DRAFT

TRAFFIC STUDY FOR THE WILMINGTON WATERFRONT DEVELOPMENT ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT

SEPTEMBER 2008

PREPARED FOR

JONES & STOKES

PREPARED BY

FEHR & PEERS
TRANSPORTATION CONSULTANTS

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I. INTRODUCTION

Fehr & Peers conducted a traffic study to evaluate the potential traffic impacts of the proposed Wilmington Waterfront Development (proposed project) within the Port of Los Angeles (Port) in Los Angeles, California. This report identifies the base data and assumptions, explains the methodologies used, and summarizes the findings of the study, which was conducted as part of the environmental impact statement/environmental impact report (EIS/EIR) being prepared for the project. The traffic impact analysis conducted for this report includes analysis of both 2015 and 2020 conditions with the project.

PROJECT DESCRIPTION

The Wilmington Waterfront Development project is located in the southern end of the City of Los Angeles. Figure 1 shows the location of the proposed project. The Wilmington Waterfront Development includes the development of approximately 58 acres of land in the northern portion of the Port of Los Angeles, directly adjacent to the Wilmington community. As can be seen in Figure 1, the project area is generally bounded by Lagoon Avenue in the west and Broad Avenue in the east, C Street in the north and Bannings Landing at the waterfront in the south.

Project Elements

The proposed development would involve a variety of land uses including pedestrian-oriented features and a waterfront promenade, enhancement of the Avalon Boulevard commercial corridor, commercial/industrial retail development, open space, and transportation enhancements and improvements. Following is list of the various elements of the proposed project:

FIGURE 1
STUDY AREA AND ANALYZED INTERSECTIONS

- Development of pedestrian-oriented features, including parks, plazas, sidewalk enhancements, and a pedestrian bridge;

- Development of a waterfront promenade and piers, with commercial retail/restaurant components;

- Development of a 10-acre raised park space on an expansive land bridge over active railroad lines to connect A Street with Wilmington Waterfront;

- Enhancement of the Avalon Boulevard Corridor to support commercial, industrial, and retail development;

- Development of Railroad Green, a passive open space within an existing abandoned railroad right-of-way;

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

- Removal and remediation of existing LADWP oil tanks; and

- Extension of the California Coastal Trail along John S. Gibson Boulevard and Harry Bridges Boulevard from Swinford Street & Harbor Boulevard to Avalon Boulevard & Harry Bridges Boulevard

The proposed project would include approximately 15 acres of public areas, including plazas, parks, and open space. The major feature of these public areas would be a 10-acre raised park space on an expansive land bridge, which would pass over the active railroad lines along Water Street. This land bridge would also incorporate a pedestrian water bridge, and these two features would connect Avalon Boulevard and the Entry Plaza to the water's edge. The paths in the land bridge and the pedestrian water bridge would provide pedestrian and bicycle access to the waterfront promenade.

PHASED DEVELOPMENT

For the purpose of this traffic study, the proposed project was analyzed in the following two phases of development:

Interim Development by Year 2015	Size
Retail	58,000 sf
Light Industrial	75,000 sf
Open Space (Park)	9.75 acres

Full Build Out by Year 2020	Size
Restaurant	12,000 sf.
Retail	58,000 sf.
Light Industrial	150,000 sf
Open Space (Park)	15.45 acres

Figure 2 shows a conceptual illustration of the full buildout of the project.

Circulation Improvements

Following is a brief description of improvements proposed for Avalon Boulevard, Broad Avenue, A Street and Water Street, which would all be completed by 2015:

- Avalon Boulevard would be straightened to maintain consistency with the street grid pattern along Avalon Boulevard south of Harry Bridges Boulevard. Avalon Boulevard between A Street and Broad Avenue would be vacated and incorporated into land for Avalon Triangle Park and the North Plaza.

- Broad Avenue would be realigned to create a more direct route between the waterfront and Harry Bridges Boulevard. The realignment would establish Broad Avenue, rather than Avalon Boulevard, as the primary vehicular access route to the waterfront.

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

The proposed project would provide a total of approximately 677 parking spaces in a combination of four off-street parking lots and on-street parking.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed as part of the study approach. The study analyzes potential project-generated traffic impacts on the adjacent street system for two peak hours in two future horizon years. The analysis of future

Source: Jones & Stokes, February 2008

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PROJECT SITE PLAN

FIGURE 2

Jul 16, 2008 FPA
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year traffic forecasts is based on projected conditions in year 2015 and 2020 both without and with the addition of the project traffic. The following traffic scenarios were analyzed for the weekday a.m. peak hour (between 7:00 and 9:00 a.m.) and weekday p.m. peak hour (between 4:00 and 6:00 p.m.).

- Existing Conditions – The analysis of existing Year 2007 traffic conditions provides a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.

- Cumulative Base Conditions – Future traffic conditions are projected without the proposed project in the interim development year 2015 and the full buildout year 2020. The objective of this phase of analysis is to project future traffic growth and operating conditions that could be expected to result from regional ambient growth and known cumulative projects if the proposed project were not developed. The cumulative base traffic forecasts are used to develop California Environmental Quality Act (CEQA) baseline operating conditions that provide the basis for determining significant project impacts under CEQA.

- Cumulative plus Project Conditions – This is an analysis of future traffic conditions with traffic expected from the proposed project added to the cumulative base traffic forecasts. Cumulative plus proposed project conditions were developed for the interim Year 2015 and full buildout Year 2020. The objective of this analysis is to develop the traffic forecasts of the proposed project that are then used to identify potential impacts.

The traffic study focuses on weekday peak hour traffic because it represents the worst overall traffic conditions with the greatest potential for impact. Although the proposed project may generate a slightly higher number of trips on the weekend, the background traffic conditions are generally lower.

As illustrated in Figure 1, 14 intersections were identified, in consultation with LADOT, for weekday morning and afternoon peak hour analysis as part of the scope of work for this project:

No.	Intersection
1	Figueroa Street & I-110 Northbound Ramps/C Street
2	Figueroa Street & Harry Bridges Boulevard
3	Fries Avenue & Anaheim Street
4	Fries Avenue & C Street
5	Fries Avenue & Harry Bridges Boulevard
6	Marine Avenue & C Street
7	Marine Avenue & Harry Bridges Boulevard
8	Avalon Boulevard & Anaheim Street

9 Avalon Boulevard & C Street
10 Avalon Boulevard & Harry Bridges Boulevard
11 Broad Avenue & C Street
12 Broad Avenue & Harry Bridges Boulevard
13 Alameda Street & Anaheim Street
14 John S. Gibson Boulevard & Channel Street

In addition, the study evaluated the potential for neighborhood impacts on the following six local street segments in the vicinity of the project:

No.	Street Segment
1	Mar Vista Avenue north of C Street
2	Hawaiian Avenue north of C Street
3	Gulf Avenue north of C Street
4	McDonald Avenue north of C Street
5	Bay View Avenue north of C Street
6	C Street east of Gulf Avenue

ORGANIZATION OF REPORT

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

II. EXISTING CONDITIONS

As part of this analysis for the Wilmington Waterfront Project EIR, a comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes an inventory of the street and highway systems, traffic volumes on these facilities, and operating conditions at key intersections.

EXISTING HIGHWAY AND STREET SYSTEM

The project site is in the Wilmington community of the City of Los Angeles. Primary regional access to the project area is provided by the Harbor Freeway (I-110) west of the project site. Year 2006 data from the California Department of Transportation (Caltrans) shows that the average daily traffic (ADT) volume on the Harbor Freeway to the north of C Street was approximately 91,000 vehicles per day (vpd) (*2006 Traffic Volumes on California State Highways,* California Department of Transportation, accessed February 2008). Access to the site from I-110 is provided via the ramps at C Street.

