0 790 280 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 215 0 0 790 280 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 215 0 0 790 280 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 215 0 0 790 280 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 215 0 0 790 280 0 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
Final Volume: 0 0 0 215 0 0 790 280 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.00 0.27 0.09 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Volume Module:
Base Vol: 0 345 0 0 175 235 0 0 0 0 570 165
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: 0 345 0 0 175 235 0 0 0 0 570 165
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 345 0 0 175 235 0 0 0 0 570 165
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: 0 345 0 0 175 235 0 0 0 0 570 165
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 345 0 0 175 235 0 0 0 0 570 165
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 345 0 0 175 235 0 0 0 0 570 165

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 0.90
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.11 0.00 0.00 0.05 0.15 0.00 0.00 0.00 0.00 0.18 0.06
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 180 0 0 345 900 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 180 0 0 345 900 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 180 0 0 345 900 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 180 0 0 345 900 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 180 0 0 345 900 0 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
Final Volume: 0 0 0 180 0 0 345 900 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.22 0.28 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.819
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:
Base Vol: 635 0 1405 0 0 0 0 2550 460 0 2505 110
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: 635 0 1405 0 0 0 0 2550 460 0 2505 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 635 0 1405 0 0 0 0 2550 460 0 2505 110
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 635 0 0 0 0 0 0 2550 460 0 2505 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 635 0 0 0 0 0 0 2550 460 0 2505 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 635 0 0 0 0 0 0 2550 460 0 2505 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.32 0.00 0.59 0.00
Crit Volume: 318 850 0 850 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 545 280 5 285 0 0 0 0 265 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: 0 545 280 5 285 0 0 0 0 265 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 545 280 5 285 0 0 0 0 265 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: 0 545 280 5 285 0 0 0 0 265 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 280 5 285 0 0 0 0 265 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
Final Volume: 0 545 280 5 285 0 0 0 0 265 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.20 0.00 0.10 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 545 5 133
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 140 15 100 105 15 20 70 210 245 235 325 150
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: 140 15 100 105 15 20 70 210 245 235 325 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 140 15 100 105 15 20 70 210 245 235 325 150
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: 140 15 100 105 15 20 70 210 0 235 325 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 15 100 105 15 20 70 210 0 235 325 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 140 15 100 105 15 20 70 210 0 235 325 150

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.50 1.50 1.00 0.66 0.92 0.42
Final Sat.: 2880 1600 1600 1600 1600 1600 800 2400 1600 1059 1465 676

Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.06 0.07 0.01 0.01 0.09 0.09 0.00 0.22 0.22 0.22
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:
Base Vol: 40 55 115 160 15 60 15 1445 25 0 1505 135
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: 40 55 115 160 15 60 15 1445 25 0 1505 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 55 115 160 15 60 15 1445 25 0 1505 135
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: 40 55 115 160 15 60 15 1445 25 0 1505 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 55 115 160 15 60 15 1445 25 0 1505 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 40 55 115 160 15 60 15 1445 25 0 1505 135

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.32 0.68 0.68 0.06 0.26 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1600 518 1082 1089 102 409 1600 4718 82 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.11 0.11 0.10 0.15 0.15 0.01 0.31 0.31 0.00 0.31 0.08
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 5 145 35 425 185 100 65 1350 0 10 1170 315
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 145 35 425 185 100 65 1350 0 10 1170 315
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 145 35 425 185 100 65 1350 0 10 1170 315
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 145 35 425 185 100 65 1350 0 10 1170 315
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 145 35 425 185 100 65 1350 0 10 1170 315
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 145 35 425 185 100 65 1350 0 10 1170 315

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.02 0.27 0.06 0.06 0.04 0.28 0.00 0.01 0.24 0.20
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:
Base Vol: 360 135 15 290 160 105 105 1120 490 10 1045 395
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: 360 135 15 290 160 105 105 1120 490 10 1045 395
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 360 135 15 290 160 105 105 1120 490 10 1045 395
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 360 135 0 290 160 0 105 1120 490 10 1045 395
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 360 135 0 290 160 0 105 1120 490 10 1045 395
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 360 135 0 290 160 0 105 1120 490 10 1045 395

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.09 0.91 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3339 1461 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.23 0.04 0.00 0.18 0.05 0.00 0.07 0.34 0.34 0.01 0.33 0.25
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	3

Volume Module:
Base Vol: 0 0 0 50 0 155 115 1630 0 0 1445 95
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: 0 0 0 50 0 155 115 1630 0 0 1445 95
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 50 0 155 115 1630 0 0 1445 95
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: 0 0 0 50 0 155 115 1630 0 0 1445 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 50 0 155 115 1630 0 0 1445 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 50 0 155 115 1630 0 0 1445 95

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.11 0.08 0.38 0.00 0.00 0.34 0.07
Crit Volume: 0 50 115 482
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.960
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	0	2	1	0	2	1	0	2

Volume Module:
Base Vol: 450 345 145 270 440 55 135 1485 425 90 1310 265
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: 450 345 145 270 440 55 135 1485 425 90 1310 265
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 450 345 145 270 440 55 135 1485 425 90 1310 265
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: 450 345 145 270 440 55 135 1485 425 90 1310 265
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 450 345 145 270 440 55 135 1485 425 90 1310 265
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 450 345 145 270 440 55 135 1485 425 90 1310 265

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.70 1.30 1.00 1.00 2.67 0.33 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2420 1855 1425 1425 3800 475 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.10 0.19 0.12 0.12 0.09 0.52 0.00 0.06 0.46 0.19
Crit Volume: 265 270 742 90
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	2	0	1	1

Volume Module:
Base Vol: 15 250 850 15 360 240 250 1180 15 455 1330 30
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: 15 250 850 15 360 240 250 1180 15 455 1330 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 250 850 15 360 240 250 1180 15 455 1330 30
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: 15 250 850 15 360 240 250 1180 15 455 1330 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 250 850 15 360 240 250 1180 15 455 1330 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 250 850 15 360 240 250 1180 15 455 1330 30

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2787 63

Capacity Analysis Module:
Vol/Sat: 0.01 0.18 0.30 0.01 0.13 0.17 0.18 0.41 0.01 0.16 0.48 0.48
Crit Volume: 250 15 250 680
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 25 840 70 95 405 40 70 0 10 55 0 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 840 70 95 405 40 70 0 10 55 0 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 840 70 95 405 40 70 0 10 55 0 155
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 25 840 0 95 405 40 70 0 10 55 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 840 0 95 405 40 70 0 10 55 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 25 840 0 95 405 40 70 0 10 55 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
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 2.00 1.00 2.00 1.82 0.18 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2503 247 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.31 0.00 0.03 0.16 0.16 0.05 0.00 0.01 0.04 0.00 0.00
Crit Volume: 420 48 70 55
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 10 0 220 85 0 200 135 440 0 70 305 105
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: 10 0 220 85 0 200 135 440 0 70 305 105
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 220 85 0 200 135 440 0 70 305 105
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: 10 0 220 85 0 200 135 440 0 70 305 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 220 85 0 200 135 440 0 70 305 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 0 220 85 0 200 135 440 0 70 305 105

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.47 1.53 0.00 0.29 1.27 0.44
Final Sat.: 1500 0 1500 1500 0 1500 704 2296 0 438 1906 656

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.15 0.06 0.00 0.13 0.19 0.19 0.00 0.16 0.16 0.16
Crit Volume: 220 85 135 240
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:
Base Vol: 100 75 5 15 105 150 455 520 45 45 495 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 100 75 5 15 105 150 455 520 45 45 495 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 100 75 5 15 105 150 455 520 45 45 495 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 100 75 5 15 105 150 455 520 45 45 495 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 100 75 5 15 105 150 455 520 45 45 495 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 100 75 5 15 105 150 455 520 45 45 495 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.94 0.06 0.11 0.89 1.00 0.89 1.02 0.09 0.16 1.77 0.07
Final Sat.: 1500 1417 83 167 1333 1500 1338 1529 132 241 2652 107

Capacity Analysis Module:
Vol/Sat: 0.07 0.05 0.06 0.09 0.08 0.10 0.34 0.34 0.34 0.19 0.19 0.19
Crit Volume: 100 150 455 280
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:
Base Vol: 70 20 135 10 5 25 15 905 5 40 700 35
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: 70 20 135 10 5 25 15 905 5 40 700 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 70 20 135 10 5 25 15 905 5 40 700 35
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: 70 20 135 10 5 25 15 905 5 40 700 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 20 135 10 5 25 15 905 5 40 700 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 70 20 135 10 5 25 15 905 5 40 700 35

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.13 0.87 1.00 0.17 0.83 0.03 1.96 0.01 0.10 1.81 0.09
Final Sat.: 1500 194 1306 1500 250 1250 49 2935 16 155 2710 135

Capacity Analysis Module:
Vol/Sat: 0.05 0.10 0.10 0.01 0.02 0.02 0.31 0.31 0.31 0.26 0.26 0.26
Crit Volume: 155 10 462 40
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 1 1 0 0 0

Volume Module:
Base Vol: 70 0 35 0 0 0 0 900 25 15 820 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: 70 0 35 0 0 0 0 900 25 15 820 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 70 0 35 0 0 0 0 900 25 15 820 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: 70 0 35 0 0 0 0 900 25 15 820 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 0 35 0 0 0 0 900 25 15 820 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
Final Volume: 70 0 35 0 0 0 0 900 25 15 820 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.33 0.67 0.00 0.00 0.00 0.00 1.95 0.05 0.04 1.96 0.00
Final Sat.: 1500 500 1000 0 0 0 0 2919 81 54 2946 0

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.04 0.00 0.00 0.00 0.00 0.31 0.31 0.28 0.28 0.00
Crit Volume: 70 0 0 0 0 0 0 463 15
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 0 0 0 100 0 135 0 785 0 0 610 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: 0 0 0 100 0 135 0 785 0 0 610 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 100 0 135 0 785 0 0 610 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: 0 0 0 100 0 135 0 785 0 0 610 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 100 0 135 0 785 0 0 610 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
Final Volume: 0 0 0 100 0 135 0 785 0 0 610 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.85 0.15 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 1021 179 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.11 0.00 0.33 0.00 0.00 0.25 0.00
Crit Volume: 0 135 393 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 560 0 690 105 650 0 0 1270 550
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: 0 0 0 0 560 0 690 105 650 0 0 1270 550
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 560 0 690 105 650 0 0 1270 550
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: 0 0 0 560 0 0 105 650 0 0 1270 550
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 560 0 0 105 650 0 0 1270 550
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 560 0 0 105 650 0 0 1270 550

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.37 0.00 0.00 0.07 0.22 0.00 0.00 0.42 0.37
Crit Volume: 0 560 105 635
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

Volume Module:
Base Vol: 0 0 0 195 0 280 215 1755 0 0 1195 245
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: 0 0 0 0 195 0 280 215 1755 0 0 1195 245
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 195 0 280 215 1755 0 0 1195 245
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: 0 0 0 195 0 280 215 1755 0 0 1195 245
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 195 0 280 215 1755 0 0 1195 245
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 195 0 280 215 1755 0 0 1195 245

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.49 0.51
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3548 727

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.20 0.15 0.62 0.00 0.00 0.34 0.34
Crit Volume: 0 280 878 0
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.956
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permi t Prot+Permi t Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 180 470 90 175 355 110 160 1540 150 125 970 170
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: 180 470 90 175 355 110 160 1540 150 125 970 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 180 470 90 175 355 110 160 1540 150 125 970 170
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: 180 470 90 175 355 110 160 1540 150 125 970 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 180 470 90 175 355 110 160 1540 150 125 970 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 180 470 90 175 355 110 160 1540 150 125 970 170

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.11 0.15 0.06 0.11 0.11 0.07 0.10 0.48 0.09 0.08 0.30 0.11
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permi tted Permi tted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 25 60 290 290 70 15 15 1905 10 90 1290 275
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 60 290 290 70 15 15 1905 10 90 1290 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 60 290 290 70 15 15 1905 10 90 1290 275
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 60 290 290 70 15 15 1905 10 90 1290 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 60 290 290 70 15 15 1905 10 90 1290 275
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 25 60 290 290 70 15 15 1905 10 90 1290 275

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.29 0.71 1.00 0.81 0.19 1.00 1.00 2.98 0.02 1.00 2.47 0.53
Final Sat.: 471 1129 1600 1289 311 1600 1600 4775 25 1600 3957 843

Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.18 0.18 0.23 0.01 0.01 0.40 0.40 0.06 0.33 0.33
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 5 20 20 35 25 180 175 1175 0 5 665 395
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 20 20 35 25 180 175 1175 0 5 665 395
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 20 20 35 25 180 175 1175 0 5 665 395
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 20 20 35 25 180 175 1175 0 5 665 395
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 20 35 25 180 175 1175 0 5 665 395
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 20 20 35 25 180 175 1175 0 5 665 395
Ovl Adj Vol: 215

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.22 0.89 0.89 1.17 0.83 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 356 1422 1422 1867 1333 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.02 0.02 0.11 0.11 0.37 0.00 0.00 0.21 0.25
Ovl Adj V/S: 0.13
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 1 0 2 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 10 0 15 10 1395 0 0 885 15
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: 0 0 0 10 0 15 10 1395 0 0 885 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 15 10 1395 0 0 885 15
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: 0 0 0 10 0 15 10 1395 0 0 885 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 15 10 1395 0 0 885 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 10 0 15 10 1395 0 0 885 15

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 0.00 0.00 0.40 0.00 0.60 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 456 0 684 1140 2280 0 0 2280 1140

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.01 0.61 0.00 0.00 0.39 0.01
Crit Volume: 0 25 698 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 0 1 0 2 1 0

Volume Module:
Base Vol: 0 0 0 0 0 255 0 1465 0 0 815 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: 0 0 0 0 0 255 0 1465 0 0 815 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 255 0 1465 0 0 815 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: 0 0 0 0 0 255 0 1465 0 0 815 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 255 0 1465 0 0 815 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
Final Volume: 0 0 0 0 0 255 0 1465 0 0 815 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 1.00 0.00 2.00 1.00 2.00 0.00 1.00 3.00 0.00
Final Sat.: 0 1425 0 1425 0 2850 1425 2850 0 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.09 0.00 0.51 0.00 0.00 0.19 0.00
Crit Volume: 0 128 733 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0

Volume Module:
Base Vol: 60 0 25 5 0 5 0 1510 45 25 705 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 0 25 5 0 5 0 1510 45 25 705 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 0 25 5 0 5 0 1510 45 25 705 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 0 25 5 0 5 0 1510 45 25 705 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 0 25 5 0 5 0 1510 45 25 705 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
Final Volume: 60 0 25 5 0 5 0 1510 45 25 705 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.94 0.06 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 0 1425 1425 2768 82 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.02 0.00 0.00 0.00 0.55 0.55 0.02 0.25 0.00
Crit Volume: 60 5 778 25
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	Split Phase			Split Phase			Permitted			Permitted		
Control:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	0	1	0	2	0	1	1
Volume Module:												
Base Vol:	305	0	385	5	10	5	5	1225	295	185	685	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	0	385	5	10	5	5	1225	295	185	685	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	0	385	5	10	5	5	1225	295	185	685	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	0	385	5	10	5	5	1225	295	185	685	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	0	385	5	10	5	5	1225	295	185	685	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	305	0	385	5	10	5	5	1225	295	185	685	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	2.00	0.00	2.00	0.25	0.50	0.25	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2850	0	2850	356	713	356	1425	2850	1425	2850	2829	21
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.14	0.01	0.01	0.01	0.00	0.43	0.21	0.06	0.24	0.24
Crit Volume:	153			20			613		92			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.327
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Henry Ford Avenue			Denni Street								
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	0	740	30	5	730	0	60	5	10	40	5	10
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:	0	740	30	5	730	0	60	5	10	40	5	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	740	30	5	730	0	60	5	10	40	5	10
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:	0	740	30	5	730	0	60	5	10	40	5	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	740	30	5	730	0	60	5	10	40	5	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	740	30	5	730	0	60	5	10	40	5	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.01	1.99	0.00	1.00	0.33	0.67	0.73	0.09	0.18
Final Sat.:	0	3000	1500	20	2980	0	1500	500	1000	1091	136	273
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.02	0.25	0.24	0.00	0.04	0.01	0.01	0.04	0.04	0.04
Crit Volume:	370			5			60					
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name: Alameda St PCH Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 1150 195 275 1135 0 0 0 0 110 0 405
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: 0 1150 195 275 1135 0 0 0 0 110 0 405
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1150 195 275 1135 0 0 0 0 110 0 405
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1150 195 275 1135 0 0 0 0 110 0 405
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1150 195 275 1135 0 0 0 0 110 0 405
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 1150 195 275 1135 0 0 0 0 110 0 405

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.57 0.43 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 3655 620 1425 4275 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.31 0.19 0.27 0.00 0.00 0.00 0.00 0.08 0.00 0.28
Crit Volume: 448 275 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name: Alameda St Sepulveda Blvd Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 1 0 0 1 1

Volume Module:
Base Vol: 0 1540 5 210 1210 0 0 0 0 290 0 315
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: 0 1540 5 210 1210 0 0 0 0 290 0 315
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1540 5 210 1210 0 0 0 0 290 0 315
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: 0 1540 5 210 1210 0 0 0 0 290 0 315
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1540 5 210 1210 0 0 0 0 290 0 315
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 1540 5 210 1210 0 0 0 0 290 0 315

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.99 0.01 1.00 3.00 0.00 0.00 1.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4261 14 1425 4275 0 0 1425 0 1425 0 2850

Capacity Analysis Module:
Vol/Sat: 0.00 0.36 0.36 0.15 0.28 0.00 0.00 0.00 0.00 0.20 0.00 0.11
Crit Volume: 515 210 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 | 1 0 2 0 0 | 0 0 0 0 0 | 1 0 0 0 1

Volume Module:
Base Vol: 0 1010 495 195 1040 0 0 0 0 155 0 160
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: 0 1010 495 195 1040 0 0 0 0 155 0 160
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1010 495 195 1040 0 0 0 0 155 0 160
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: 0 1010 495 195 1040 0 0 0 0 155 0 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1010 495 195 1040 0 0 0 0 155 0 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 1010 495 195 1040 0 0 0 0 155 0 160

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.35 0.35 0.14 0.36 0.00 0.00 0.00 0.00 0.11 0.00 0.11
Crit Volume: 505 195 0 155
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 | 0 0 0 0 0 | 0 0 2 0 1 | 2 0 3 0 0

Volume Module:
Base Vol: 155 0 535 0 0 0 0 1530 210 110 580 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: 155 0 535 0 0 0 0 1530 210 110 580 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 0 535 0 0 0 0 1530 210 110 580 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: 155 0 535 0 0 0 0 1530 210 110 580 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 0 535 0 0 0 0 1530 210 110 580 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
Final Volume: 155 0 535 0 0 0 0 1530 210 110 580 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.38 0.00 0.00 0.00 0.00 0.54 0.15 0.04 0.14 0.00
Crit Volume: 535 0 765 0
Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name: I-405 Ramps 223rd St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	2	0	2	1	0	2

Volume Module:	I-405 Ramps			I-405 Ramps			223rd St			223rd St		
Base Vol:	5	0	0	100	0	80	1010	1010	5	0	590	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	100	0	80	1010	1010	5	0	590	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	100	0	80	1010	1010	5	0	590	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	100	0	80	1010	1010	5	0	590	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	100	0	80	1010	1010	5	0	590	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	0	100	0	80	1010	1010	5	0	590	35

Saturation Flow Module:	I-405 Ramps			I-405 Ramps			223rd St			223rd St		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	1.00	1.00	2.83	0.17
Final Sat.:	1425	0	0	1425	0	1425	2850	2850	1425	1425	4036	239

Capacity Analysis Module:	I-405 Ramps			I-405 Ramps			223rd St			223rd St		
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.35	0.35	0.00	0.00	0.15	0.15
Crit Volume:	0	0	0	100	0	80	505	505	5	0	208	208
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Future 2035 With Project (Build) Conditions

Port of Los Angeles
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Year 2035 AM Peak - Proposed Project

Scenario: Scenario Report
2035 Project AM Peak

Command: 2035 Project AM Peak
Volume: 2035 Project AM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Port of Los Angeles
Master Plan Update
Year 2035 AM Peak - Proposed Project

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/	V/C	Del/	V/C	
# 1 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A xxxxx	0.563	A xxxxx	0.563	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E xxxxx	0.964	E xxxxx	0.964	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.504	A xxxxx	0.504	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.846	D xxxxx	0.846	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.688	B xxxxx	0.688	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.679	B xxxxx	0.679	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.853	D xxxxx	0.853	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.451	A xxxxx	0.451	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.842	D xxxxx	0.842	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B xxxxx	0.696	B xxxxx	0.696	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	B xxxxx	0.611	B xxxxx	0.611	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.363	A xxxxx	0.363	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.577	A xxxxx	0.577	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.250	A xxxxx	0.250	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.479	A xxxxx	0.479	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.717	C xxxxx	0.717	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.612	B xxxxx	0.612	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.917	E xxxxx	0.917	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.735	C xxxxx	0.735	+ 0.000 V/C

Port of Los Angeles
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Year 2035 AM Peak - Proposed Project

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.486	A xxxxx	0.486	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.561	A xxxxx	0.561	+ 0.000 V/C
# 26 ICTF Drive # 1 / Sepulveda	A xxxxx	0.525	A xxxxx	0.525	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.372	A xxxxx	0.372	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.347	A xxxxx	0.347	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	B xxxxx	0.642	B xxxxx	0.642	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	D xxxxx	0.802	D xxxxx	0.802	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	B xxxxx	0.611	B xxxxx	0.611	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (	A xxxxx	0.426	A xxxxx	0.426	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.547	A xxxxx	0.547	+ 0.000 V/C

Port of Los Angeles
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Year 2035 AM Peak - Proposed Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Approach: Movement:	Terminal Island Fwy			Ocean Blvd (WB)		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1
Volume Module:						
Base Vol:	5 755 0	0 335 950	0 0 0	90 185 120	90 185 120	90 185 120
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	5 755 0	0 335 950	0 0 0	90 185 120	90 185 120	90 185 120
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	5 755 0	0 335 950	0 0 0	90 185 120	90 185 120	90 185 120
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	5 755 0	0 335 950	0 0 0	90 185 120	90 185 120	90 185 120
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 755 0	0 335 950	0 0 0	90 185 120	90 185 120	90 185 120
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
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	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	5 755 0	0 335 950	0 0 0	90 185 120	90 185 120	90 185 120
Saturation Flow Module:						
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 0.90	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 2.00 0.00	0.00 2.00 2.00	0.00 0.00 0.00	1.00 2.00 1.00	1.00 2.00 1.00	1.00 2.00 1.00
Final Sat.:	1600 3200 0	0 3200 2880	0 0 0	1600 3200 1600	1600 3200 1600	1600 3200 1600
Capacity Analysis Module:						
Vol/Sat:	0.00 0.24 0.00	0.00 0.10 0.33	0.00 0.00 0.00	0.06 0.06 0.00	0.06 0.06 0.00	0.06 0.06 0.00
Crit Moves:	****	****	****	****	****	****

Port of Los Angeles
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Year 2035 AM Peak - Proposed Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 425 0 0 760 80 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 425 0 0 760 80 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 425 0 0 760 80 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 425 0 0 760 80 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 425 0 0 760 80 0 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
Final Volume: 0 0 0 425 0 0 760 80 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.00 0.26 0.03 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 410 0 0 105 20 0 0 0 0 1070 180
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: 0 410 0 0 105 20 0 0 0 0 1070 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 410 0 0 105 20 0 0 0 0 1070 180
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: 0 410 0 0 105 20 0 0 0 0 1070 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 410 0 0 105 20 0 0 0 0 1070 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 410 0 0 105 20 0 0 0 0 1070 180

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.13 0.00 0.00 0.03 0.01 0.00 0.00 0.00 0.00 0.33 0.06
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.393
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 105 0 0 410 735 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 105 0 0 410 735 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 105 0 0 410 735 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 105 0 0 410 735 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 105 0 0 410 735 0 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
Final Volume: 0 0 0 105 0 0 410 735 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.26 0.23 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:
Base Vol: 890 0 1800 0 0 0 0 2785 1065 0 2735 405
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: 890 0 1800 0 0 0 0 2785 1065 0 2735 405
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 890 0 1800 0 0 0 0 2785 1065 0 2735 405
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 890 0 0 0 0 0 0 2785 1065 0 2735 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 890 0 0 0 0 0 0 2785 1065 0 2735 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 890 0 0 0 0 0 0 2785 1065 0 2735 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.31 0.00 0.00 0.00 0.00 0.00 0.00 0.65 0.75 0.00 0.64 0.00
Crit Volume: 445 928 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 445 270 0 430 0 0 0 0 545 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: 0 445 270 0 430 0 0 0 0 545 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 445 270 0 430 0 0 0 0 545 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: 0 445 270 0 430 0 0 0 0 545 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 445 270 0 430 0 0 0 0 545 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
Final Volume: 0 445 270 0 430 0 0 0 0 545 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.19 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 445 0 273
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 90 20 330 205 0 5 10 320 0 270 235 225
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: 90 20 330 205 0 5 10 320 0 270 235 225
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 90 20 330 205 0 5 10 320 0 270 235 225
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: 90 20 330 205 0 5 10 320 0 270 235 225
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 90 20 330 205 0 5 10 320 0 270 235 225
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 90 20 330 205 0 5 10 320 0 270 235 225

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.06 1.94 1.00 0.74 0.64 0.62
Final Sat.: 2880 1600 1600 1600 1600 1600 97 3103 1600 1184 1030 986

Capacity Analysis Module:
Vol/Sat: 0.03 0.01 0.21 0.13 0.00 0.00 0.10 0.10 0.00 0.23 0.23 0.23
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: Approach: Movement:	Harbor Ave			Anaheim St		
	North Bound	South Bound	East Bound	West Bound		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	115 75 145	130 60 50	15 945 35	30 1630 180
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:	115 75 145	130 60 50	15 945 35	30 1630 180
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	115 75 145	130 60 50	15 945 35	30 1630 180
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:	115 75 145	130 60 50	15 945 35	30 1630 180
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	115 75 145	130 60 50	15 945 35	30 1630 180
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	115 75 145	130 60 50	15 945 35	30 1630 180

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.34 0.66	0.54 0.25 0.21	1.00 2.89 0.11	1.00 3.00 1.00
Final Sat.:	1600 545 1055	867 400 333	1600 4629 171	1600 4800 1600

Capacity Analysis Module:

Vol/Sat:	0.07 0.14 0.14	0.08 0.15 0.15	0.01 0.20 0.20	0.02 0.34 0.11
Crit Moves:	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name: Approach: Movement:	Santa Fe Ave			Anaheim St		
	North Bound	South Bound	East Bound	West Bound		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	10 260 50	210 305 65	20 1110 0	10 1315 355
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:	10 260 50	210 305 65	20 1110 0	10 1315 355
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	10 260 50	210 305 65	20 1110 0	10 1315 355
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:	10 260 50	210 305 65	20 1110 0	10 1315 355
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	10 260 50	210 305 65	20 1110 0	10 1315 355
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	10 260 50	210 305 65	20 1110 0	10 1315 355

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
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 2.00 1.00	1.00 2.00 1.00	1.00 3.00 0.00	1.00 3.00 1.00
Final Sat.:	1600 3200 1600	1600 3200 1600	1600 4800 0	1600 4800 1600

Capacity Analysis Module:

Vol/Sat:	0.01 0.08 0.03	0.13 0.10 0.04	0.01 0.23 0.00	0.01 0.27 0.22
Crit Moves:	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:
Base Vol: 275 170 15 420 185 100 110 700 335 15 1115 395
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: 275 170 15 420 185 100 110 700 335 15 1115 395
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 275 170 15 420 185 100 110 700 335 15 1115 395
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 275 170 0 420 185 0 110 700 335 15 1115 395
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 275 170 0 420 185 0 110 700 335 15 1115 395
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 275 170 0 420 185 0 110 700 335 15 1115 395

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.03 0.97 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3246 1554 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.17 0.05 0.00 0.26 0.06 0.00 0.07 0.22 0.22 0.01 0.35 0.25
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 20 0 75 130 1115 0 0 1480 60
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: 0 0 0 20 0 75 130 1115 0 0 1480 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 75 130 1115 0 0 1480 60
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: 0 0 0 20 0 75 130 1115 0 0 1480 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 75 130 1115 0 0 1480 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 20 0 75 130 1115 0 0 1480 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.05 0.09 0.26 0.00 0.00 0.35 0.04
Crit Volume: 0 20 130 493
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	2	1	0	2	0	1	0	2

Volume Module:
Base Vol: 325 340 145 200 545 110 160 975 430 45 1200 175
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: 325 340 145 200 545 110 160 975 430 45 1200 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 325 340 145 200 545 110 160 975 430 45 1200 175
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: 325 340 145 200 545 110 160 975 430 45 1200 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 325 340 145 200 545 110 160 975 430 45 1200 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 325 340 145 200 545 110 160 975 430 45 1200 175

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.47 1.53 1.00 1.00 2.50 0.50 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2089 2186 1425 1425 3557 718 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.10 0.14 0.15 0.15 0.11 0.34 0.00 0.03 0.42 0.12
Crit Volume: 222 218 160 600
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	2	0	1	1

Volume Module:
Base Vol: 35 225 600 35 180 175 145 930 20 535 950 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 225 600 35 180 175 145 930 20 535 950 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 225 600 35 180 175 145 930 20 535 950 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 225 600 35 180 175 145 930 20 535 950 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 225 600 35 180 175 145 930 20 535 950 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 35 225 600 35 180 175 145 930 20 535 950 35

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2749 101

Capacity Analysis Module:
Vol/Sat: 0.02 0.16 0.21 0.02 0.06 0.12 0.10 0.33 0.01 0.19 0.35 0.35
Crit Volume: 225 35 465 267
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 55 885 140 5 725 5 15 0 80 315 0 30
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: 55 885 140 5 725 5 15 0 80 315 0 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 885 140 5 725 5 15 0 80 315 0 30
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
PHF Volume: 55 885 0 5 725 5 15 0 80 315 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 885 0 5 725 5 15 0 80 315 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
Final Volume: 55 885 0 5 725 5 15 0 80 315 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 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 2.00 1.00 2.00 1.99 0.01 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2731 19 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.04 0.32 0.00 0.00 0.27 0.27 0.01 0.00 0.06 0.23 0.00 0.00
Crit Volume: 443 3 80 315
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 5 75 95 5 100 80 285 5 135 380 65
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: 0 5 75 95 5 100 80 285 5 135 380 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 75 95 5 100 80 285 5 135 380 65
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: 0 5 75 95 5 100 80 285 5 135 380 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 75 95 5 100 80 285 5 135 380 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 5 75 95 5 100 80 285 5 135 380 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.06 0.94 1.00 0.05 0.95 0.43 1.54 0.03 0.47 1.31 0.22
Final Sat.: 1500 94 1406 1500 71 1429 649 2311 41 698 1966 336

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.05 0.06 0.07 0.07 0.12 0.12 0.12 0.19 0.19 0.19
Crit Volume: 80 95 80 290
Crit Moves: ****

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Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for both Avalon Blvd and Harry Bridges Blvd.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include North Bound, South Bound, East Bound, and West Bound for both Avalon Blvd and Harry Bridges Blvd.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include North Bound, South Bound, East Bound, and West Bound for both Avalon Blvd and Harry Bridges Blvd.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Volume, and Crit Moves. Rows include North Bound, South Bound, East Bound, and West Bound for both Avalon Blvd and Harry Bridges Blvd.