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

- Anaheim Street – Anaheim Street is classified as a Major Class II Highway that runs east-west in the study area. This arterial provides a connection for local and regional travel from Wilmington to other parts of Los Angeles and the South Bay region. Anaheim Street is a major commercial corridor within Wilmington.

- Avalon Boulevard – Avalon Boulevard is classified as a Major Class II Highway that runs north-south in the study area. This arterial provides a connection for local and regional travel from Wilmington to other parts of Los Angeles and the South Bay region. Avalon Boulevard is a major commercial corridor within Wilmington. Avalon Boulevard currently has its terminus at Water Street.

- C Street – C Street is classified as a local street and provides east-west access along the northern edge of the project area as well as access for local traffic to southern Wilmington.

C Street starts at the I-110 Harbor Freeway and continues east until its terminus at Eubank Avenue.

- Figueroa Street – Figueroa Street is classified as a Major Class II Highway that runs north-south in the study area. This arterial provides a connection for local and regional travel from Wilmington to other parts of Los Angeles and the South Bay region. This street begins at John S. Gibson Boulevard/Harry Bridges Boulevard.

- Harry Bridges Boulevard – Harry Bridges Boulevard is classified as a Major Class I Highway within the study area, providing east-west access through the southern portion of the Wilmington community and along the northern edge of the Port of Los Angeles . At the western edge of the study area Harry Bridges Boulevard becomes John S. Gibson Boulevard and on the eastern edge of the study area Harry Bridges Boulevard turns into Alameda Street.

- John S. Gibson Boulevard – John S. Gibson Boulevard Street is classified as a Major Class I Highway providing north-south access through the southwestern portion of the study area. This roadway starts north of Pacific Avenue and turns into Harry Bridges Boulevard at Figueroa Street.

- Wilmington Boulevard – Wilmington Boulevard is classified as a Secondary Highway providing north-south access through the western portion of the community of Wilmington. This roadway starts near the ocean at Harry Bridges Boulevard and continues northward through the Wilmington Waterfront area.

Table 1 provides a description of these streets, summarizing their physical characteristics in the study area. Diagrams of the existing lane configurations at the analyzed intersections are provided in Appendix A.

EXISTING TRANSIT SERVICE

The Wilmington Waterfront Development area is served by two transit agencies, the Los Angeles County Metropolitan Transportation Authority (Metro) and LADOT. The following bus routes provide service in the vicinity:

- Metro 446/447 – These transit lines provide service between Point Fermin Park on Paseo del Mar in the Los Angeles Harbor area and the Patsaouras Transit Plaza at Union Station in downtown Los Angeles. In the study area, these lines travel on Harry Bridges Boulevard and Avalon Boulevard.

- Metro 202 – This transit line provides service between C Street in Wilmington and the Rosa Parks Station where the Metro Blue Line connects with the Metro Green Line near Imperial Highway in Willowbrook. In the study area, this line travels on C Street, D Street, Avalon Boulevard, and Anaheim Street.

TABLE 1
EXISTING SURFACE STREET CHARACTERISTICS

SEGMENT	FROM	TO	LANE		MEDIAN	PARKING RESTRICTIONS		SPEED
			NB/EB	SB/WB	TYPE	NB/EB	SB/WB	LIMIT
Anaheim St	110 Frwy	Figueroa St	2	2	DY	NSAT	NSAT	35
	Figueroa St	Mar Vista Av	2	2	DY	PA	NSAT	35
	Mar Vista Av	Hawaiin Av	2	2	DY	PA	PA	35
	Hawaiin Av	King Av	2	2	DY	PA	NSAT	35
	King Av	Ronan Av	2	2	2LT	NSAT	NSAT	35
	Ronan Av	McDonald Av	2	2	DY	PA	PA	35
	McDonald Av	Bayview Av	2	2	DY	PA	1hr 8A-6P	35
	Bayview Av	Neptune Av	2	2	DY	PA	PA	35
	Neptune Av	Lagoon Av	2	2	DY	PA	PA	30
	Lagoon Av	Island Av	2	2	DY	PA	1hr 8A-6P	30
	Island Av	Fries Av	2	2	2LT	PA	1hr 8A-6P	30
	Fries Av	Marine Av	2	2	DY	1hr 8A-6P(metered)	2hr 8A-6P	30
	Marine Av	Avalon Bl	2	2	DY	1hr 8A-6P	1hr 8A-6P / RZ	35
	Avalon Bl	Broad Av	2	2	DY	1hr 8A-6P / RZ	1hr 8A-6P / PA	35
	Broad Av	Lakme Av	2	2	DY	1hr 8A-6P	PA	35
	Lakme Av	Eubank Av	2	2	DY	PA	PA	35
	Eubank Av	Dominguez Av	2	2	2LT/DY	PA	NSAT / PA	35
	Dominguez Av	Stanford Av	2	2	DY	PA	PA	35
	Stanford Av	Flint Av	2	2	DY	PA	1hr 8A-6P	35
	Flint Av	Pioneer Av	2	2	DY	PA	PA	35
	Pioneer Av	Watson Av	2	2	DY	PA / RZ	PA	35
	Watson Av	Alameda St	2	2	2LT	RZ	PA	35
C St	Lakme Av	Broad Av	1	1	SDY	NP 10P-6A	NP 10P-6A	25
	Broad Av	Lagoon Av	1	1	SDY	PA	PA	25
	Lagoon Av	Bayview Av	1	1	SDY	2hr 8A-6P	2hr 8A-6P	25
	Bayview Av	McDonald Av	1	1	SDY	PA	RZ	25
	McDonald Av	Figueroa St	1	1	SDY	PA	PA	25
John S Gibson Bl	Figueroa St	110 NB Ramps	2	2	2LT / RM	NSAT	NSAT / PA	35 / 40
Harry Bridges Bl	Figueroa St	Lakme Av	2	2	DY	NSAT	NSAT	35
	Lakme Av	Eubank Av	2	2	DY	PA	PA	35
	Eubank Av	Anaheim St	2	2	DY	NSAT	NSAT	40
Water St	(end)	Fries Av (end)	2	2	DY	NSAT	NSAT	25
Water St (contd)	(end - Fries Av)	Avalon Bl	1	1	DY	NSAT	NSAT	25
	Avalon Bl	Canal Av	1	1	DY	NSAT / PA	NSAT / PA	25
	Canal Av	Yacht St	2	2	RM	PA	PA	25
A St	Avalon Bl	Fries Av	1	1	UD	PA	NSAT	25
Figueroa St	I St / 110 NB On-ramp	Anaheim St	2	2	DY	PA	2hr 8A-6P	35
	Anaheim St	Emden St	2	2	DY	2hr 8A-6P	PA	35
	Emden St	E St	2	2	2LT	2hr 8A-6P	2hr 8A-6P	35
	E St	Frigate Av	2	2	2LT	RZ	PA	35
	Frigate Av	C St	2	2	2LT	PA	PA	35
	C St	John S Gibson Bl / Harry Bridges Bl	2	2	DY	NSAT	NSAT	35
Mar Vista Av	E St	Harry Bridges Bl	1	1	SDY	PA	PA	25
Hawaiin Av	E St	Harry Bridges Bl	1	1	SDY	PA	PA	25
King Av	C St	Harry Bridges Bl	1	1	UD	PA	PA	25
Gulf Av	E St	Harry Bridges Bl	1	1	SDY	PA	PA	25
Wilmington Bl	I St	Anaheim St	1	2	2LT	PA	PA	30
	Anaheim St	Harry Bridges Bl	2	2	DY	PA	PA	30
McDonald Av	E St	Harry Bridges Bl	1	1	SDY	PA	PA	25
Bayview Av	E St	Harry Bridges Bl	1	1	SDY	PA	PA	25
Neptune Av	E St	Harry Bridges Bl	2	2	DY	PA	PA	25
Lagoon Av	E St	Harry Bridges Bl	1	1	SDY	PA	PA	25
Island Av	E St	Harry Bridges Bl	1	1	SDY	PA	PA	25
Fries Av	Anaheim St	Harry Bridges Bl	1	1	2LT	PA	PA	35
	Harry Bridges Bl	A St	1	1	2LT	NSAT	NSAT	30
	A St	Water St	2	2	DY	NSAT	NSAT	30
	Water St	La Paloma	2	2	DY	NSAT	NSAT	25
Marine Av	A St	E St	1	1	SDY	PA	PA	25
Avalon Bl	Water St	Harry Bridges Bl	2	2	DY	NSAT	NSAT	30
	Harry Bridges Bl	C St	2	2	DY	PA	PA	30
	C St	F St	2	2	DY	1hr 8A-6P	1hr 8A-6P	30
	F St	I St	2	2	DY	1hr 8A-6P(metered)	1hr 8A-6P(metered)	30
Broad Av	E St	Avalon Bl	1	1	2LT	PA	PA	25
Pier A	Fries Av	Pier A Place	2	2	DY	NSAT	NSAT	25
La Paloma Av	Fries Av	San Clemente Av	1	1	DY	PA	PA	25
San Climente Av	La Paloma Av	Fries Av	1	1	DY	PA	PA	25
Hermosa St	La Paloma Av	San Clemente Av	1	1	UD	PA	PA	25

Notes:

MEDIAN TYPE: DY = Double Yellow Centerline
SDY = Single Dashed Yellow Centerline
2LT = Dual Left Turn Centerline
RM = Raised Median
UD = Undivided Lane

PARKING: PA = Parking Allowed
NSAT = No Stopping Anytime
GZ = Green zone - Passenger loading and unloading
RZ = Red zone - No parking allowed

LANES: # = Number of lanes

- Metro 232 – This transit line provides service between 1st Street in downtown Long Beach and the Mariposa/Nash Metro station via the LAX CityBus Center. In the study area, the line travels on Anaheim Boulevard.

- DASH Wilmington – This transit line, operated by LADOT, circulates within the Wilmington area of Los Angeles providing local and connector service to the regional Metro transit line at the Harbor Freeway Transit Station at Pacific Coast Highway. In the study area, the line circulates along Figueroa Street (north of Anaheim Street), Hawaiian Avenue, Wilmington Avenue, Avalon Boulevard (north of Anaheim Street), C Street, and Anaheim Street. It operates every 15 minutes on weekdays between 7:00 a.m. and 8:27 p.m.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

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

Existing Traffic Volumes

New classified traffic counts were conducted for the weekday morning peak period (between 7:00 and 10:00 a.m.) and the weekday afternoon peak period (between 4:00 and 7:00 p.m.) in January 2008 (Intersections 1 through 13) and in July 2008 (Intersection 14). Vehicle counts for the study intersections include the classification of passenger cars and large trucks. A Passenger Car Equivalent (PCE) factor of 2.0 was applied to the truck traffic to convert the traffic counts in to PCEs. The existing weekday a.m. and p.m. peak hour traffic volumes at the analyzed intersections are presented in Figure 3. Traffic count data sheets are provided in Appendix B.