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Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for both Fries Ave and Harry Bridges Blvd.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include North Bound, South Bound, East Bound, and West Bound for both Fries Ave and Harry Bridges Blvd.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include North Bound, South Bound, East Bound, and West Bound for both Fries Ave and Harry Bridges Blvd.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Volume, and Crit Moves. Rows include North Bound, South Bound, East Bound, and West Bound for both Fries Ave and Harry Bridges Blvd.

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Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.250
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 1 1 0 0 0

Volume Module:
Base Vol: 5 5 20 0 0 0 0 670 10 15 620 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 20 0 0 0 0 670 10 15 620 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 20 0 0 0 0 670 10 15 620 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 20 0 0 0 0 670 10 15 620 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 20 0 0 0 0 670 10 15 620 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
Final Volume: 5 5 20 0 0 0 0 670 10 15 620 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.00 0.00 0.00 0.00 1.97 0.03 0.05 1.95 0.00
Final Sat.: 500 1000 1500 0 0 0 0 2956 44 71 2929 0

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.23 0.23 0.21 0.21 0.00
Crit Volume: 20 0 340 15
Crit Moves: **** **** ****

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Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 0 0 0 100 0 270 0 610 0 0 575 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: 0 0 0 100 0 270 0 610 0 0 575 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 100 0 270 0 610 0 0 575 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: 0 0 0 100 0 270 0 610 0 0 575 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 100 0 270 0 610 0 0 575 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
Final Volume: 0 0 0 100 0 270 0 610 0 0 575 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.54 0.46 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 649 551 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.23 0.00 0.25 0.00 0.00 0.24 0.00
Crit Volume: 0 270 305 0
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 360 0 570 230 770 0 0 695 485
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: 0 0 0 360 0 570 230 770 0 0 695 485
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 360 0 570 230 770 0 0 695 485
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 360 0 0 230 770 0 0 695 485
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 360 0 0 230 770 0 0 695 485
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 360 0 0 230 770 0 0 695 485

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.24 0.00 0.00 0.15 0.26 0.00 0.00 0.23 0.32
Crit Volume: 0 360 230 485
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:
Base Vol: 0 0 0 205 0 205 225 1335 0 0 1070 180
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: 0 0 0 205 0 205 225 1335 0 0 1070 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 205 0 205 225 1335 0 0 1070 180
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: 0 0 0 205 0 205 225 1335 0 0 1070 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 205 0 205 225 1335 0 0 1070 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 205 0 205 225 1335 0 0 1070 180

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3659 616

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.14 0.16 0.47 0.00 0.00 0.29 0.29
Crit Volume: 0 205 668 0
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx E
Optimal Cycle: 115 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permi t Prot+Permi t Protected Protected
Rights: Incl ude Incl ude Incl ude Incl ude
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 195 390 40 280 465 185 135 1225 125 60 1265 180
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: 195 390 40 280 465 185 135 1225 125 60 1265 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 195 390 40 280 465 185 135 1225 125 60 1265 180
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: 195 390 40 280 465 185 135 1225 125 60 1265 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 195 390 40 280 465 185 135 1225 125 60 1265 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 195 390 40 280 465 185 135 1225 125 60 1265 180

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.03 0.17 0.15 0.12 0.08 0.38 0.08 0.04 0.40 0.11
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx C
Optimal Cycle: 69 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permi tted Permi tted Protected Protected
Rights: Incl ude Incl ude Incl ude Incl ude
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 15 35 140 270 105 25 10 1525 25 90 1735 215
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: 15 35 140 270 105 25 10 1525 25 90 1735 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 140 270 105 25 10 1525 25 90 1735 215
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: 15 35 140 270 105 25 10 1525 25 90 1735 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 140 270 105 25 10 1525 25 90 1735 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 35 140 270 105 25 10 1525 25 90 1735 215

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.30 0.70 1.00 0.72 0.28 1.00 1.00 2.95 0.05 1.00 2.67 0.33
Final Sat.: 480 1120 1600 1152 448 1600 1600 4723 77 1600 4271 529

Capacity Analysis Module:
Vol/Sat: 0.01 0.03 0.09 0.17 0.23 0.02 0.01 0.32 0.32 0.06 0.41 0.41
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 15 30 15 40 30 150 105 690 15 25 710 450
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: 15 30 15 40 30 150 105 690 15 25 710 450
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 30 15 40 30 150 105 690 15 25 710 450
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: 15 30 15 40 30 150 105 690 15 25 710 450
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 30 15 40 30 150 105 690 15 25 710 450
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 30 15 40 30 150 105 690 15 25 710 450
Ovl Adj Vol: 300

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 1.00 0.50 1.14 0.86 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 800 1600 800 1829 1371 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.09 0.07 0.22 0.01 0.02 0.22 0.28
Ovl Adj V/S: 0.19
Crit Moves: ****

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Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 0 1 0 2 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 95 0 25 5 820 0 0 1030 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 95 0 25 5 820 0 0 1030 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 95 0 25 5 820 0 0 1030 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 95 0 25 5 820 0 0 1030 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 95 0 25 5 820 0 0 1030 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 95 0 25 5 820 0 0 1030 5

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 0.00 0.00 0.79 0.00 0.21 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 903 0 238 1140 2280 0 0 2280 1140

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.11 0.00 0.36 0.00 0.00 0.45 0.00
Crit Volume: 0 120 5 515
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0

Volume Module:
Base Vol: 0 0 0 0 0 430 0 1065 0 0 995 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: 0 0 0 0 0 430 0 1065 0 0 995 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 430 0 1065 0 0 995 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: 0 0 0 0 0 430 0 1065 0 0 995 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 430 0 1065 0 0 995 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
Final Volume: 0 0 0 0 0 430 0 1065 0 0 995 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 1.00 0.00 2.00 1.00 2.00 0.00 1.00 3.00 0.00
Final Sat.: 0 1425 0 1425 0 2850 1425 2850 0 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.15 0.00 0.37 0.00 0.00 0.23 0.00
Crit Volume: 0 215 533 0
Crit Moves: **** **

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0

Volume Module:
Base Vol: 20 0 10 5 0 0 15 920 50 25 670 60
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: 20 0 10 5 0 0 15 920 50 25 670 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 0 10 5 0 0 15 920 50 25 670 60
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: 20 0 10 5 0 0 15 920 50 25 670 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 0 10 5 0 0 15 920 50 25 670 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 20 0 10 5 0 0 15 920 50 25 670 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.90 0.10 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 1425 0 1425 2703 147 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.01 0.00 0.00 0.01 0.34 0.34 0.02 0.24 0.04
Crit Volume: 20 485 25
Crit Moves: **** **

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 0 0 2 0 0 1 0 0 1 0 2 0 1 1 0 0

Volume Module:
Base Vol: 205 20 155 5 5 10 5 565 220 95 1040 15
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: 205 20 155 5 5 10 5 565 220 95 1040 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 205 20 155 5 5 10 5 565 220 95 1040 15
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: 205 20 155 5 5 10 5 565 220 95 1040 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 20 155 5 5 10 5 565 220 95 1040 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 205 20 155 5 5 10 5 565 220 95 1040 15

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.82 0.18 2.00 0.25 0.25 0.50 1.00 2.00 1.00 2.00 1.97 0.03
Final Sat.: 2597 253 2850 356 356 713 1425 2850 1425 2850 2809 41

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.05 0.01 0.01 0.01 0.00 0.20 0.15 0.03 0.37 0.37
Crit Volume: 112 20 5 528
Crit Moves: ****

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Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Henry Ford Avenue Denni Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 0 1 0 1 0 1 0 1 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 405 15 20 870 0 65 0 0 5 0 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 405 15 20 870 0 65 0 0 5 0 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 405 15 20 870 0 65 0 0 5 0 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 405 15 20 870 0 65 0 0 5 0 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 405 15 20 870 0 65 0 0 5 0 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 405 15 20 870 0 65 0 0 5 0 5

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 1.00 0.04 1.96 0.00 1.00 1.00 0.00 0.50 0.00 0.50
Final Sat.: 0 3000 1500 67 2933 0 1500 1500 0 750 0 750

Capacity Analysis Module:
Vol/Sat: 0.00 0.14 0.01 0.30 0.30 0.00 0.04 0.00 0.00 0.01 0.00 0.01
Crit Volume: 0 445 65 10
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Alameda St				PCH Ramp				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R

Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	0	0	2	1	0	1	0	3	0	0	1	0	0	0	1

Volume Module:	Alameda St		PCH Ramp									
Base Vol:	0	1020	135	275	1340	0	0	0	0	155	0	255
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:	0	1020	135	275	1340	0	0	0	0	155	0	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1020	135	275	1340	0	0	0	0	155	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1020	135	275	1340	0	0	0	0	155	0	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1020	135	275	1340	0	0	0	0	155	0	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1020	135	275	1340	0	0	0	0	155	0	255

Saturation Flow Module:	Alameda St		PCH Ramp									
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.00	2.65	0.35	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3775	500	1425	4275	0	0	0	0	1425	0	1425

Capacity Analysis Module:	Alameda St		PCH Ramp									
Vol/Sat:	0.00	0.27	0.27	0.19	0.31	0.00	0.00	0.00	0.00	0.11	0.00	0.18
Crit Volume:	385	275	275	275	275	0	0	0	0	255	0	255
Crit Moves:	****	****	****	****	****					****		****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Street Name:	Alameda St				Sepulveda Blvd Ramp				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R

Control:	Protected		Protected		Split Phase		Split Phase									
Rights:	Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0								
Lanes:	0	0	2	1	0	1	0	3	0	0	0	1	0	0	1	1

Volume Module:	Alameda St		Sepulveda Blvd Ramp									
Base Vol:	0	1250	5	290	1305	0	0	0	0	435	0	170
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:	0	1250	5	290	1305	0	0	0	0	435	0	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1250	5	290	1305	0	0	0	0	435	0	170
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:	0	1250	5	290	1305	0	0	0	0	435	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	5	290	1305	0	0	0	0	435	0	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1250	5	290	1305	0	0	0	0	435	0	170

Saturation Flow Module:	Alameda St		Sepulveda Blvd Ramp									
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.00	2.99	0.01	1.00	3.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00
Final Sat.:	0	4258	17	1425	4275	0	0	1425	0	1425	0	2850

Capacity Analysis Module:	Alameda St		Sepulveda Blvd Ramp									
Vol/Sat:	0.00	0.29	0.29	0.20	0.31	0.00	0.00	0.00	0.00	0.31	0.00	0.06
Crit Volume:	418	290	290	290	290	0	0	435	0	435	0	170
Crit Moves:	****	****	****	****	****			****		****		****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 | 1 0 2 0 0 | 0 0 0 0 0 | 1 0 0 0 1

Volume Module:
Base Vol: 0 640 385 130 1120 0 0 0 0 310 0 210
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: 0 640 385 130 1120 0 0 0 0 310 0 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 640 385 130 1120 0 0 0 0 310 0 210
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: 0 640 385 130 1120 0 0 0 0 310 0 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 640 385 130 1120 0 0 0 0 310 0 210
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 640 385 130 1120 0 0 0 0 310 0 210

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.22 0.27 0.09 0.39 0.00 0.00 0.00 0.00 0.22 0.00 0.15
Crit Volume: 320 560 0 310
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Protected Permitted Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 | 0 0 0 0 0 | 0 0 2 0 1 | 2 0 3 0 0

Volume Module:
Base Vol: 200 0 315 0 0 0 0 0 585 240 175 765 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: 200 0 315 0 0 0 0 0 585 240 175 765 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 200 0 315 0 0 0 0 0 585 240 175 765 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: 200 0 315 0 0 0 0 0 585 240 175 765 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 200 0 315 0 0 0 0 0 585 240 175 765 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
Final Volume: 200 0 315 0 0 0 0 0 585 240 175 765 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.14 0.00 0.22 0.00 0.00 0.00 0.00 0.21 0.17 0.06 0.18 0.00
Crit Volume: 315 0 293 0
Crit Moves: ****

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 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name: I-405 Ramps 223rd St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	2	0	2	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	15	5	5	55	0	185	600	325	5	10	825	15
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:	15	5	5	55	0	185	600	325	5	10	825	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	5	5	55	0	185	600	325	5	10	825	15
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:	15	5	5	55	0	185	600	325	5	10	825	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	5	5	55	0	185	600	325	5	10	825	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	5	5	55	0	185	600	325	5	10	825	15

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.60	0.20	0.20	1.00	0.00	1.00	2.00	2.00	1.00	1.00	2.95	0.05
Final Sat.:	855	285	285	1425	0	1425	2850	2850	1425	1425	4199	76

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.02	0.02	0.04	0.00	0.13	0.21	0.11	0.00	0.01	0.20	0.20
Crit Volume:	15			185	300					280		
Crit Moves:	****			****	****					****		

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Scenario: Scenario Report
2035 Project MD Peak

Command: 2035 Project MD Peak
Volume: 2035 Project MD Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.587	A	xxxxx 0.587	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.543	A	xxxxx 0.543	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A	xxxxx 0.547	A	xxxxx 0.547	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A	xxxxx 0.538	A	xxxxx 0.538	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E	xxxxx 0.997	E	xxxxx 0.997	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.584	A	xxxxx 0.584	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx 0.921	E	xxxxx 0.921	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx 0.712	C	xxxxx 0.712	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.671	B	xxxxx 0.671	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D	xxxxx 0.848	D	xxxxx 0.848	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.385	A	xxxxx 0.385	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D	xxxxx 0.892	D	xxxxx 0.892	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.586	A	xxxxx 0.586	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.549	A	xxxxx 0.549	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.285	A	xxxxx 0.285	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.420	A	xxxxx 0.420	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.353	A	xxxxx 0.353	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.200	A	xxxxx 0.200	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.365	A	xxxxx 0.365	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.547	A	xxxxx 0.547	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.561	A	xxxxx 0.561	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	D	xxxxx 0.881	D	xxxxx 0.881	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.765	C	xxxxx 0.765	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.514	A xxxxx	0.514	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	A xxxxx	0.564	A xxxxx	0.564	+ 0.000 V/C
# 26 ICTF Drive way # 1 / Sepulveda	A xxxxx	0.546	A xxxxx	0.546	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	A xxxxx	0.363	A xxxxx	0.363	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.398	A xxxxx	0.398	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	B xxxxx	0.649	B xxxxx	0.649	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	D xxxxx	0.848	D xxxxx	0.848	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	D xxxxx	0.814	D xxxxx	0.814	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (C xxxxx	0.747	C xxxxx	0.747	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd (WB)				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	1
Volume Module:	-----|-----|-----|-----|-----|								
Base Vol:	5	1020	0	0	250	1075	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1020	0	0	250	1075	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1020	0	0	250	1075	0	0	0
User Adj:	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
PHF Volume:	5	1020	0	0	250	1075	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1020	0	0	250	1075	0	0	0
PCE Adj:	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
Final Volume:	5	1020	0	0	250	1075	0	0	0
Saturation Flow Module:	-----|-----|-----|-----|-----|								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	1600
Capacity Analysis Module:	----- ----- ----- ----- -----								
Vol/Sat:	0.00	0.32	0.00	0.00	0.08	0.37	0.00	0.00	0.00
Crit Moves:	****					****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 280 0 0 1025 350 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 280 0 0 1025 350 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 280 0 0 1025 350 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 280 0 0 1025 350 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 280 0 0 1025 350 0 0 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 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 1.00
Final Volume: 0 0 0 280 0 0 1025 350 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.00 0.36 0.11 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****