Level of Service Methodology

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

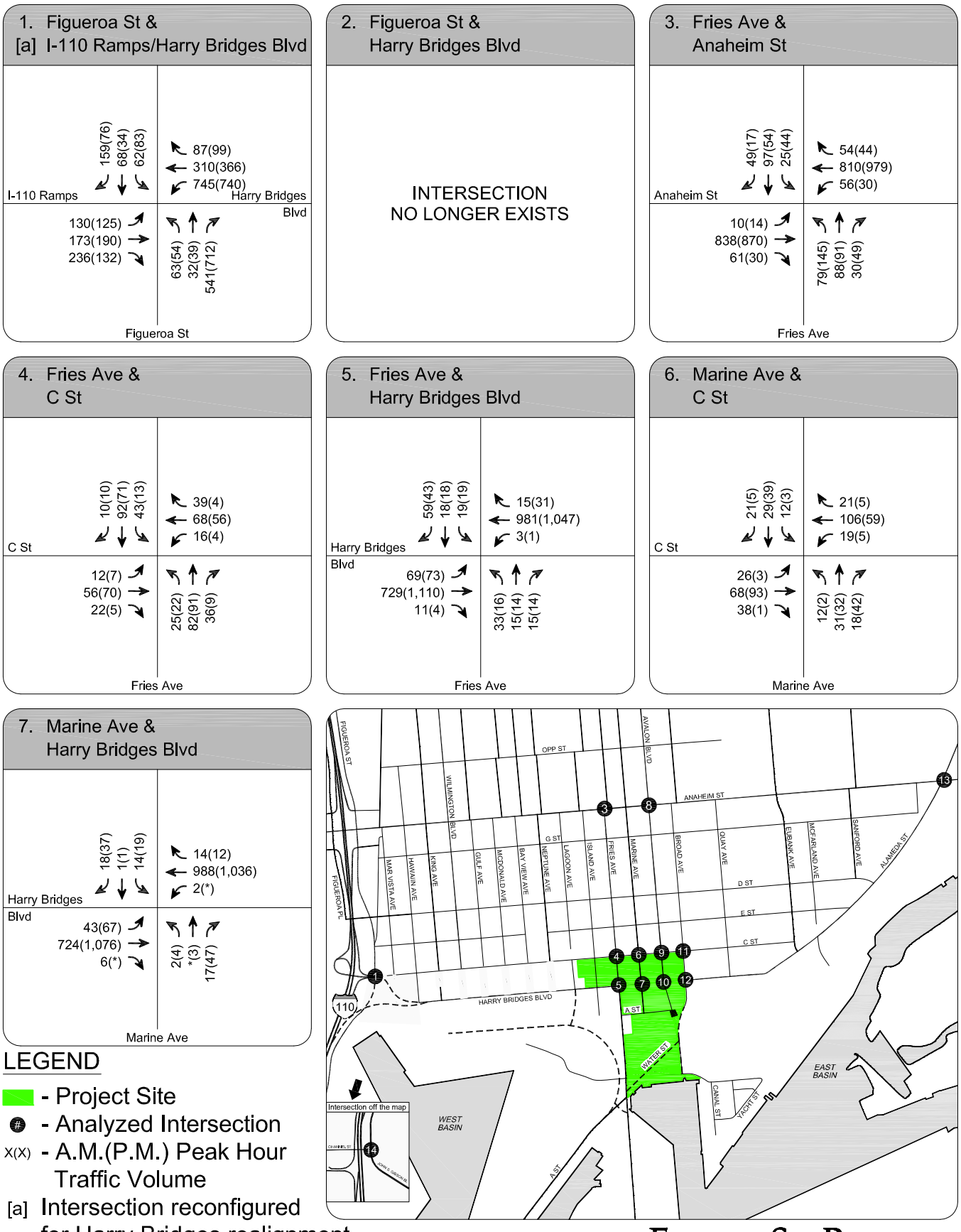

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FIGURE 5
CUMULATIVE BASE YEAR 2015 PEAK HOUR TRAFFIC VOLUMES

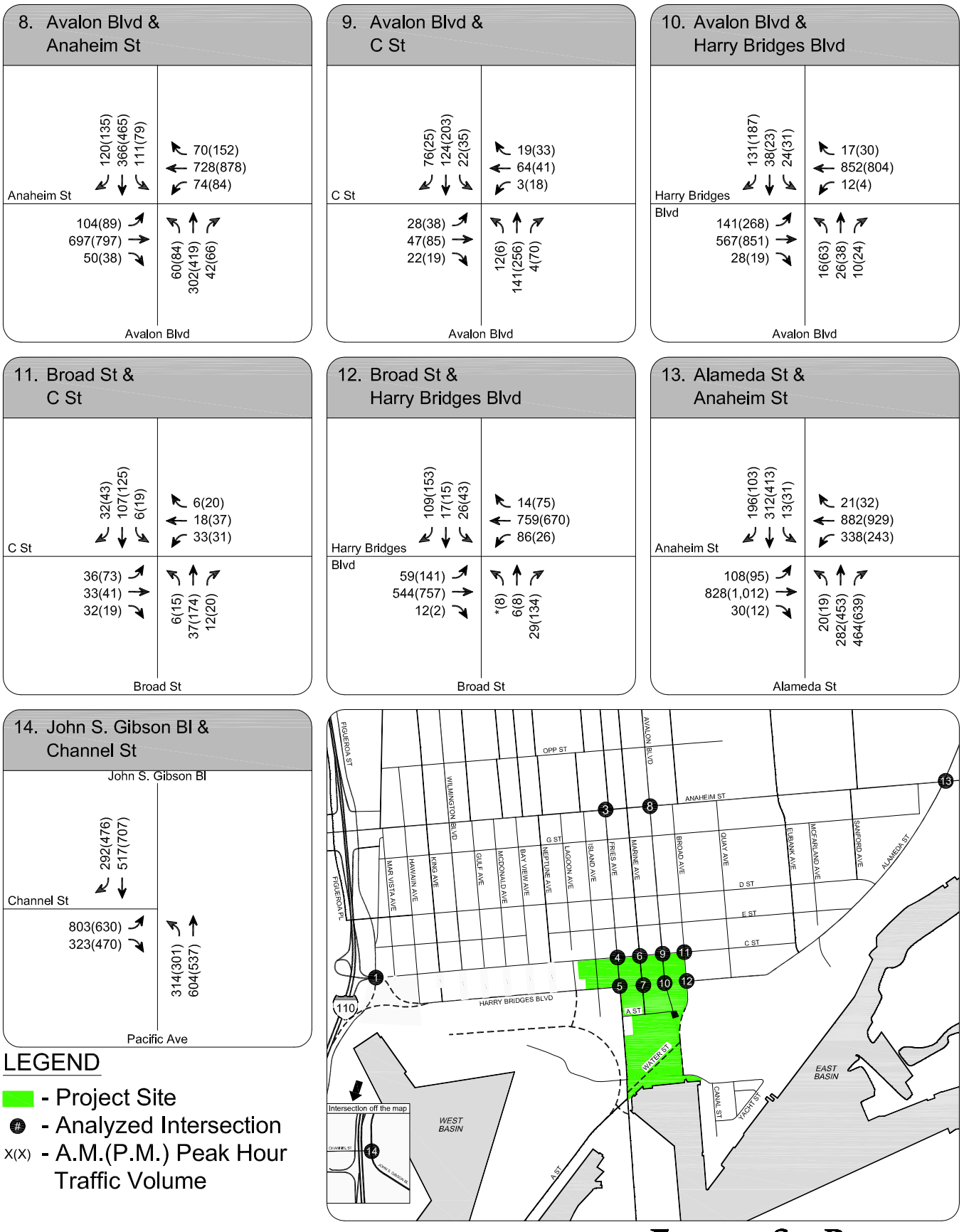

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FIGURE 5 (CONT.)
CUMULATIVE BASE YEAR 2015 PEAK HOUR TRAFFIC VOLUMES

According to the *Traffic Study Policies and Procedures* (LADOT, March 2002), this study is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation (*Transportation Research Circular No. 212,* Transportation Research Board, 1980) to analyze the LOS at signalized intersections. The CMA methodology determines the V/C ratio of an intersection based on the number of approach lanes, the traffic signal phasing and the traffic volumes. The CalcaDB software package developed by LADOT was used to implement the CMA methodology in this study. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 2.

Eight of the 14 analyzed intersections are currently controlled by traffic signals. Of those eight, all but the intersection of Figueroa Street & Harry Bridges Boulevard are currently controlled by the City's Automated Traffic Surveillance and Control (ATSAC) system. Of the seven signalized intersections installed with the ATSAC system, only the intersection of John S. Gibson Boulevard and Channel Street is installed with LADOT's Adaptive Traffic Control System (ATCS). In accordance with LADOT procedures, a capacity increase of 7% was applied to reflect the benefits of ATSAC and 10% (0.10 V/C adjustment) was applied to reflect the benefits of both the ATSAC and ATCS control at John S. Gibson Boulevard and Channel Street.

Six study intersections are unsignalized and were analyzed using the stop-controlled methodologies from the *Highway Capacity Manual* (Transportation Research Board, 2000), which determines the average vehicle delay and the LOS using the relationship indicated in Table 3. Two intersections, Marine Avenue & C Street and Marine Avenue & Harry Bridges Boulevard, were analyzed using the "Two-Way Stop" methodology, while the following four intersections were analyzed using the "Four-Way Stop" methodology to determine V/C ratio and corresponding LOS:

- Figueroa Street & C Street
- Fries Avenue & C Street
- Avalon Boulevard & C Street
- Broad Avenue & C Street

Because LADOT's criteria does not address the significant impact thresholds for unsignalized intersections, consultation with LADOT determined that unsignalized intersections could be assessed for impacts by analyzing these locations with a capacity of 1,200 vehicles per hour

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

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

TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

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

(vph) in CalcaDB and then using the significant impact criteria established for signalized intersections to measure the incremental change in V/C ratio.

Existing Peak Hour Levels of Service

The existing weekday and weekend peak hour turning movement volumes presented in Figure 4 were used in conjunction with the LOS methodology described above to determine existing operating conditions at each of the study intersections. LOS calculation worksheets are included in Appendix C.

Table 4 summarizes the existing weekday morning and evening peak hour V/C ratios and corresponding LOS at each of the study intersections. The results of this analysis indicate that all 14 study intersections are currently operating at acceptable LOS (LOS D or better) during the weekday morning evening peak hours.