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Year 2035 MD Peak - Proposed Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Volume Module:
Base Vol: 0 335 0 0 250 25 0 0 0 0 1095 345
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: 0 335 0 0 250 25 0 0 0 0 1095 345
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 335 0 0 250 25 0 0 0 0 1095 345
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: 0 335 0 0 250 25 0 0 0 0 1095 345
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 335 0 0 250 25 0 0 0 0 1095 345
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 335 0 0 250 25 0 0 0 0 1095 345

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.00 0.00 0.08 0.02 0.00 0.00 0.00 0.00 0.34 0.12
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 250 0 0 335 1125 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 250 0 0 335 1125 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 250 0 0 335 1125 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 250 0 0 335 1125 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 250 0 0 335 1125 0 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
Final Volume: 0 0 0 250 0 0 335 1125 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.00 0.21 0.35 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.997
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:
Base Vol: 1335 0 1695 0 0 0 0 2260 540 0 2070 770
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: 1335 0 1695 0 0 0 0 2260 540 0 2070 770
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1335 0 1695 0 0 0 0 2260 540 0 2070 770
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 1335 0 0 0 0 0 0 2260 540 0 2070 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1335 0 0 0 0 0 0 2260 540 0 2070 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 1335 0 0 0 0 0 0 2260 540 0 2070 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.47 0.00 0.00 0.00 0.00 0.00 0.00 0.53 0.38 0.00 0.48 0.00
Crit Volume: 668 0 753 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 565 415 5 425 0 0 0 0 525 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: 0 565 415 5 425 0 0 0 0 525 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 565 415 5 425 0 0 0 0 525 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: 0 565 415 5 425 0 0 0 0 525 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 565 415 5 425 0 0 0 0 525 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
Final Volume: 0 565 415 5 425 0 0 0 0 525 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.40 0.29 0.00 0.15 0.00 0.00 0.00 0.00 0.18 0.00 0.00
Crit Volume: 565 5 263
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: E

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 135 25 325 200 25 5 10 310 5 325 290 385
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: 135 25 325 200 25 5 10 310 5 325 290 385
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 25 325 200 25 5 10 310 5 325 290 385
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 135 25 325 200 25 5 10 310 0 325 290 385
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 25 325 200 25 5 10 310 0 325 290 385
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 135 25 325 200 25 5 10 310 0 325 290 385

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.67 0.33 0.06 1.94 1.00 0.65 0.58 0.77
Final Sat.: 2880 1600 1600 1600 2667 533 100 3100 1600 1040 928 1232

Capacity Analysis Module:
Vol/Sat: 0.05 0.02 0.20 0.13 0.01 0.01 0.10 0.10 0.00 0.31 0.31 0.31
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	Harbor Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2

Volume Module:	Harbor Ave		Anaheim St	
Base Vol:	235	90	140	45
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	235	90	140	45
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	235	90	140	45
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	235	90	140	45
Reduct Vol:	0	0	0	0
Reduced Vol:	235	90	140	45
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	235	90	140	45

Saturation Flow Module:	Harbor Ave		Anaheim St	
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.58	0.19
Final Sat.:	1600	576	1024	933

Capacity Analysis Module:
Vol/Sat: 0.15 0.16 0.16 0.09 0.15 0.15 0.02 0.28 0.28 0.02 0.27 0.09
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Santa Fe Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	2

Volume Module:	Santa Fe Ave		Anaheim St	
Base Vol:	15	180	35	230
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	15	180	35	230
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	15	180	35	230
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	15	180	35	230
Reduct Vol:	0	0	0	0
Reduced Vol:	15	180	35	230
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	15	180	35	230

Saturation Flow Module:	Santa Fe Ave		Anaheim St	
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00
Final Sat.:	1600	3200	1600	1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.06 0.02 0.14 0.06 0.07 0.03 0.23 0.00 0.01 0.26 0.13
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:
Base Vol: 240 80 20 415 85 115 140 850 345 35 1025 570
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: 240 80 20 415 85 115 140 850 345 35 1025 570
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 240 80 20 415 85 115 140 850 345 35 1025 570
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 240 80 0 415 85 0 140 850 345 35 1025 570
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 240 80 0 415 85 0 140 850 345 35 1025 570
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 240 80 0 415 85 0 140 850 345 35 1025 570

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.13 0.87 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3414 1386 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.15 0.03 0.00 0.26 0.03 0.00 0.09 0.25 0.25 0.02 0.32 0.36
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 25 0 75 80 1305 0 0 1330 50
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: 0 0 0 25 0 75 80 1305 0 0 1330 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 25 0 75 80 1305 0 0 1330 50
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: 0 0 0 25 0 75 80 1305 0 0 1330 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 25 0 75 80 1305 0 0 1330 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 25 0 75 80 1305 0 0 1330 50

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.05 0.06 0.31 0.00 0.00 0.31 0.04
Crit Volume: 0 25 80 443
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 340 420 175 300 500 125 205 975 280 100 1025 285
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: 340 420 175 300 500 125 205 975 280 100 1025 285
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 340 420 175 300 500 125 205 975 280 100 1025 285
User Adj: 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 0.00 1.00 1.00 1.00
PHF Volume: 340 420 175 300 500 125 205 975 0 100 1025 285
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 340 420 175 300 500 125 205 975 0 100 1025 285
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 340 420 175 300 500 125 205 975 0 100 1025 285

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.34 1.66 1.00 1.00 2.40 0.60 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1913 2363 1425 1425 3420 855 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.18 0.18 0.12 0.21 0.15 0.15 0.14 0.34 0.00 0.07 0.36 0.20
Crit Volume: 253 300 205 513
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 170 525 15 115 200 120 875 0 375 965 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 170 525 15 115 200 120 875 0 375 965 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 170 525 15 115 200 120 875 0 375 965 25
User Adj: 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
PHF Volume: 10 170 525 15 115 200 120 875 0 375 965 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 170 525 15 115 200 120 875 0 375 965 25
PCE Adj: 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
Final Volume: 10 170 525 15 115 200 120 875 0 375 965 25

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2778 72

Capacity Analysis Module:
Vol/Sat: 0.01 0.12 0.18 0.01 0.04 0.14 0.08 0.31 0.00 0.13 0.35 0.35
Crit Volume: 10 200 438 188
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 65 845 145 15 575 10 45 0 85 240 0 75
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: 65 845 145 15 575 10 45 0 85 240 0 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 65 845 145 15 575 10 45 0 85 240 0 75
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 65 845 0 15 575 10 45 0 85 240 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 845 0 15 575 10 45 0 85 240 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 65 845 0 15 575 10 45 0 85 240 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
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 2.00 1.00 2.00 1.97 0.03 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2703 47 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.05 0.31 0.00 0.01 0.21 0.21 0.03 0.00 0.06 0.17 0.00 0.00
Crit Volume: 422 8 85 240
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.285
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 5 130 15 10 30 55 330 0 35 365 45
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: 0 5 130 15 10 30 55 330 0 35 365 45
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 130 15 10 30 55 330 0 35 365 45
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: 0 5 130 15 10 30 55 330 0 35 365 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 130 15 10 30 55 330 0 35 365 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 5 130 15 10 30 55 330 0 35 365 45

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.04 0.96 1.00 0.25 0.75 0.29 1.71 0.00 0.16 1.64 0.20
Final Sat.: 1500 56 1444 1500 375 1125 429 2571 0 236 2461 303

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.13 0.13 0.00 0.15 0.15 0.15
Crit Volume: 135 15 55 222
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 60 25 10 5 95 135 230 370 70 10 390 10
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 25 10 5 95 135 230 370 70 10 390 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 25 10 5 95 135 230 370 70 10 390 10
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 25 10 5 95 135 230 370 70 10 390 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 25 10 5 95 135 230 370 70 10 390 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 60 25 10 5 95 135 230 370 70 10 390 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.79 0.21 0.04 0.96 1.00 0.69 1.10 0.21 0.05 1.90 0.05
Final Sat.: 1500 1184 316 64 1436 1500 1030 1657 313 73 2854 73

Capacity Analysis Module:
Vol/Sat: 0.04 0.02 0.03 0.08 0.07 0.09 0.22 0.22 0.22 0.14 0.14 0.14
Crit Volume: 60 135 230 205
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 30 20 155 10 5 20 15 510 5 80 510 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 155 10 5 20 15 510 5 80 510 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 155 10 5 20 15 510 5 80 510 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 155 10 5 20 15 510 5 80 510 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 155 10 5 20 15 510 5 80 510 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 30 20 155 10 5 20 15 510 5 80 510 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.11 0.89 1.00 0.20 0.80 0.06 1.92 0.02 0.26 1.67 0.07
Final Sat.: 1500 171 1329 1500 300 1200 85 2887 28 393 2508 98

Capacity Analysis Module:
Vol/Sat: 0.02 0.12 0.12 0.01 0.02 0.02 0.18 0.18 0.18 0.20 0.20 0.20
Crit Volume: 175 10 265 80
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.200
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 1 1 0 0

Volume Module:
Base Vol: 0 5 15 0 0 0 0 545 5 10 525 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: 0 5 15 0 0 0 0 545 5 10 525 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 15 0 0 0 0 545 5 10 525 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: 0 5 15 0 0 0 0 545 5 10 525 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 0 0 0 0 545 5 10 525 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
Final Volume: 0 5 15 0 0 0 0 545 5 10 525 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.98 0.02 0.04 1.96 0.00
Final Sat.: 0 1500 1500 0 0 0 0 2973 27 56 2944 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.18 0.18 0.18 0.18 0.00
Crit Volume: 15 0 275 10
Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 0 0 0 20 0 175 0 525 0 0 495 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: 0 0 0 20 0 175 0 525 0 0 495 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 175 0 525 0 0 495 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: 0 0 0 20 0 175 0 525 0 0 495 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 175 0 525 0 0 495 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
Final Volume: 0 0 0 20 0 175 0 525 0 0 495 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.21 0.79 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 246 954 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.00 0.22 0.00 0.00 0.21 0.00
Crit Volume: 0 175 263 0
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	1	0	1	1	0	2

Volume Module:
Base Vol: 0 0 0 350 0 575 95 565 0 0 655 375
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: 0 0 0 350 0 575 95 565 0 0 655 375
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 350 0 575 95 565 0 0 655 375
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 350 0 0 95 565 0 0 655 375
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 350 0 0 95 565 0 0 655 375
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 350 0 0 95 565 0 0 655 375

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.06 0.19 0.00 0.00 0.22 0.25
Crit Volume: 0 350 95 375
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	2

Volume Module:
Base Vol: 0 0 0 125 0 235 225 1100 0 0 800 220
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: 0 0 0 125 0 235 225 1100 0 0 800 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 125 0 235 225 1100 0 0 800 220
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: 0 0 0 125 0 235 225 1100 0 0 800 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 125 0 235 225 1100 0 0 800 220
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 125 0 235 225 1100 0 0 800 220

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.35 0.65
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3353 922

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.16 0.16 0.39 0.00 0.00 0.24 0.24
Crit Volume: 0 235 225 340
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Street Name: Santa Fe Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permi t Prot+Permi t Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 150 320 90 210 320 170 175 1450 175 90 1175 215
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: 150 320 90 210 320 170 175 1450 175 90 1175 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 150 320 90 210 320 170 175 1450 175 90 1175 215
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: 150 320 90 210 320 170 175 1450 175 90 1175 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 150 320 90 210 320 170 175 1450 175 90 1175 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 150 320 90 210 320 170 175 1450 175 90 1175 215

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.09 0.10 0.06 0.13 0.10 0.11 0.11 0.45 0.11 0.06 0.37 0.13
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permi tted Permi tted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 30 20 250 185 40 50 20 1775 15 85 1435 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 250 185 40 50 20 1775 15 85 1435 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 250 185 40 50 20 1775 15 85 1435 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 250 185 40 50 20 1775 15 85 1435 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 250 185 40 50 20 1775 15 85 1435 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 30 20 250 185 40 50 20 1775 15 85 1435 170

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.60 0.40 1.00 0.82 0.18 1.00 1.00 2.97 0.03 1.00 2.68 0.32
Final Sat.: 960 640 1600 1316 284 1600 1600 4760 40 1600 4292 508

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.16 0.12 0.14 0.03 0.01 0.37 0.37 0.05 0.33 0.33
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 5 20 5 30 35 80 60 515 10 25 485 555
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 20 5 30 35 80 60 515 10 25 485 555
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 20 5 30 35 80 60 515 10 25 485 555
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 20 5 30 35 80 60 515 10 25 485 555
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 5 30 35 80 60 515 10 25 485 555
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 20 5 30 35 80 60 515 10 25 485 555
Ovl Adj Vol: 475

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 1.34 0.33 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 533 2133 533 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.02 0.02 0.05 0.04 0.16 0.01 0.02 0.15 0.35
Ovl Adj V/S: 0.30
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 2 0 0 1

Volume Module:
Base Vol: 0 0 0 5 0 0 5 670 0 0 1265 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: 0 0 0 5 0 0 5 670 0 0 1265 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 5 0 0 5 670 0 0 1265 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: 0 0 0 5 0 0 5 670 0 0 1265 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 5 0 0 5 670 0 0 1265 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
Final Volume: 0 0 0 5 0 0 5 670 0 0 1265 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 0.00 0.00 1.00 0.00 0.00 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1140 0 0 1140 2280 0 0 2280 1140

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.29 0.00 0.00 0.55 0.00
Crit Volume: 0 5 5 633
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0

Volume Module:
Base Vol: 0 0 0 0 0 525 0 1030 0 0 1125 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: 0 0 0 0 0 525 0 1030 0 0 1125 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 525 0 1030 0 0 1125 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: 0 0 0 0 0 525 0 1030 0 0 1125 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 525 0 1030 0 0 1125 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
Final Volume: 0 0 0 0 0 525 0 1030 0 0 1125 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 1.00 0.00 2.00 1.00 2.00 0.00 1.00 3.00 0.00
Final Sat.: 0 1425 0 1425 0 2850 1425 2850 0 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.18 0.00 0.36 0.00 0.00 0.26 0.00
Crit Volume: 0 263 515 0
Crit Moves: ****

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Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0

Volume Module:
Base Vol: 40 0 20 5 0 0 15 815 35 20 705 65
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: 40 0 20 5 0 0 15 815 35 20 705 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 0 20 5 0 0 15 815 35 20 705 65
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: 40 0 20 5 0 0 15 815 35 20 705 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 0 20 5 0 0 15 815 35 20 705 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 40 0 20 5 0 0 15 815 35 20 705 65