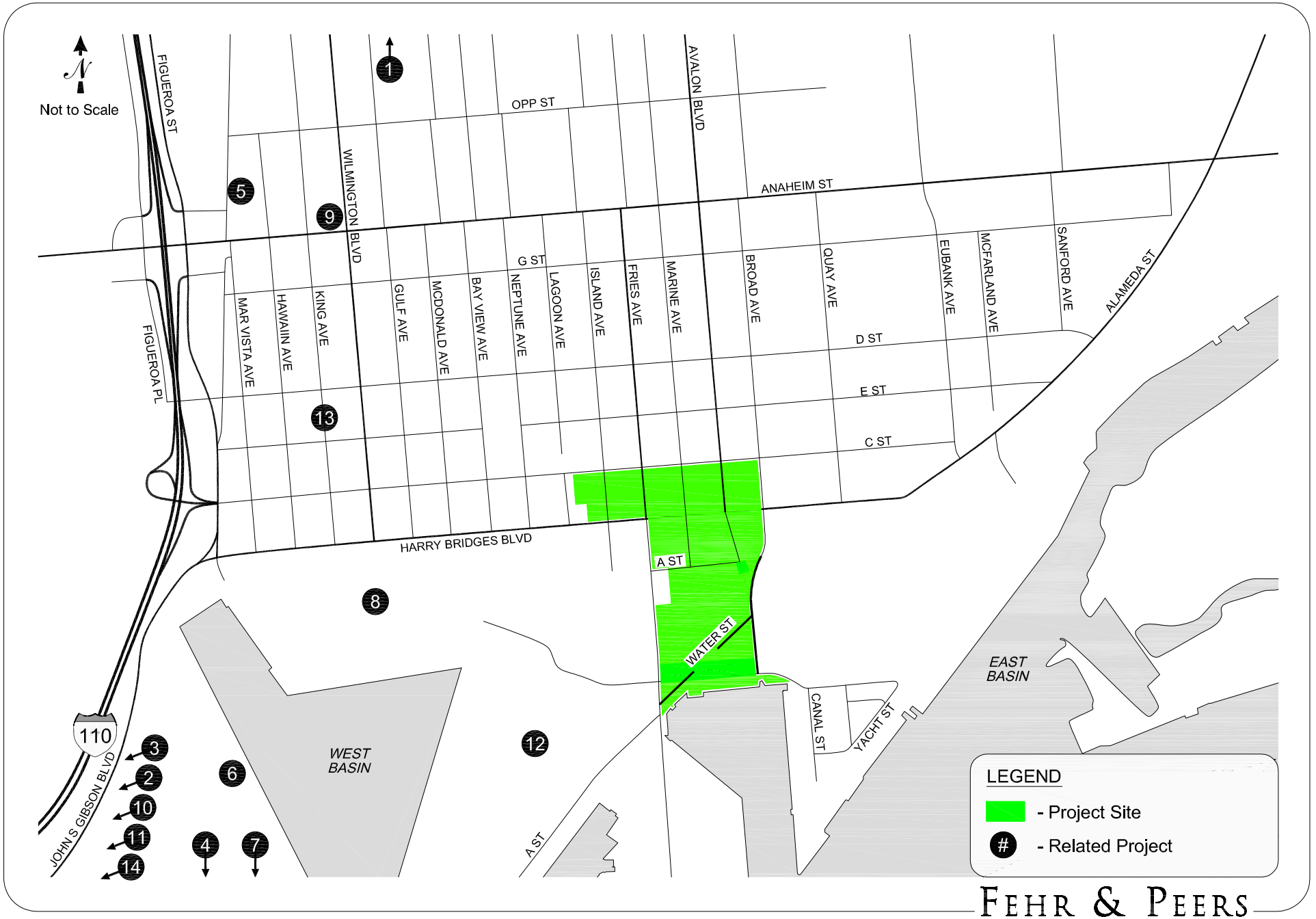

FIGURE 4
LOCATION OF RELATED PEOJECTS

TABLE 4
EXISTING BASE YEAR (2008) INTERSECTION LEVEL OF SERVICE ANALYSIS

	Intersection	Peak Hour	Existing Base Year (Year 2008) V/C or Delay	LOS
1	Figueroa St C St [b]	**AM** **PM**	12.4 11.7	B B
2	Figueroa St Harry Bridges Bl	**AM** **PM**	0.419 0.429	A A
3	N. Fries Av Anaheim St*	**AM** **PM**	0.475 0.473	A A
4	Fries Av C St [b]	**AM** **PM**	8.0 7.6	A A
5	Fries Av Harry Bridges Bl*	**AM** **PM**	0.311 0.283	A A
6	Marine Av C St [a]	**AM** **PM**	10.6 10.0	B A
7	Marine Av Harry Bridges Bl [a]	**AM** **PM**	15.1 18.2	C C
8	Avalon Bl Anaheim St*	**AM** **PM**	0.577 0.752	A C
9	Avalon Bl C St [b]	**AM** **PM**	8.1 9.0	A A
10	Avalon Bl Harry Bridges Bl*	**AM** **PM**	0.252 0.392	A A
11	Broad Av C St [b]	**AM** **PM**	7.8 8.9	A A
12	Broad Av Harry Bridges Bl*	**AM** **PM**	0.227 0.295	A A
13	Alameda St Anaheim St*	**AM** **PM**	0.426 0.502	A A
14	John S. Gibson Bl Channel St**	**AM** **PM**	0.504 0.582	A A

Notes:

* Intersection is currently operating under ATSAC system.

** Intersection is currently operating under ATSAC and ATCS systems.

[a] Intersection is a two-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.

[b] Intersection is a four-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.

III. FUTURE TRAFFIC PROJECTIONS

Estimates of future traffic conditions both with and without the proposed project were necessary to evaluate the potential impact of the proposed project on the local street system. The cumulative base traffic scenario represents future traffic conditions without the addition of the proposed project, while the cumulative plus project scenario represents future traffic conditions with the development of the proposed project. The development of these future traffic scenarios is described in this chapter.

CUMULATIVE BASE TRAFFIC VOLUMES

The cumulative base traffic projections reflect the changes to existing traffic conditions that can be expected from three primary sources. The first source is the ambient growth in traffic, which reflects increases in traffic because of regional growth and development. The second source is traffic generated by specific development projects located within, or in the vicinity of, the study area. The third source is roadway or intersection capacity enhancements. These factors are described below.

Areawide Traffic Growth

Based on the *Congestion Management Program for Los Angeles County* (Metro, July 22, 2004), (CMP) and following discussions with LADOT, we determined that an ambient growth factor of 0.65% per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development for the 2015 interim year and 2020 buildout year. This adjustment was applied to the base Year 2008 traffic volume data to reflect the effect of ambient growth of 4.55% by the Year 2015 and 7.8% by the Year 2020.

Related Project Traffic Generation and Assignment

Cumulative base traffic forecasts include the effects of specific cumulative development projects, also called related projects, expected to be built in the vicinity of the proposed project site prior to the proposed project's Interim Year 2015 and full buildout Year 2020. The list of related projects was based on data from LADOT and from the Community Redevelopment Agency of the City of Los Angeles (CRA/LA), as well as a review of other recent traffic studies conducted for projects in the vicinity. Table 5 lists the 14 cumulative projects identified in the study area for both the interim Year 2015 and full buildout Year 2020. The locations of the related projects are illustrated in Figure 4.

Trip Generation. Trip generation estimates for the related projects were calculated using either data in previous traffic studies or the trip generation rates contained in *Trip Generation, 7th Edition* (Institute of Transportation Engineers [ITE], 2003). Table 5 presents the resulting trip generation estimates. These projections are conservative in that they may not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.)

Trip Distribution. The geographic distribution of the traffic generated by the cumulative projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments are drawn, the locations of employment and commercial centers to which residents of residential projects would be drawn, and the location of the projects in relation to the surrounding street system. If available, trip distribution from a cumulative project's traffic study was used in this analysis. When trip distribution was not available for a cumulative project, it was estimated based on the factors described above.

Future Baseline Street Improvements

Several key roadway improvements in or near the study area are expected to be completed by 2015. These improvements, which are the result of local or regional capital improvement programs or as mitigation for ongoing or entitled related projects, would result in capacity changes at the specified locations throughout the study area. The related transportation projects include:

TABLE 5
CUMULATIVE DEVELOPMENT PROJECTS TRIP GENERATION ESTIMATES

Proj #	Address	Project Name	Description	Size	Unit	Weekday [a] AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
1	755 L Street	Warehouse and Distribution Center	Warehouse	135	KSF	72	50	122	9	102	111
2	1427 N Gaffey St at Basin St	-	Single Family Homes	135	DU	25	76	101	86	50	136
3 [b]	1605 N Gaffey St at Capitol Dr	Target	Retail Store	136	KSF	91	58	149	189	205	394
4 [b] [c] [e]	327 & 407 N Harbor Bl at O'Farrel St	-	Condominiums Specialty Retail	94 3	DU KSF	7 1	34 1	41 2	33 3	16 3	49 6
5	931 N Frigate Av	Private School	2007 2008	72 128	Students Students	31 56	25 46	56 102	6 10	6 12	12 22
6	Berths 121-131	Yang Ming Container Terminal	Year 2015 Year 2038	n/a	n/a	252 143	111 109	363 252	206 119	302 181	508 300
7	Berths 100-102	China Shipping Container Terminal	Year 2015 Year 2038	n/a	n/a	262 160	115 145	377 335	214 157	314 241	528 398
8	Berths 136-147	TraPac Container Terminal	Year 2015 Year 2038	n/a	n/a	122 143	85 99	207 242	86 57	124 81	210 138
9	Wilmington Bl and Anaheim St	Bakery/Restaurant	Restaurant	n/a	n/a	149	155	304	114	94	208
10 [f]	5th St and Center St		Port Police Station and Charter School			422	422	844	136	136	272
11[b] [d] [g]	Palos Verdes St and 5th Street	Palos Verdes Urban Village				39	39	78	23	23	46
12	Berths 171-181	Pasha	Marine Terminal	n/a	n/a	143	118	261	93	139	232
13 [e]	Wilmington Bl and E St	Dana Strand Project	Condominiums Apartments Single Family Homes Senior Housing	115 120 76 100	DU DU DU DU	9 12 14 4	42 49 43 4	51 61 57 8	40 48 49 7	20 26 28 4	60 74 77 11
14	Western Av and Front St	San Pedro Waterfront Project		n/a	n/a	646	462	1,108	562	751	1,313
Total 2015 [h]						2,357	1,935	4,292	1,914	2,355	4,269
Total 2020 [h]						2,357	1,935	4,292	1,914	2,355	4,269

Footnotes:
[a] Weekday trip rates are "Weekday" & "Peak Hour Adjacent Street Traffic" rates from *Trip Generation, 7th Edition* (Institute of Transportation Engineers, 2003) unless noted below.
[b] To reflect expected use, retail land uses have been credited with a 25% passby trip reduction.
[d] No weekday AM Peak Hour rate for specialty retail. Rate used is the PM Peak Hour rate multiplied by the proportion of AM to PM Peak Hour rates for Shopping Center land use (ITE LU 820).
[e] No "Saturday, Peak Hour of Generator" rate available for specialty retail. Rate used is rate for Shopping Center land use (ITE LU 820).
[f] Project is currently 55% occupied, so trip generation estimates were reduced accordingly.
[g] LADOT data derived from *Port Police Headquarters, California Maritime Center, and Charter School Draft EIR* (Los Angeles Harbors Department, April 2005).
Currently school has 420 students, so school trip generation rates for that use were reduced accordingly.
[h] Directional distribution not available. A 54% inbound 46% outbound split is assumed.
[i] Future related project traffic projections were developed in a manner to ensure consistency with previously approvied POLA EIRs and traffic studies under preparation for other POLA projects, and also to ensure conservative results.

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

- **Lagoon Avenue Grade Separation:** Also known as the South Wilmington Grade Separation, this grade separation would provide access to all the facilities south of Harry Bridges Boulevard, in addition to providing access to the relocated Trapac Terminal Gate. The purpose of this grade separation is to provide vehicular traffic with an alternative route that avoids existing at-grade railroad crossings on Fries Avenue and Broad Avenue. It would consist of an elevated road extending from Lagoon Avenue, passing over the existing railroad tracks, and connecting to Pier A Street and Fries Avenue. Appendix D provides a conceptual drawing for this grade separation. Traffic shifts were made to vehicular traffic to/from Fries Avenue south of Harry Bridges Boulevard. 80% of this traffic was estimated to shift to Lagoon Avenue.

- **Harry Bridges Buffer Area:** This project involves the construction of a buffer area along the north side Harry Bridges Boulevard from Figueroa Street in the west to Lagoon Avenue in the east. The buffer would provide open recreational space between the Wilmington community and the Port. This project would involve the closure of all north-south streets between Figueroa Street and Avalon Boulevard except for King Avenue between Harry Bridges Boulevard and C Street. Existing and projected traffic volumes on these streets are low enough that they can be accommodated by the parallel routes that will remain open (Figueroa Street, King Avenue, Fries Avenue, Marine Avenue, Avalon Boulevard and Broad Avenue).

    - Projected traffic shifts as a result of the buffer area: 40% of the north-south traffic on the streets from Mar Vista Avenue in the west to Gulf Avenue in the east was assumed to shift to Figueroa Street and 60% of the traffic on those streets was shifted to King Avenue. 30% of the north-south traffic on the streets from McDonald Avenue in the west to Island Avenue in the east was assumed to shift to Avalon Boulevard. 50% of this traffic was assumed to shift to Fries Avenue and 20% to Marine Avenue.

- **Equipping all signalized study intersections with the ATSAC/ATCS system:** The current improvement plan would equip all remaining intersections with ATSAC and install the state-of-the-art Adaptive Traffic Control System (ATCS) as an additional feature of the ATSAC system. ATCS is the latest enhancement to the ATSAC and uses a personal computer-based traffic signal control software program that provides fully traffic-adaptive signal control based on real-time traffic conditions. ATCS allows for the automatic adjustment to the traffic signal timing strategy and control pattern in response to current traffic demands by allowing ATCS to control all three critical components of traffic signal

timing simultaneously, namely cycle length, phase split and offset. In the analysis of future operating conditions, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the benefits of ATSAC/ATCS control at all signalized study intersections.

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

Cumulative Base Traffic Projections

Figures 5 and 6 illustrate the cumulative base for the interim Year 2015 and full buildout Year 2020 weekday morning and evening peak hour traffic volumes at the analyzed intersections, respectively. The cumulative base traffic conditions represent an estimate of future conditions without development of the proposed project.

PROJECT TRAFFIC VOLUMES

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

Project Traffic Generation

Trip generation rates and equations from *Trip Generation, 7th Edition* and other sources were used to develop trip generation estimates for the proposed project. The trip generation estimates for each proposed land use are summarized in Table 6 for both the interim Year 2015 and for the full buildout Year 2020. When a land use proposed as part of the project had an associated trip generation rate in *Trip Generation, 7th Edition*, that rate was used. Trip generation rates for undeveloped neighborhood/county park were obtained from *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (San Diego Association of Governments, April 2002) and were used to estimate trips for the proposed park area within the project. In order to provide a conservative estimate of the potential traffic impacts of the proposed project, now adjustments were made to account for possible reductions due to either pass-by trips or internal capture.

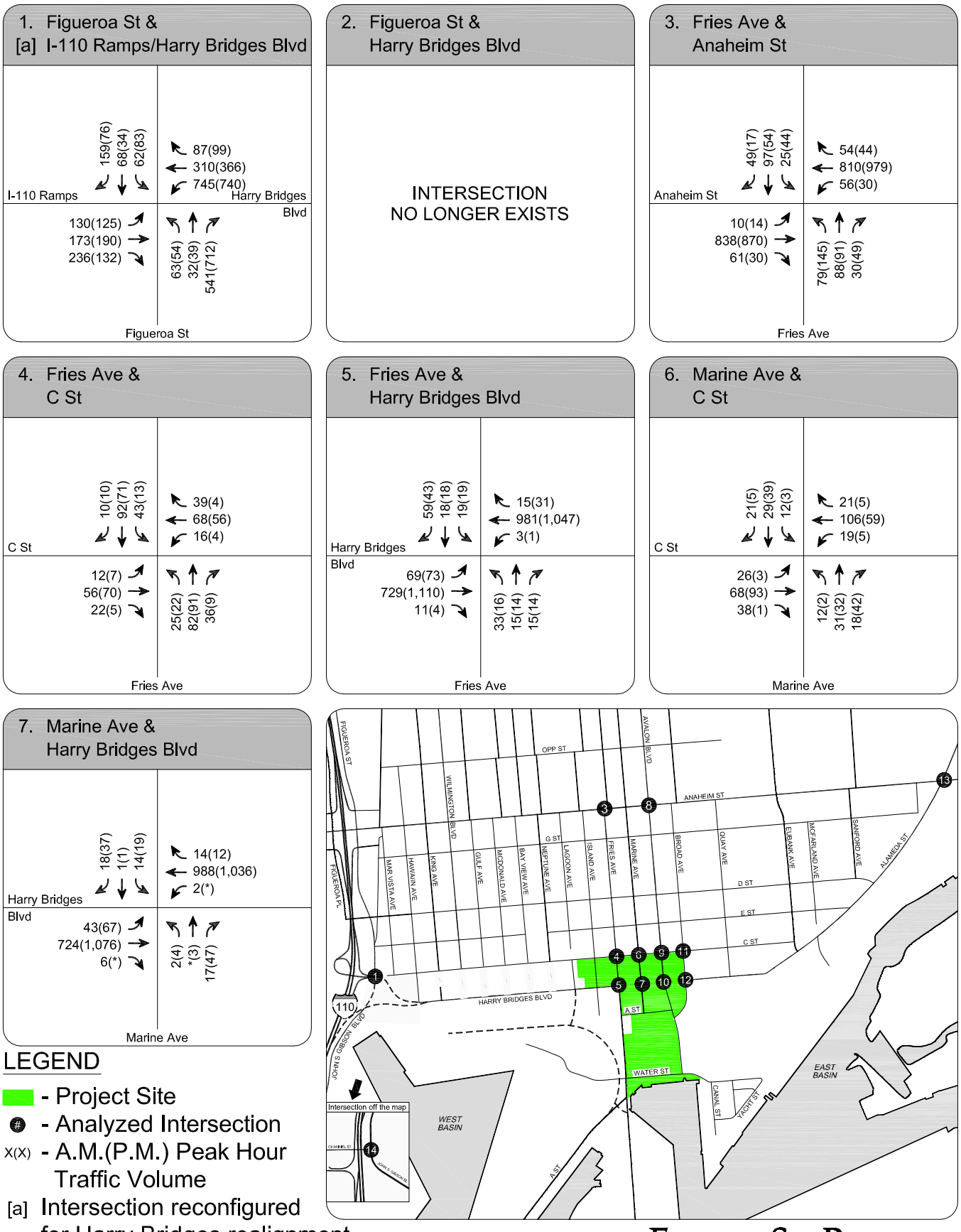

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FIGURE 5

CUMULATIVE BASE YEAR 2015 PEAK HOUR TRAFFIC VOLUMES

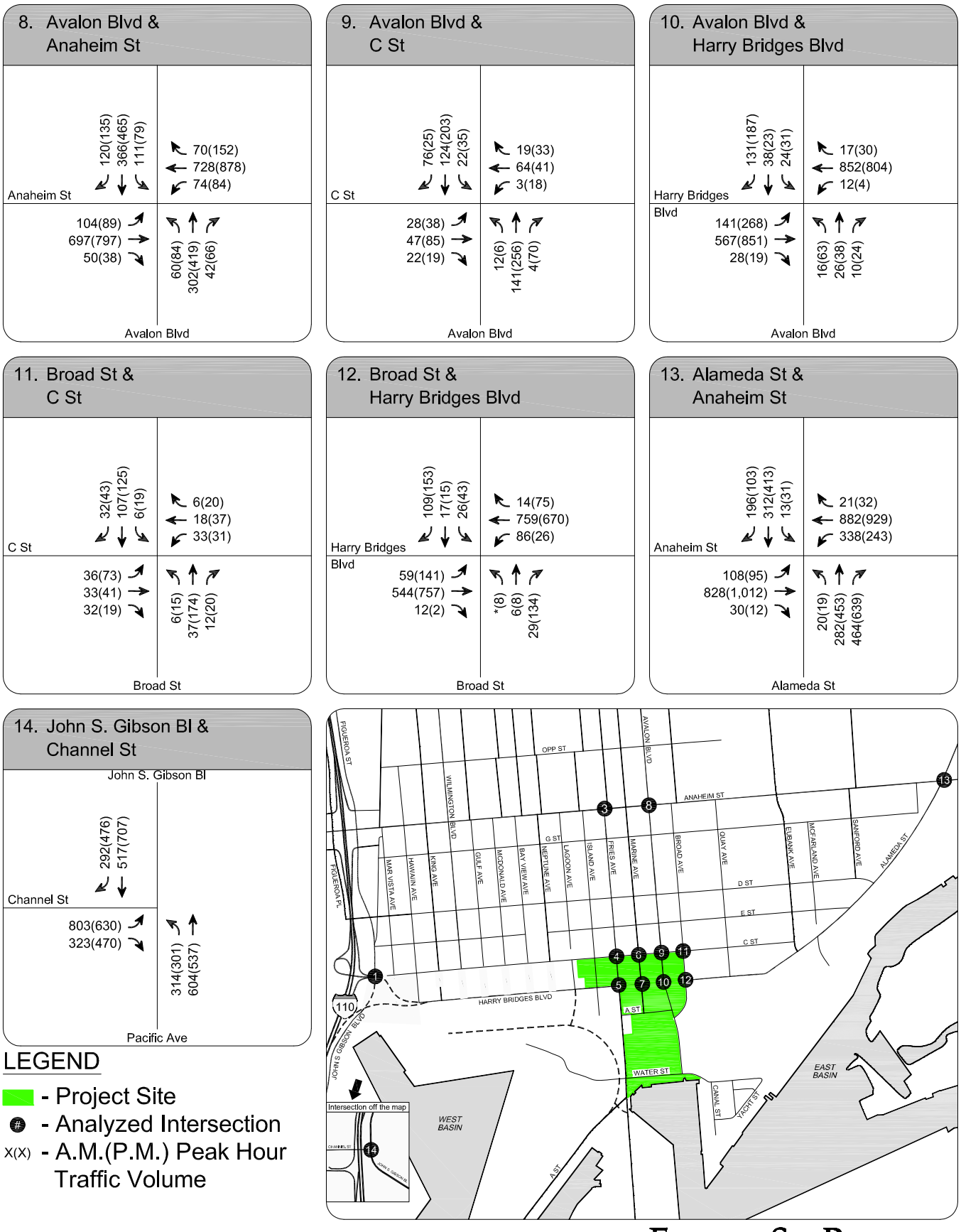

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FIGURE 5 (CONT.)
CUMULATIVE BASE YEAR 2015 PEAK HOUR TRAFFIC VOLUMES