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.92 0.08 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 1425 0 1425 2733 117 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.01 0.00 0.00 0.01 0.30 0.30 0.01 0.25 0.05
Crit Volume: 40 0 425 20
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 0 0 2 0 0 0 1 0 1 0 2 0 1 1 0

Volume Module:
Base Vol: 425 5 150 0 5 5 0 555 85 30 560 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 425 5 150 0 5 5 0 555 85 30 560 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 425 5 150 0 5 5 0 555 85 30 560 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 425 5 150 0 5 5 0 555 85 30 560 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 425 5 150 0 5 5 0 555 85 30 560 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 425 5 150 0 5 5 0 555 85 30 560 5

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.98 0.02 2.00 0.00 0.50 0.50 1.00 2.00 1.00 2.00 1.98 0.02
Final Sat.: 2817 33 2850 0 713 713 1425 2850 1425 2850 2825 25

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.05 0.00 0.01 0.01 0.00 0.19 0.06 0.01 0.20 0.20
Crit Volume: 215 10 278 15
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Henry Ford Avenue Denni Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 0 1 0 1 0 1 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 0 730 15 20 945 0 85 0 0 5 5 20
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: 0 730 15 20 945 0 85 0 0 5 5 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 730 15 20 945 0 85 0 0 5 5 20
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: 0 730 15 20 945 0 85 0 0 5 5 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 730 15 20 945 0 85 0 0 5 5 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 730 15 20 945 0 85 0 0 5 5 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 1.00 0.04 1.96 0.00 1.00 1.00 0.00 0.17 0.17 0.66
Final Sat.: 0 3000 1500 62 2938 0 1500 1500 0 250 250 1000

Capacity Analysis Module:
Vol/Sat: 0.00 0.24 0.01 0.32 0.32 0.00 0.06 0.00 0.00 0.02 0.02 0.02
Crit Volume: 0 483 85 30
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name: Alameda St PCH Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 1070 160 200 1135 0 0 0 0 145 0 315
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: 0 1070 160 200 1135 0 0 0 0 145 0 315
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1070 160 200 1135 0 0 0 0 145 0 315
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1070 160 200 1135 0 0 0 0 145 0 315
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1070 160 200 1135 0 0 0 0 145 0 315
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 1070 160 200 1135 0 0 0 0 145 0 315

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.61 0.39 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 3719 556 1425 4275 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.29 0.29 0.14 0.27 0.00 0.00 0.00 0.00 0.10 0.00 0.22
Crit Volume: 410 200 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Street Name: Alameda St Sepulveda Blvd Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 1! 0 0 1 0 0 1 1

Volume Module:
Base Vol: 0 1595 5 145 1160 0 0 0 0 530 5 225
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: 0 1595 5 145 1160 0 0 0 0 530 5 225
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1595 5 145 1160 0 0 0 0 530 5 225
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: 0 1595 5 145 1160 0 0 0 0 530 5 225
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1595 5 145 1160 0 0 0 0 530 5 225
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 1595 5 145 1160 0 0 0 0 530 5 225

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.99 0.01 1.00 3.00 0.00 0.00 1.00 0.00 1.00 0.04 1.96
Final Sat.: 0 4262 13 1425 4275 0 0 1425 0 1425 62 2788

Capacity Analysis Module:
Vol/Sat: 0.00 0.37 0.37 0.10 0.27 0.00 0.00 0.00 0.00 0.37 0.08 0.08
Crit Volume: 533 145 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.814
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Protected Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	0	585	830	130	865	0	0	0	0	200	0	105
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:	0	585	830	130	865	0	0	0	0	200	0	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	585	830	130	865	0	0	0	0	200	0	105
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 Vol:ume:	0	585	830	130	865	0	0	0	0	200	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	585	830	130	865	0	0	0	0	200	0	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:ume:	0	585	830	130	865	0	0	0	0	200	0	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.58	0.09	0.30	0.00	0.00	0.00	0.00	0.14	0.00	0.07
Crit Vol:ume:		830	130			0				200		0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Ovl			Permitted Include			Protected Include			Protected Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	2	0	0
Volume Module:												
Base Vol:	145	0	815	0	0	0	0	500	250	225	690	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:	145	0	815	0	0	0	0	500	250	225	690	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	0	815	0	0	0	0	500	250	225	690	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 Vol:ume:	145	0	815	0	0	0	0	500	250	225	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	0	815	0	0	0	0	500	250	225	690	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
Final Vol:ume:	145	0	815	0	0	0	0	500	250	225	690	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.57	0.00	0.00	0.00	0.00	0.18	0.18	0.08	0.16	0.00
Crit Vol:ume:			815			0		250		0		0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: I-405 Ramps 223rd St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	2	0	2	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	20	5	5	170	0	110	610	650	10	10	880	30
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:	20	5	5	170	0	110	610	650	10	10	880	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	5	5	170	0	110	610	650	10	10	880	30
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:	20	5	5	170	0	110	610	650	10	10	880	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	5	5	170	0	110	610	650	10	10	880	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	5	5	170	0	110	610	650	10	10	880	30

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	0.66	0.17	0.17	1.00	0.00	1.00	2.00	2.00	1.00	1.00	2.90	0.10
Final Sat.:	950	238	238	1425	0	1425	2850	2850	1425	1425	4134	141

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.02	0.02	0.12	0.00	0.08	0.21	0.23	0.01	0.01	0.21	0.21
Crit Volume:	30			170			305			303		
Crit Moves:	****			****			****			****		

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Scenario: Scenario Report
2035 Project PM Peak

Command: 2035 Project PM Peak
Volume: 2035 Project PM Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 1 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.455	A	xxxxx 0.455	+ 0.000 V/C
# 2 Ocean Blvd (WB) / Terminal Isl	A	xxxxx 0.454	A	xxxxx 0.454	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd (WB)	A	xxxxx 0.433	A	xxxxx 0.433	+ 0.000 V/C
# 4 Pier S Ave / Ocean Blvd (EB)	A	xxxxx 0.454	A	xxxxx 0.454	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E	xxxxx 0.907	E	xxxxx 0.907	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.479	A	xxxxx 0.479	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx 0.622	B	xxxxx 0.622	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.649	B	xxxxx 0.649	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C	xxxxx 0.781	C	xxxxx 0.781	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx 0.795	C	xxxxx 0.795	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.460	A	xxxxx 0.460	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E	xxxxx 0.967	E	xxxxx 0.967	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D	xxxxx 0.846	D	xxxxx 0.846	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.436	A	xxxxx 0.436	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.465	A	xxxxx 0.465	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx 0.668	B	xxxxx 0.668	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.460	A	xxxxx 0.460	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.380	A	xxxxx 0.380	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.458	A	xxxxx 0.458	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D	xxxxx 0.878	D	xxxxx 0.878	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	D	xxxxx 0.816	D	xxxxx 0.816	+ 0.000 V/C
# 22 Pacific Coast Hwy / Santa Fe A	E	xxxxx 0.974	E	xxxxx 0.974	+ 0.000 V/C
# 23 Pacific Coast Hwy / Harbor Ave	E	xxxxx 0.900	E	xxxxx 0.900	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.617	B xxxxx	0.617	+ 0.000 V/C
# 25 Sepulveda Blvd / Intermodal Wa	B xxxxx	0.634	B xxxxx	0.634	+ 0.000 V/C
# 26 ICTF Drive way # 1 / Sepulveda	B xxxxx	0.612	B xxxxx	0.612	+ 0.000 V/C
# 27 Middle Road / Sepulveda Blvd	B xxxxx	0.609	B xxxxx	0.609	+ 0.000 V/C
# 28 Sepulveda Blvd / TI Fwy (SR-10)	B xxxxx	0.619	B xxxxx	0.619	+ 0.000 V/C
# 29 Henry Ford Avenue / Denni (Ala	A xxxxx	0.330	A xxxxx	0.330	+ 0.000 V/C
# 30 Alameda St / PCH Ramp	C xxxxx	0.796	C xxxxx	0.796	+ 0.000 V/C
# 31 Alameda St / Sepulveda Blvd Ra	C xxxxx	0.717	C xxxxx	0.717	+ 0.000 V/C
# 32 Alameda Street / 223rd Ramps (	B xxxxx	0.607	B xxxxx	0.607	+ 0.000 V/C
# 33 Alameda Street / 223rd Ramps (E xxxxx	0.916	E xxxxx	0.916	+ 0.000 V/C
# 34 223rd St / I-405 Ramps	A xxxxx	0.573	A xxxxx	0.573	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd (WB)							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R			
Movement:												
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	0	0	2	0	1			
Volume Module:												
Base Vol:	0	825	0	0	200	675	0	0	0	10	150	220
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:	0	825	0	0	200	675	0	0	0	10	150	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	825	0	0	200	675	0	0	0	10	150	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	825	0	0	200	675	0	0	0	10	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	825	0	0	200	675	0	0	0	10	150	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	825	0	0	200	675	0	0	0	10	150	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.06	0.23	0.00	0.00	0.00	0.01	0.05	0.00
Crit Moves:	****		****		****		****		****		****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Ocean Blvd (WB) / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 215 0 0 825 290 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 215 0 0 825 290 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 215 0 0 825 290 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 215 0 0 825 290 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 215 0 0 825 290 0 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
Final Volume: 0 0 0 0 215 0 0 825 290 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.00 0.29 0.09 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd (WB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (WB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Volume Module:
Base Vol: 0 320 0 0 165 220 0 0 0 0 625 160
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: 0 320 0 0 165 220 0 0 0 0 625 160
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 320 0 0 165 220 0 0 0 0 625 160
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: 0 320 0 0 165 220 0 0 0 0 625 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 320 0 0 165 220 0 0 0 0 625 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 320 0 0 165 220 0 0 0 0 625 160

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.00 0.00 0.05 0.14 0.00 0.00 0.00 0.00 0.20 0.06
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pier S Ave / Ocean Blvd (EB)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd (EB)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 165 0 0 320 950 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 165 0 0 320 950 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 165 0 0 320 950 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 165 0 0 320 950 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 165 0 0 320 950 0 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
Final Volume: 0 0 0 165 0 0 320 950 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.20 0.30 0.00 0.00 0.00 0.00
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Volume Module:
Base Vol: 885 0 2285 0 0 0 0 2550 1275 0 2505 320
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: 885 0 2285 0 0 0 0 2550 1275 0 2505 320
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 885 0 2285 0 0 0 0 2550 1275 0 2505 320
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 885 0 0 0 0 0 0 2550 1275 0 2505 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 885 0 0 0 0 0 0 2550 1275 0 2505 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 885 0 0 0 0 0 0 2550 1275 0 2505 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.31 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.89 0.00 0.59 0.00
Crit Volume: 443 850 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx A
Optimal Cycle: 44 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 545 280 5 285 0 0 0 0 265 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: 0 545 280 5 285 0 0 0 0 265 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 545 280 5 285 0 0 0 0 265 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: 0 545 280 5 285 0 0 0 0 265 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 280 5 285 0 0 0 0 265 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
Final Volume: 0 545 280 5 285 0 0 0 0 265 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.20 0.00 0.10 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 545 5 133
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx B
Optimal Cycle: 56 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 140 15 100 110 15 20 70 210 245 235 325 155
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: 140 15 100 110 15 20 70 210 245 235 325 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 140 15 100 110 15 20 70 210 245 235 325 155
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: 140 15 100 110 15 20 70 210 0 235 325 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 15 100 110 15 20 70 210 0 235 325 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
Final Volume: 140 15 100 110 15 20 70 210 0 235 325 155

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.50 1.50 1.00 0.66 0.91 0.43
Final Sat.: 2880 1600 1600 1600 1600 1600 800 2400 1600 1052 1455 694

Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.06 0.07 0.01 0.01 0.09 0.09 0.00 0.22 0.22 0.22
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx B
Optimal Cycle: 48 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Harbor Ave and Anaheim St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx C
Optimal Cycle: 78 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Santa Fe Ave and Anaheim St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:
Base Vol: 360 135 15 290 160 105 105 1130 490 10 1070 410
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: 360 135 15 290 160 105 105 1130 490 10 1070 410
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 360 135 15 290 160 105 105 1130 490 10 1070 410
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 360 135 0 290 160 0 105 1130 490 10 1070 410
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 360 135 0 290 160 0 105 1130 490 10 1070 410
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 360 135 0 290 160 0 105 1130 490 10 1070 410

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.09 0.91 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3348 1452 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.23 0.04 0.00 0.18 0.05 0.00 0.07 0.34 0.34 0.01 0.33 0.26
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 50 0 155 115 1640 0 0 1470 95
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: 0 0 0 50 0 155 115 1640 0 0 1470 95
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 50 0 155 115 1640 0 0 1470 95
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: 0 0 0 50 0 155 115 1640 0 0 1470 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 50 0 155 115 1640 0 0 1470 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 50 0 155 115 1640 0 0 1470 95

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.11 0.08 0.38 0.00 0.00 0.34 0.07
Crit Volume: 0 50 115 490
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx E
Optimal Cycle: 180 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	2	1	0	2	0	1	0	2

Volume Module:
Base Vol: 455 355 145 270 460 55 135 1495 445 90 1320 265
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: 455 355 145 270 460 55 135 1495 445 90 1320 265
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 455 355 145 270 460 55 135 1495 445 90 1320 265
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: 455 355 145 270 460 55 135 1495 0 90 1320 265
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 455 355 145 270 460 55 135 1495 0 90 1320 265
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 455 355 145 270 460 55 135 1495 0 90 1320 265

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 1.69 1.31 1.00 1.00 2.68 0.32 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2401 1874 1425 1425 3818 457 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.19 0.19 0.10 0.19 0.12 0.12 0.09 0.52 0.00 0.06 0.46 0.19
Crit Volume: 270 270 748 90
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx D
Optimal Cycle: 120 Level Of Service: D

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	2	0	1	1

Volume Module:
Base Vol: 15 260 855 15 370 240 250 1185 15 470 1330 30
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: 15 260 855 15 370 240 250 1185 15 470 1330 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 260 855 15 370 240 250 1185 15 470 1330 30
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: 15 260 855 15 370 240 250 1185 15 470 1330 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 260 855 15 370 240 250 1185 15 470 1330 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 260 855 15 370 240 250 1185 15 470 1330 30

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2787 63

Capacity Analysis Module:
Vol/Sat: 0.01 0.18 0.30 0.01 0.13 0.17 0.18 0.42 0.01 0.16 0.48 0.48
Crit Volume: 260 15 250 680
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 25 855 70 95 425 40 70 0 10 55 0 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 855 70 95 425 40 70 0 10 55 0 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 855 70 95 425 40 70 0 10 55 0 155
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 25 855 0 95 425 40 70 0 10 55 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 855 0 95 425 40 70 0 10 55 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Volume: 25 855 0 95 425 40 70 0 10 55 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
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 2.00 1.00 2.00 1.83 0.17 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2513 237 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.31 0.00 0.03 0.17 0.17 0.05 0.00 0.01 0.04 0.00 0.00
Crit Volume: 428 48 70 55
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 10 0 220 85 0 200 135 485 0 70 340 105
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: 10 0 220 85 0 200 135 485 0 70 340 105
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 220 85 0 200 135 485 0 70 340 105
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: 10 0 220 85 0 200 135 485 0 70 340 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 220 85 0 200 135 485 0 70 340 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 0 220 85 0 200 135 485 0 70 340 105

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.44 1.56 0.00 0.27 1.32 0.41
Final Sat.: 1500 0 1500 1500 0 1500 653 2347 0 408 1981 612

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.15 0.06 0.00 0.13 0.21 0.21 0.00 0.17 0.17 0.17
Crit Volume: 220 85 135 258
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:
Base Vol: 100 75 5 15 105 150 455 565 45 45 530 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 100 75 5 15 105 150 455 565 45 45 530 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 100 75 5 15 105 150 455 565 45 45 530 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 100 75 5 15 105 150 455 565 45 45 530 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 100 75 5 15 105 150 455 565 45 45 530 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 100 75 5 15 105 150 455 565 45 45 530 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.94 0.06 0.11 0.89 1.00 0.85 1.07 0.08 0.15 1.78 0.07
Final Sat.: 1500 1417 83 167 1333 1500 1282 1592 127 227 2672 101

Capacity Analysis Module:
Vol/Sat: 0.07 0.05 0.06 0.09 0.08 0.10 0.36 0.35 0.36 0.20 0.20 0.20
Crit Volume: 100 150 455 297
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:
Base Vol: 70 20 135 10 5 25 15 950 5 40 735 35
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: 70 20 135 10 5 25 15 950 5 40 735 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 70 20 135 10 5 25 15 950 5 40 735 35
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: 70 20 135 10 5 25 15 950 5 40 735 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 20 135 10 5 25 15 950 5 40 735 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 70 20 135 10 5 25 15 950 5 40 735 35

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.13 0.87 1.00 0.17 0.83 0.03 1.96 0.01 0.10 1.81 0.09
Final Sat.: 1500 194 1306 1500 250 1250 46 2938 15 148 2722 130

Capacity Analysis Module:
Vol/Sat: 0.05 0.10 0.10 0.01 0.02 0.02 0.32 0.32 0.32 0.27 0.27 0.27
Crit Volume: 155 10 485 40
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0 1 1 0 0 0

Volume Module:
Base Vol: 70 0 35 0 0 0 0 945 25 15 855 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: 70 0 35 0 0 0 0 945 25 15 855 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 70 0 35 0 0 0 0 945 25 15 855 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: 70 0 35 0 0 0 0 945 25 15 855 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 0 35 0 0 0 0 945 25 15 855 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
Final Volume: 70 0 35 0 0 0 0 945 25 15 855 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.33 0.67 0.00 0.00 0.00 0.00 1.95 0.05 0.03 1.97 0.00
Final Sat.: 1500 500 1000 0 0 0 0 2923 77 52 2948 0

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.04 0.00 0.00 0.00 0.00 0.32 0.32 0.29 0.29 0.00
Crit Volume: 70 0 0 0 0 0 0 485 15 0 0 0
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0 1 0 1 1 0 0

Volume Module:
Base Vol: 0 0 0 100 0 135 0 830 0 0 645 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: 0 0 0 100 0 135 0 830 0 0 645 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 100 0 135 0 830 0 0 645 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: 0 0 0 100 0 135 0 830 0 0 645 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 100 0 135 0 830 0 0 645 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
Final Volume: 0 0 0 100 0 135 0 830 0 0 645 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.85 0.15 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 1021 179 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.11 0.00 0.35 0.00 0.00 0.27 0.00
Crit Volume: 0 0 0 135 415 0 0 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	1	0	1	1	0	2

Volume Module:
Base Vol: 0 0 0 560 0 700 105 695 0 0 1305 550
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: 0 0 0 560 0 700 105 695 0 0 1305 550
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 560 0 700 105 695 0 0 1305 550
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: 0 0 0 560 0 0 105 695 0 0 1305 550
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 560 0 0 105 695 0 0 1305 550
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 560 0 0 105 695 0 0 1305 550

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.37 0.00 0.00 0.07 0.23 0.00 0.00 0.44 0.37
Crit Volume: 0 560 105 653
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.816
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: D

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	2

Volume Module:
Base Vol: 0 0 0 195 0 285 215 1755 0 0 1195 245
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: 0 0 0 195 0 285 215 1755 0 0 1195 245
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 195 0 285 215 1755 0 0 1195 245
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: 0 0 0 195 0 285 215 1755 0 0 1195 245
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 195 0 285 215 1755 0 0 1195 245
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 195 0 285 215 1755 0 0 1195 245

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.49 0.51
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3548 727

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.20 0.15 0.62 0.00 0.00 0.34 0.34
Crit Volume: 0 285 878 0
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 155 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permi t Prot+Permi t Protected Protected
Rights: Incl ude Incl ude Incl ude Incl ude
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 180 470 90 175 355 110 160 1600 150 125 970 170
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: 180 470 90 175 355 110 160 1600 150 125 970 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 180 470 90 175 355 110 160 1600 150 125 970 170
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: 180 470 90 175 355 110 160 1600 150 125 970 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 180 470 90 175 355 110 160 1600 150 125 970 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 180 470 90 175 355 110 160 1600 150 125 970 170

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.11 0.15 0.06 0.11 0.11 0.07 0.10 0.50 0.09 0.08 0.30 0.11
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permi tted Permi tted Protected Protected
Rights: Incl ude Incl ude Incl ude Incl ude
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 25 60 290 290 70 15 15 1965 10 95 1290 275
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 60 290 290 70 15 15 1965 10 95 1290 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 60 290 290 70 15 15 1965 10 95 1290 275
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 60 290 290 70 15 15 1965 10 95 1290 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 60 290 290 70 15 15 1965 10 95 1290 275
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 25 60 290 290 70 15 15 1965 10 95 1290 275

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.29 0.71 1.00 0.81 0.19 1.00 1.00 2.98 0.02 1.00 2.47 0.53
Final Sat.: 471 1129 1600 1289 311 1600 1600 4776 24 1600 3957 843

Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.18 0.18 0.23 0.01 0.01 0.41 0.41 0.06 0.33 0.33
Crit Moves: ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 5 20 20 35 25 180 175 1175 0 5 665 420
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 20 20 35 25 180 175 1175 0 5 665 420
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 20 20 35 25 180 175 1175 0 5 665 420
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 20 20 35 25 180 175 1175 0 5 665 420
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 20 35 25 180 175 1175 0 5 665 420
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 20 20 35 25 180 175 1175 0 5 665 420
Ovl Adj Vol: 240

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.22 0.89 0.89 1.17 0.83 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 356 1422 1422 1867 1333 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.02 0.02 0.11 0.11 0.37 0.00 0.00 0.21 0.26
Ovl Adj V/S: 0.15
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Intermodal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 0 1 0 2 0 0 0 0 0 2 0 1

Volume Module:
Base Vol: 0 0 0 10 0 15 10 1395 0 0 0 910 15
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: 0 0 0 10 0 15 10 1395 0 0 0 910 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 15 10 1395 0 0 0 910 15
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: 0 0 0 10 0 15 10 1395 0 0 0 910 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 15 10 1395 0 0 0 910 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 10 0 15 10 1395 0 0 0 910 15

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 0.00 0.00 0.40 0.00 0.60 1.00 2.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 456 0 684 1140 2280 0 0 2280 1140

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.02 0.01 0.61 0.00 0.00 0.40 0.01
Crit Volume: 0 25 698 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 1 1 0 1 0

Volume Module:
Base Vol: 0 0 0 0 0 280 0 1465 0 0 815 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: 0 0 0 0 0 280 0 1465 0 0 815 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 280 0 1465 0 0 815 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: 0 0 0 0 0 280 0 1465 0 0 815 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 280 0 1465 0 0 815 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
Final Volume: 0 0 0 0 0 280 0 1465 0 0 815 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 1.00 0.00 2.00 1.00 2.00 0.00 1.00 3.00 0.00
Final Sat.: 0 1425 0 1425 0 2850 1425 2850 0 1425 4275 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.10 0.00 0.51 0.00 0.00 0.19 0.00
Crit Volume: 0 140 733 0
Crit Moves: **** **

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Middle Road / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0

Volume Module:
Base Vol: 60 0 25 5 0 5 0 1510 45 25 705 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 0 25 5 0 5 0 1510 45 25 705 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 0 25 5 0 5 0 1510 45 25 705 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 0 25 5 0 5 0 1510 45 25 705 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 0 25 5 0 5 0 1510 45 25 705 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
Final Volume: 60 0 25 5 0 5 0 1510 45 25 705 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.94 0.06 1.00 2.00 1.00
Final Sat.: 1425 0 1425 1425 0 1425 1425 2768 82 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.02 0.00 0.00 0.00 0.55 0.55 0.02 0.25 0.00
Crit Volume: 60 5 778 25
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Sepulveda Blvd / TI Fwy (SR-103)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 0 0 2 0 0 1 0 0 1 0 2 0 1 1 0 0

Volume Module:
Base Vol: 305 0 395 5 10 5 5 1225 295 195 685 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 305 0 395 5 10 5 5 1225 295 195 685 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 305 0 395 5 10 5 5 1225 295 195 685 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 305 0 395 5 10 5 5 1225 295 195 685 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 305 0 395 5 10 5 5 1225 295 195 685 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 305 0 395 5 10 5 5 1225 295 195 685 5

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 2.00 0.25 0.50 0.25 1.00 2.00 1.00 2.00 1.99 0.01
Final Sat.: 2850 0 2850 356 713 356 1425 2850 1425 2850 2829 21

Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.14 0.01 0.01 0.01 0.00 0.43 0.21 0.07 0.24 0.24
Crit Volume: 153 20 613 98
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Henry Ford Avenue / Denni (Alameda) Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name: Henry Ford Avenue Denni Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 0 1 0 1 0 1 0 1 0 0 0 1 0 0 0

Volume Module:
Base Vol: 0 750 30 5 750 0 60 5 10 40 5 10
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: 0 750 30 5 750 0 60 5 10 40 5 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 750 30 5 750 0 60 5 10 40 5 10
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: 0 750 30 5 750 0 60 5 10 40 5 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 750 30 5 750 0 60 5 10 40 5 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 750 30 5 750 0 60 5 10 40 5 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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: 0.00 2.00 1.00 0.01 1.99 0.00 1.00 0.33 0.67 0.73 0.09 0.18
Final Sat.: 0 3000 1500 20 2980 0 1500 500 1000 1091 136 273

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.02 0.25 0.25 0.00 0.04 0.01 0.01 0.04 0.04 0.04
Crit Volume: 375 5 60 55
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Alameda St / PCH Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Street Name: Alameda St PCH Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 1170 195 275 1155 0 0 0 0 110 0 405
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: 0 1170 195 275 1155 0 0 0 0 110 0 405
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1170 195 275 1155 0 0 0 0 110 0 405
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1170 195 275 1155 0 0 0 0 110 0 405
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1170 195 275 1155 0 0 0 0 110 0 405
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 1170 195 275 1155 0 0 0 0 110 0 405

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.57 0.43 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 3664 611 1425 4275 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.32 0.32 0.19 0.27 0.00 0.00 0.00 0.00 0.08 0.00 0.28
Crit Volume: 455 275 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 Alameda St / Sepulveda Blvd Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Street Name: Alameda St Sepulveda Blvd Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 1 0 0 1 1

Volume Module:
Base Vol: 0 1560 5 210 1230 0 0 0 0 290 0 315
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: 0 1560 5 210 1230 0 0 0 0 290 0 315
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1560 5 210 1230 0 0 0 0 290 0 315
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: 0 1560 5 210 1230 0 0 0 0 290 0 315
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1560 5 210 1230 0 0 0 0 290 0 315
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 1560 5 210 1230 0 0 0 0 290 0 315

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.99 0.01 1.00 3.00 0.00 0.00 1.00 0.00 1.00 0.00 2.00
Final Sat.: 0 4261 14 1425 4275 0 0 1425 0 1425 0 2850

Capacity Analysis Module:
Vol/Sat: 0.00 0.37 0.37 0.15 0.29 0.00 0.00 0.00 0.00 0.20 0.00 0.11
Crit Volume: 522 210 0
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Alameda Street / 223rd Ramps (on Alameda)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 | 1 0 2 0 0 | 0 0 0 0 0 | 1 0 0 0 1

Volume Module:
Base Vol: 0 1020 505 195 1055 0 0 0 0 160 0 160
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: 0 1020 505 195 1055 0 0 0 0 160 0 160
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1020 505 195 1055 0 0 0 0 160 0 160
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: 0 1020 505 195 1055 0 0 0 0 160 0 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1020 505 195 1055 0 0 0 0 160 0 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 1020 505 195 1055 0 0 0 0 160 0 160

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.36 0.35 0.14 0.37 0.00 0.00 0.00 0.00 0.11 0.00 0.11
Crit Volume: 510 195 160
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Alameda Street / 223rd Ramps (on 223rd)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R | L - T - R | L - T - R | L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 | 0 0 0 0 0 | 0 0 2 0 1 | 2 0 3 0 0

Volume Module:
Base Vol: 160 0 540 0 0 0 0 1530 215 110 580 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: 160 0 540 0 0 0 0 1530 215 110 580 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 0 540 0 0 0 0 1530 215 110 580 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: 160 0 540 0 0 0 0 1530 215 110 580 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 0 540 0 0 0 0 1530 215 110 580 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
Final Volume: 160 0 540 0 0 0 0 1530 215 110 580 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 2.00 3.00 0.00
Final Sat.: 1425 0 1425 0 0 0 0 2850 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.38 0.00 0.00 0.00 0.00 0.54 0.15 0.04 0.14 0.00
Crit Volume: 540 0 765 0
Crit Moves: ****

Port of Los Angeles
 Master Plan Update
 Year 2035 PM Peak - Proposed Project

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #34 223rd St / I-405 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name: I-405 Ramps 223rd St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	2	0	2	1	0	2

Volume Module:	I-405 Ramps			I-405 Ramps			223rd St			223rd St		
Base Vol:	5	0	0	100	0	80	1015	1020	5	0	590	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	100	0	80	1015	1020	5	0	590	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	100	0	80	1015	1020	5	0	590	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	100	0	80	1015	1020	5	0	590	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	100	0	80	1015	1020	5	0	590	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	0	100	0	80	1015	1020	5	0	590	35

Saturation Flow Module:	I-405 Ramps			I-405 Ramps			223rd St			223rd St		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	2.00	2.00	1.00	1.00	2.83	0.17
Final Sat.:	1425	0	0	1425	0	1425	2850	2850	1425	1425	4036	239

Capacity Analysis Module:	I-405 Ramps			I-405 Ramps			223rd St			223rd St		
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.36	0.36	0.00	0.00	0.15	0.15
Crit Volume:	0	0	0	100	0	80	508	508	0	0	208	208
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Appendix F-3

Grade Crossing Analysis

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Documentation of Grade Crossing Impact Assessment for Henry Ford Avenue for the Port Master Plan Update, 2011 and 2035

1.0 Introduction

This report documents the methodology and results of the Henry Ford Avenue grade crossing impact assessment for Port Master Plan Update (PMPU). Cambridge Systematics, Inc. has developed spreadsheets to compute impacts of trains on vehicular delays at grade crossings in at Henry Ford Avenue for the 2011 Base Year and 2035.

2.0 Study Area

The study area for the analysis is shown in Figure 1. Henry Ford Avenue is a north-south six-lane roadway extending from Anaheim Street on the north to the Dominguez Channel on the south. The railroad crossing is a single east-west track that provides access to the West Basin of the Port of Los Angeles.

Figure 1. Grade Crossing at Henry Ford Avenue (North of Dominguez Channel)



Source: Bing Maps

3.0 Estimating Railroad Traffic Volumes

As described in more detail below, grade crossing delays are based on the frequency, length and speed of trains, and the amount of highway traffic per lane crossing the tracks. As will be documented fully later, vehicular delay at grade crossings is a function of the square of the gate down time; thus, it is critical that parameters that affect gate down time be estimated as accurately as possible. Trains of different length and speed will produce different gate down time estimates.

Estimates of train volumes at the Henry Ford Avenue crossing were made for three scenarios:

- 2011 Baseline
- 2011 Baseline Plus Project
- 2035 Cumulative

Baseline Train Volumes

The trains that cross Henry Ford Avenue at the study location include double stack container trains, plus a variety of switchers and other Pacific Harbor Line (PHL) trains. PHL provided a detailed data base of all train movements at this crossing for a four-week period from July 23, 2012 through August 17, 2012. PHL was not able to identify the lengths of the trains. However, through a discussion with Mike Stolzman, President of PHL, CS was able to develop a set of assumptions about the number of trains by length. Mr. Stolzman agreed that the assumptions were reasonable. The resulting baseline train volumes by length are shown in Table 1.

Table 1. Baseline Train Volumes at Henry Ford Avenue Crossing

Train Length (feet)	Double Stack		Switchers	Other					Total
	10,000	8,000	1,000	5,000	4,000	3,000	2,000	1,000	
Percentage by Category	33%	67%	100%	20%	20%	20%	20%	20%	
4 Week Total (7/23/12 through 8/17/12)	4.6	9.4	33.0	16.4	16.4	16.4	16.4	16.4	129.0
Average Weekday	0.2	0.5	1.7	0.8	0.8	0.8	0.8	0.8	6.4
Adjusted per day per PHL*	0.4	0.8	1.7	0.8	0.8	0.8	0.8	0.8	6.9
Adjusted per day for 2011 Base Year**	0.4	0.8	1.6	0.8	0.8	0.8	0.8	0.8	6.6

* assumes 1 BNSF double stack train per day, and 1 UP double stack train per week (0.2 per day).

** adjusted by multiplying 2012 train volumes by ratio of total POLA TEUs in July 2011 to total POLA TEUs in July 2012.

During the four-week period in July and August 2012, there were a total of 129 train crossings of Henry Ford Avenue. This included 14 double-stack trains, 33 switchers, and 82 other trains. As confirmed by Mr. Stolzman, double-stack trains are typically 8,000 or 10,000 feet long, switchers are approximately 1,000 feet long, and other trains vary in length from 1,000 feet to 5,000 feet in length. It was assumed that two-thirds of the double-stack trains are 8,000 feet in length, and one-third are 10,000 feet in length. It was assumed that the “other” trains were evenly split among 1,000, 2,000, 3,000, 4,000, and 5,000-foot trains. Mr. Stolzman confirmed that these were reasonable assumptions.

For the four-week period in July and August 2012, there were an average of 0.7 double stack trains; however, Mr. Stolzman said that PHL averages about one BNSF double stack train per weekday and one UP double stack train per week at the Henry Ford crossing. To be conservative, these somewhat higher assumptions were used in the Baseline evaluation; i.e., a total of 1.2 double-stack trains per day (1 BNSF and 0.2 UP trains per day).

Over the four-week period in July and August 2012, the distribution of trains by time period of day is as shown in Table 2 below.

Table 2. Distribution of Train Volumes at Henry Ford Avenue Crossing by Time Period of Day, July 23 to August 17, 2012

Time Period	Trains Frequency	Time Period Percent of Total
A.M. (6 am – 9 am)	12	9.3%
Mid-Day (9 am – 3 pm)	35	27.1%
P.M. (3 pm – 7 pm)	14	10.9%
Night (7 pm – 6 am)	68	52.7%
Total	129	100.0%

“Train Builder”

Cambridge Systematics has developed an intermodal train-trip generation spreadsheet model called **“Train Builder”**. The model estimates intermodal train volumes by major market segment (marine stack, domestic stack, and pure domestic) for individual rail yards.

Train Builder was used to estimate 2011 baseline double-stack train volumes at the West Basin Container Terminal (WBCT), using QuickTrip inputs (percent on-dock rail) for that terminal. The result was 1.17 trains per day, which is very close to PHL’s estimate of 1.2 trains per day.

The parameters in Train Builder for estimating intermodal rail volumes and train lengths include:

- Annual TEUs handled by individual rail yards.

- Monthly peaking factor, days per month, daily peaking factor (used to convert annual volumes into daily volumes.)
- Average rail car length (depends on the mix of cars of varying lengths that make up the trains).
- Locomotive length.
- Number of locomotives per train for different train lengths.
- Number of rail cars per train for different train lengths.
- Distribution of trains by length (percentage of trains that are 6,000 feet, 8,000 feet, 10,000 feet, and 12,000 feet long, including locomotives).
- Number of TEUs per train.
- Slot utilization

The slot utilization is the percentage of rail car capacity that is actually used by containers. For example, a 265-foot long, five-well rail car can carry ten 40-foot double-stacked marine containers. If only nine containers are loaded onto the car, then the slot utilization is 90%. For the same number of containers, a lower slot utilization implies a longer train. CS consistently assumed a slot utilization of 90 percent in this analysis.

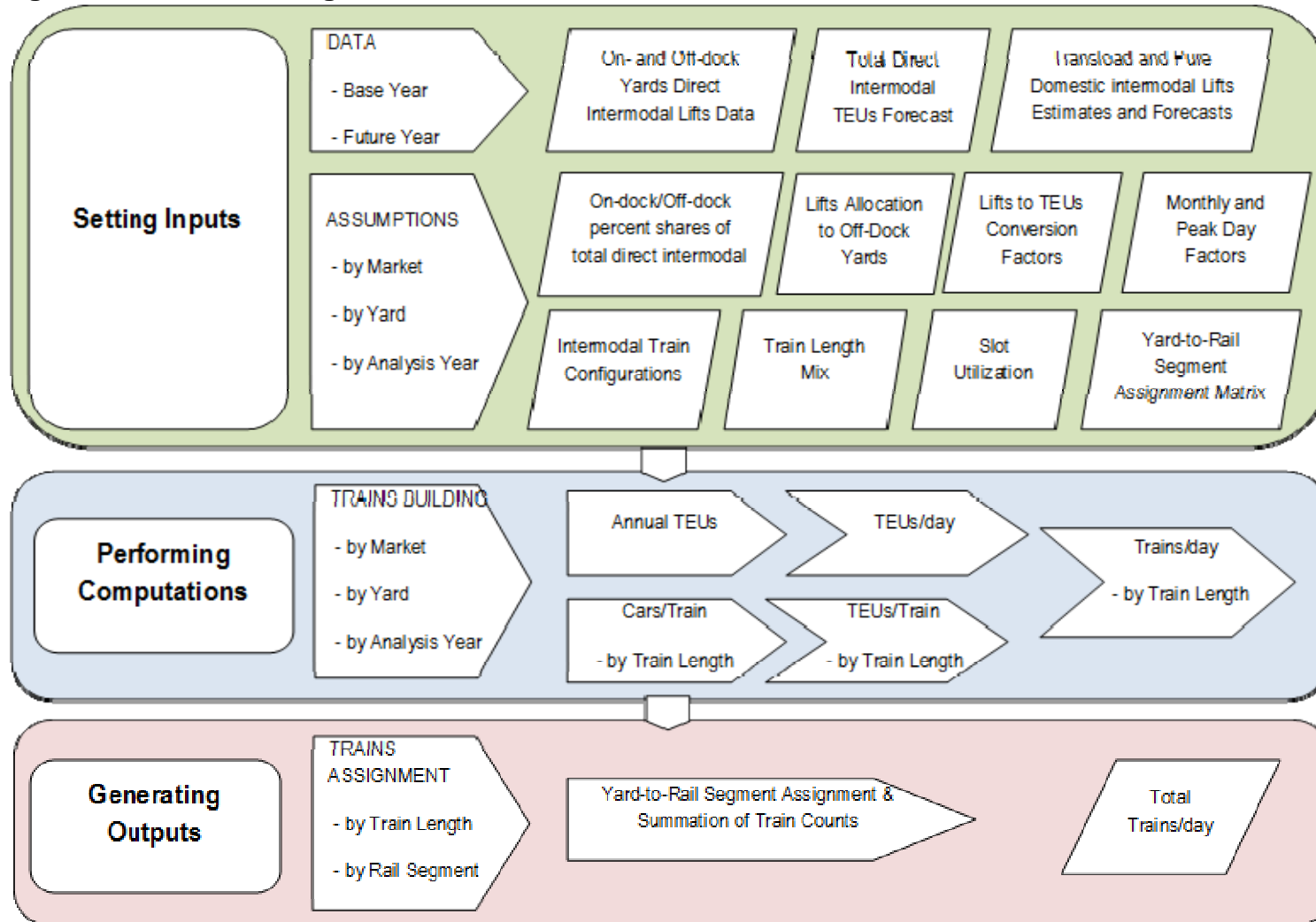
Table 3 is a “Train Builder” calculation for the WBCT in 2035 (with demand of 531,562 TEUs). This yard is assumed to handle marine stack trains only. Note that in this calculation it was assumed that in 2035 33% of the trains would be 10,000 feet long and that 67% would be 8,000 feet long. This yields a total of 3.0 trains per day in 2035 (1.0 10,000-foot trains and 2.0 8,000 foot trains). The average rail car length of 278 feet was based on an assumed mix of 67% 265-foot long five-well cars, and 33% 305-foot five-well cars.

Table 3. Sample Calculation of Daily Train Volumes at WBCT, 2035

Service Type	TEUs per Year	Monthly Peaking Factor	Days per Month	Peak Day Factor	TEUs per peak day	Avg. Car length	Locomotive length
Marine Stack	531,562	1.091	30.4	1.0	1,589	278	72
Locomotives per Train				Marine Cars per Train			
12K Train	10K Train	8K Train	6K Train	12K Train	10K Train	8K Train	6K Train
6	5	4	4	41	34	27	20
Slot Utilization	TEUs per Train						
	12K Train	10K Train	8K Train	6K Train			
0.9	738	612	486	360			
Distribution by Length				Number of Trains Per Day			
12K share	10K share	8K share	6K share	12K Train	10K Train	8K Train	6K Train
0%	33%	67%	0%	0.0	1.0	2.0	0.0

A flow chart depicting the “Train Builder” spreadsheet is shown in Figure 2.

Figure 2. Schematic Diagram for “Train Builder”



2035 Train Volumes

Train Builder was used to estimate 2035 intermodal train volumes for both WBCT and the TraPac Terminal. An on-dock yard at TraPac is currently under construction. It was not in operation in 2011 Baseline year but is assumed to be operating in the 2035 Cumulative scenario. Using QuickTrip inputs for these terminals (percent on-dock rail), the results for 2035 show a total of 1.7 10,000-foot double stack trains and 3.3 8,000-foot double stack trains (see Table 4). It was assumed that two-thirds of the trains would be 8,000 feet long, and one-third would be 10,000 feet long.

Table 4. 2035 Train Volumes at Henry Ford Avenue

Train Length (ft.)	Double Stack		Switchers	Other					Total
	10,000	8,000	1,000	5,000	4,000	3,000	2,000	1,000	
Percentage by Category	33%	67%	100%	20%	20%	20%	20%	20%	
WBCT	1.0	2.0	4.1	2.1	2.1	2.1	2.1	2.1	17.6
TraPac	0.7	1.3	2.7	1.3	1.3	1.3	1.3	1.3	11.2
2035 Cumulative per Day Total	1.7	3.3	6.8	3.4	3.4	3.4	3.4	3.4	28.8

It was assumed that the volume of switchers and “other” trains is linearly related to the number of double-stack trains. In general the switch movements support intermodal operations of the on-dock yards. The ratio of the number of switchers to the number of double-stack trains was 1.38 using the PHL data set for the four weeks (7/23/12 to 8/17/12). The ratio of the number of “other” trains to double-stack trains was 3.42 for the four weeks. It was assumed that these ratios apply to the 2035 case also.

3.0 Grade Crossing Impact Analysis

Cambridge Systematics, Inc. has developed a spreadsheet model for estimating vehicular delays at highway-railroad grade crossings. For any particular train crossing event, vehicular delay is a function of the square of the gate down time. For individual streets crossing the rail line, the model predicts gate down times, vehicle hours of delay per day, and average peak hour delay per vehicle. The model can be used to test the incremental impact of new projects that generate additional train traffic. Specific “thresholds of significant impact” can be coded into the model for use in completing environmental impact documents.

Major inputs to the model include Average Daily Traffic (ADT) crossing the tracks, number of traffic lanes, train speed, queue departure rate in vehicles per minute¹, peak hour factor, and

¹ Queue departure rate and queue length depend on the assumed % of trucks in the queue.

number of trains by type and length. Train speeds were taken from published railroad time tables.

A sample page for a specific street and rail line (3-hour AM peak period, intermodal trains only) is shown in Table 5 (key to names of variables are also shown).

Table 5. Sample Page from Grade Crossing Delay Model

ADT	No. Lanes	Train Speed	Land Use	Dep. Rate
18,820	2	50	Commercial	25
Train Length	12,000	10,000	8,000	6,000
Type	Intermodal	Intermodal	Intermodal	Intermodal
Code	IM-12k	IM-10k	IM-8k	IM-6k
Hr. Factor	0.068	0.068	0.068	0.068
Trains/day	6.5	20.2	51.6	0.0
Trains/per.	0.82	2.53	6.46	0.00
A	10.8	10.8	10.8	10.8
G	3.3	2.9	2.4	2.0
V	3.5	2.6	1.9	1.2
Q	757	654	551	449
H	127	110	92	75
Total A	3877	3877	3877	3877
Total G	2.7	7.3	15.7	0.0
Total V	2.9	6.7	12.1	0.0
Total Vadj	3.2	7.4	13.5	0.0
Total H	103	277	596	0
% V	3%	7%	15%	0%
% G	2%	4%	9%	0%
ADV-M	0.04	0.10	0.19	0.00
ADV-S	2.7	6.2	11.2	0.0
ADV-Madj	0.05	0.12	0.21	0.00
ADV-Sadj	3.0	6.9	12.5	0.0
A=ARRIVAL RATE IN VEHICLES/MINUTE/LANE				
G=GATE DOWN TIME IN MINUTES PER TRAIN				
V=VEHICLE HOURS OF DELAY PER TRAIN				
Q=QUEUE LENGTH IN FEET				
H= NO. OF VEHICLES DELAYED PER TRAIN				
TOTAL A=NO. VEHICLE ARRIVALS PER PERIOD				
TOTAL G=TOTAL GATE DOWN TIME ALL TRAINS PER PERIOD				
TOTAL V=TOTAL VEH. HRS DELAY FROM ALL TRAINS PER PERIOD				

TOTAL H=TOTAL NO. VEHICLES DELAYED PER PERIOD %V=PERCENTAGE OF VEHICLES THAT ARE DELAYED %G=PERCENTAGE OF TIME CROSSING IS BLOCKED ADV-M=AVG DELAY PER VEHICLE COUNTING ALL VEHICLES (MIN) ADV-S=AVG DELAY PER VEHICLE COUNTING ALL VEHICLES (SEC) ADV-Madj=ADJUSTED AVERAGE DELAY PER VEHICLE COUNTING ALL VEHICLES (MIN) ADV-Sadj= ADJUSTED AVERAGE DELAY PER VEHICLE COUNTING ALL VEHICLES (SEC)

For the Henry Ford Avenue crossing, traffic delay impacts were analyzed in terms of:

- total vehicle hours of delay per day, and
- average vehicle delay in the PM peak hour.

Total vehicle hours of delay per day is the sum of all vehicle delays from all trains over a 24-hour period.

Average vehicle delay is calculated by dividing the total vehicle delay caused by trains passing a crossing during the PM peak commute hour by the number of vehicles passing the at-grade crossing in that hour.

Using average vehicle delay is a universally-accepted approach for evaluating vehicle delay at signalized intersections consistent with methodologies contained in the *Highway Capacity Manual* (HCM). At-grade crossings operate similarly to traditional signalized intersections where some vehicles experience no delay (during a green phase or when the gate is up) and others are stopped for a certain period of time (during a red phase or when a train is crossing).

Per the HCM, Level of Service (LOS) E includes delays ranging from 55 to 80 seconds. LOS F includes delays that are over 80 seconds per vehicle.

The methodology for computing vehicular delay is based on Figure 3, which shows total vehicle arrivals and departures for an isolated grade crossing blockage. The yellow line represents vehicles arriving at an at-grade crossing, beginning at the time when the gates go down (point "O" in the figure).

Total gate down time is depicted as " T_G ". The green line represents the vehicles departing the queue after the gate is lifted starting at time = T_G (point "A" in the figure). The queues are fully dissipated at time = t^* (point "B" in the figure). The total vehicle delay is represented by the area of triangle OAB bounded by the yellow line, the green line, and the "X" axis. The length of line $S = (t_2 - t_1)$ represents the amount delay experienced by the nth vehicle. Calculating the value of this line for each vehicle arriving at the crossing and then adding those values up is equivalent to computing the area of triangle OAB.

This calculation is performed for each train arriving at the crossing over the course of a day. Delay will vary by time of day, because there is more highway traffic during peak hours. Many of the vehicles arriving at the crossing will not be delayed by a train, but they are included in

the calculation of average delay. This is the same way that average delay is computed for signalized intersections.

The equation for total vehicle delay for an isolated blockage, V , is:

$$V = \left(\frac{1}{2}\right) \frac{qT_G^2}{(1 - q/d)}$$

Where:

T_G = gate down time,

q = vehicle arrival rate, and

d = vehicle departure rate.

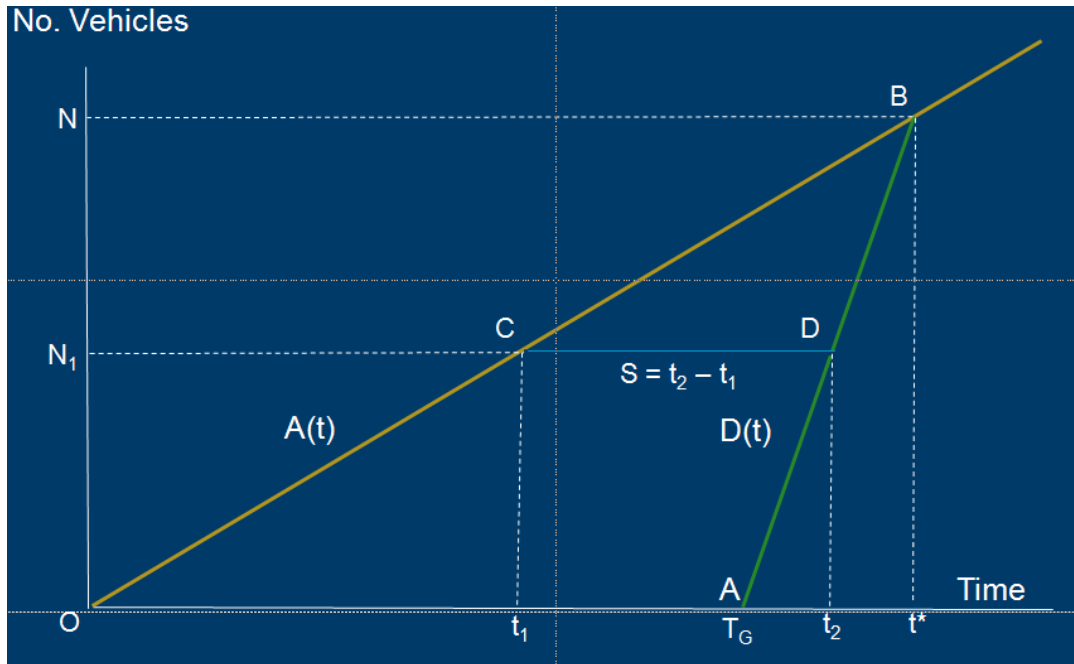
Note that delay is a function of the square of the gate down time. The mathematical derivation of the equation is shown in Appendix A.

The calculation of hourly average vehicle delay accounts for the following:

- Total vehicles arriving at the crossing in a one-hour period, whether the vehicles are delayed by a train or not.
- Total delay experienced by all vehicles in that hour.
- All trains passing through the crossing in that hour.

The equation above relates to the effects of an isolated blockage; i.e., it is assumed that the vehicle queues are completely dissipated before the next train arrives at the crossing. However, where the rail corridor has more than one track, it is possible that a second train traveling in the opposite direction could arrive at the crossing before the queues from the first train have fully dissipated. Cambridge Systematics has developed statistical procedures for adjusting for these effects; however, in the case of Henry Ford Avenue which has only one track, these adjustments are not relevant.

Figure 3. Total Arrivals and Departures for an Isolated Blockage.



Source: Graphic and mathematical derivation adapted from Dr. Robert C. Leachman, San Pedro Bay Access Study: Phase 2: Railroad Access, 1984, Appendix G, Figure G-1, prepared for Southern California Association of Governments (SCAG). Original equations for computing vehicle hours of delay are from James Powell, "Effects of Rail-Highway Grade Crossings on Highway Users". Presentation to the Transportation Research Board, January 19, 1982, p. 12.

Highway traffic volumes are an important input to the grade crossing delay calculation. Year 2011 and 2035 highway traffic volumes were developed by Iteris. The traffic volumes for the three scenarios are shown in Table 6.

Table 6. Average Daily Traffic (ADT) at Henry Ford Avenue, 2011 and 2035.

Period	Time of Day	2011 Baseline	2011 Baseline Plus Project	2035 Cumulative
AM Peak (3 hours)	6 AM – 9 AM	1,302	1,539	3,379
Midday(6 hours)	9 AM – 3 PM	3,264	4,016	6,018
PM Peak(4 hours)	3 PM – 7 PM	3,291	3,540	5,271
Night (11 hours)	7 PM – 6 AM	6,793	7,029	8,590
Total		14,650	16,124	23,258

For 2011 baseline, freight train volumes were assumed to be distributed as per the distribution seen in Table 2. For 2011 Baseline Plus Project and 2035 Cumulative cases, freight train volumes were assumed to be uniformly distributed over 24 hours and assigned to four different time periods of the day, as shown in Table 7. For example, the A.M. peak period consists of 3 hours,

or 12.5 percent of a 24-hour day. 12.5 percent of the daily estimated freight trains were assigned to the A.M. peak period.

Table 7. Time Periods of the Day.

	Time of Day	No. of Hours	% of 24 Hours (uniform distribution)
A.M. Peak Period	6:00 A.M. to 9:00 A.M.	3	12.5%
Midday	9:00 A.M. to 3:00 P.M.	6	25.0%
P.M. Peak Period	3:00 P.M. to 7:00 P.M.	4	16.7%
Night	7:00 P.M. to 6:00 A.M.	7	45.8%
Total Daily		24	100.0%

The resulting estimated delays for the Henry Ford Avenue grade crossing for the three scenarios are shown in Table 8.

Table 8. Estimated Vehicular Delays at Henry Ford Avenue Grade Crossing

	<i>2011 Baseline</i>	<i>2011 Baseline Plus Program</i>	<i>2035 Cumulative</i>
Vehicle Hours of Delay per Day	20.2	60.5	156.2
Average Delay per Vehicle in AM Peak Hour (seconds)	3.7	13.0	26.4
Level of Service AM Peak Hour	A	B	C
Average Delay per Vehicle in Midday Peak Hour (seconds)	5.4	13.9	27.1
Level of Service Midday Peak Hour	A	B	C
Average Delay per Vehicle in PM Peak Hour (seconds)	3.4	14.2	28.5
Level of Service PM Peak Hour	A	B	C
LOS E (55 - 80 seconds of	Significant if >2	Significant if >2	Significant if >2

average delay per vehicle)	seconds	seconds	
LOS F (over 80 seconds of average delay per vehicle)	Significant if >1 second	Significant if >1 second	Significant if >1 second
Significant?	No	No	No

The Port of Los Angeles is using the evaluation criteria shown in Table 9 to evaluate the vehicle delay impacts at grade crossings in the peak hour. If the LOS at the crossing is A - D, then the impact is considered insignificant. If with the Project the crossing is at LOS E (55 - 80 seconds of average vehicle delay), and the change in delay is 2 seconds or more, then the impact is considered significant. If the crossing is at LOS F (over 80 seconds of average vehicle delay), and the change in average delay is 1 second or more, then the impact is considered significant.

Table 9. Threshold of Significance

Level of Service (LOS) with Project	Change in Average Delay per Vehicle in the Peak Hour
A - D (under 55 seconds of average delay per vehicle)	Insignificant
E (55 - 80 seconds of average delay per vehicle)	Significant if >2 seconds
F (over 80 seconds of average delay per vehicle)	Significant if >1 second

LOS is measured using peak hour average vehicle delay (PHAVD), using the following methodology:

PHAVD is based on the train and vehicular volumes and calculated using the following data:

- Peak hour vehicle arrival and departure rates (vehicles per minute per lane)
 - Gate down time (function of speed and length of train, width of intersection, clearance distance, lead and lag times of gate operation)
- Total number of vehicles arriving per period.

As shown in Table 8, the values 14.6 seconds for 2011 baseline plus project and 26.1 seconds for 2035 cumulative case are both less than 55 seconds, that is a LOS of A-D, and therefore the vehicular delay impacts of the project and the cumulative impacts at Henry Ford Avenue at-grade crossing are not significant.

Appendix A: Mathematical Derivation of Grade Crossing Delay Equation

Mathematical Derivation of Delay Equation

The methodology for computing vehicular delay is based on Figure A-1, which shows total vehicle arrivals and departures for an isolated grade crossing blockage. The yellow line represents vehicles arriving at an at-grade crossing, beginning at the time when the gates go down (point "O" in the figure). Total gate down time is depicted as " T_G ". The green line represents the vehicles departing the queue after the gate is lifted starting at time = T_G (point "A" in the figure). The queues are fully dissipated at time = t^* (point "B" in the figure). The total vehicle delay is represented by the area of triangle OAB bounded by the yellow line, the green line, and the "X" axis. The length of line $S = (t_2 - t_1)$ represents the amount delay experienced by the nth vehicle. Calculating the value of this line for each vehicle arriving at the crossing and then adding those values up is equivalent to computing the area of triangle OAB. This calculation is performed for each train arriving at the crossing over the course of a day. Delay will vary by time of day, because there is more highway traffic during peak hours.

The equation for total vehicle delay for an isolated blockage, V , is:

$$V = \left(\frac{1}{2}\right) \frac{qT_G^2}{(1 - q/d)}$$

Note that delay is a function of the square of the gate down time.

The equation for the arrival line in the graphic, $A(t)$, is:

$$y = qt$$

where:

y = cumulative number of vehicles arriving at the crossing

q = arrival rate in vehicles per minute

t = time in minutes

Arrivals are assumed to be uniformly distributed (i.e., vehicles arrive at equal intervals).

The equation for the departure line in the graphic, $D(t)$, is:

$$y = d(t - T_G)$$

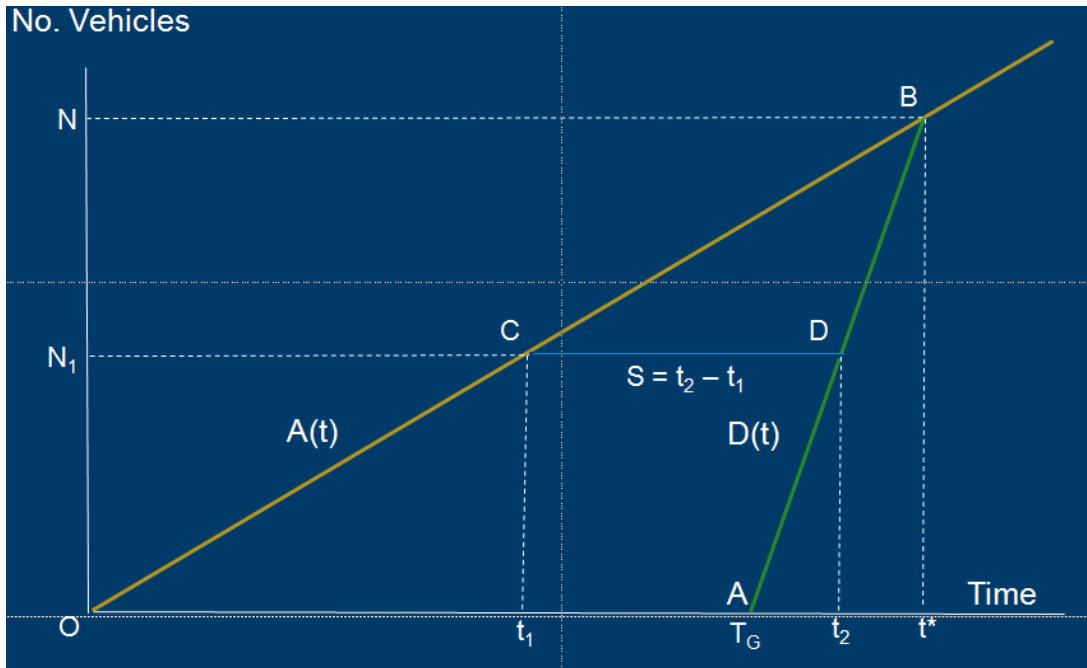
where:

y = cumulative number of vehicles departing the crossing after the gates are up

d = departure rate in vehicles per minute

T_G = gate down time in minutes

Figure A.1. Cumulative Arrivals and Departures for an Isolated Blockage



Source: Graphic and mathematical derivation adapted from Dr. Robert C. Leachman, San Pedro Bay Access Study: Phase 2:Railroad Access, 1984, Appendix G, Figure G-1, prepared for Southern California Association of Governments (SCAG).Original equations for computing vehicle hours of delay are from James Powell, Effects of Rail-Highway Grade Crossings on Highway Users, Presentation to the Transportation Research Board, January 19, 1982, p. 12.

The total number of vehicles (N) delayed by the train is calculated as follows:

$$N = qt^*$$

where:

t^* = time at which the queues have fully dissipated

Point B in Figure A-1 is where the arrival and departure lines intersect. The coordinates of point B are (t^*, N) . At this point,

$$qt^* = d(t^* - T_G)$$

Thus,

$$t^* = \frac{dT_G}{d - q} = \frac{T_G}{(1 - q/d)}$$

Since $N = qt^*$,

$$N = \frac{qT_G}{(1 - q/d)}$$

The number of vehicle minutes of delay (V) for an isolated blockage is derived by calculating the area of the triangle OAB.

$$\begin{aligned} V &= \frac{1}{2}(t^*)(d)(t^* - T_G) - \frac{1}{2}(t^* - T_G)(d)(t^* - T_G) \\ &= \left(\frac{1}{2}\right) \frac{qT_G^2}{(1 - q/d)} \end{aligned}$$