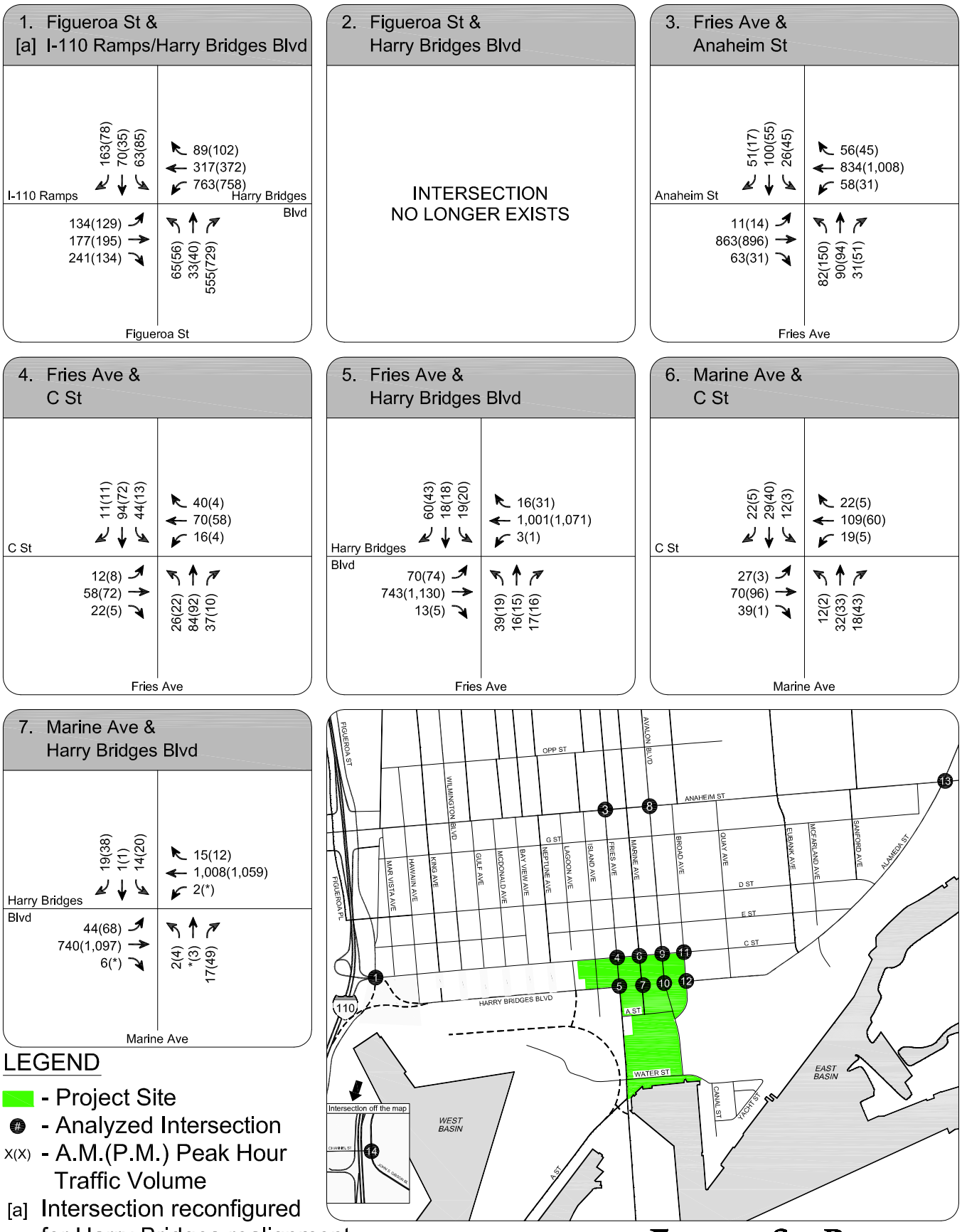

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FIGURE 6
CUMULATIVE BASE YEAR 2020 PEAK HOUR TRAFFIC VOLUMES

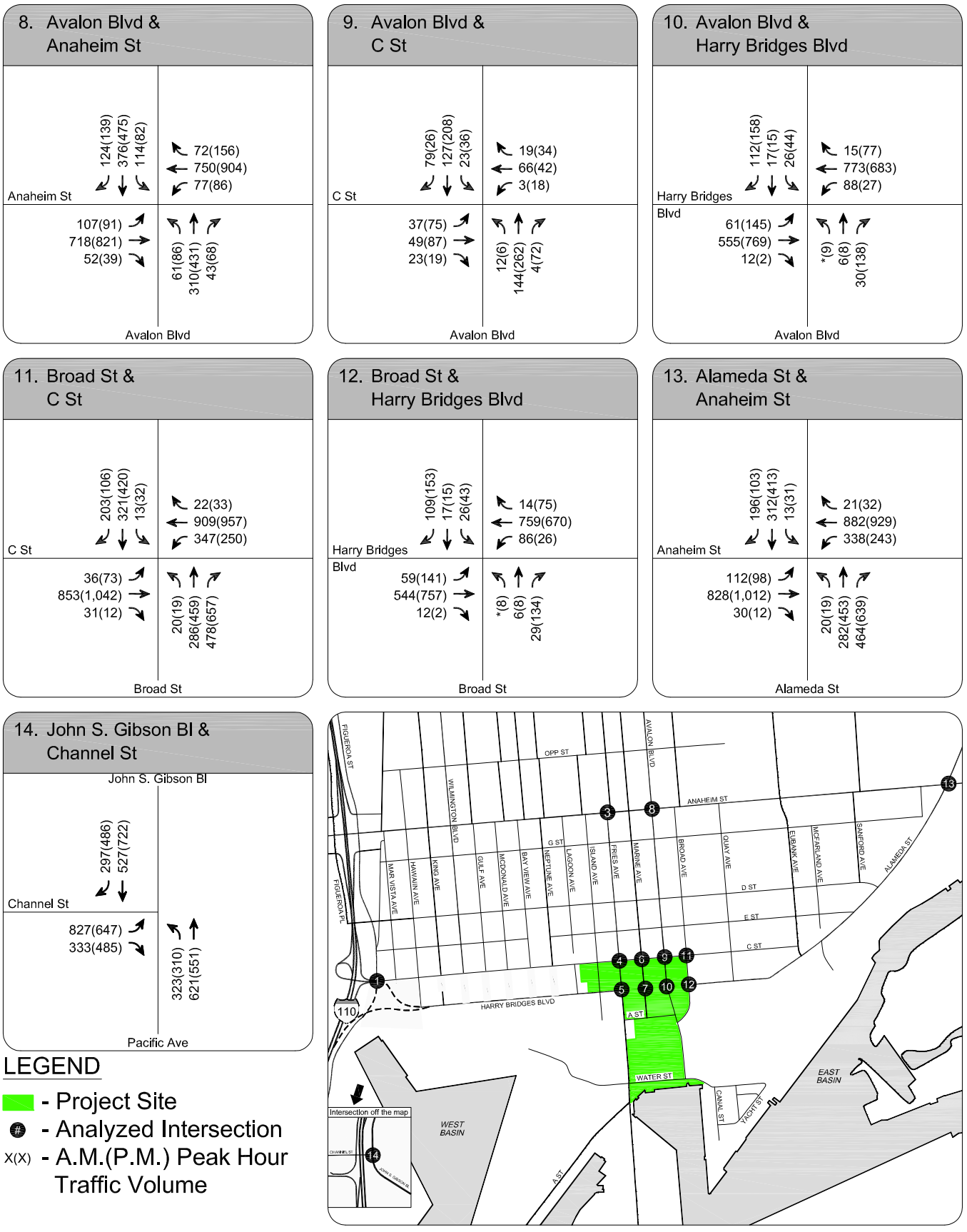

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FIGURE 6 (CONT.)
CUMULATIVE BASE YEAR 2020 PEAK HOUR TRAFFIC VOLUMES

In 2015, as shown in Table 6, the project is projected to generate a total of approximately 3,063 daily weekday trips, including approximately 131 trips during the a.m. peak hour and 296 trips during the p.m. peak hour.

In 2020, as shown in Table 6, using the same methodology as described above, the proposed project is projected to generate approximately 5,140 daily weekday trips, including approximately 339 trips during the a.m. peak hour and 502 trips during the p.m. peak hour.

Project Traffic Distribution

The geographic distribution of trips generated by the proposed project is dependent on characteristics of the street system serving the site, the level of accessibility of routes to and from the proposed project site, the locations of employment and commercial centers to which residents of the project would be drawn, and the geographic distribution of population from which employees and potential patrons of the proposed commercial elements of the project would be drawn. The general distribution pattern used in this study was developed in consultation with LADOT and is illustrated in Figure 8.

Project Traffic Assignment

The trip generation estimates summarized in Table 6 for 2015 and 2020 and the distribution patterns illustrated in Figure 7A, 7B, and 7C were used to assign the project-generated traffic to the local and regional street system. Figures 8 and 9 illustrate the estimated project-generated peak hour traffic volumes at each of the analyzed intersections during a typical weekday a.m. peak hour and weekday p.m. peak hour, respectively.

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project traffic volumes were then added to the cumulative base traffic projections to develop the cumulative plus project traffic forecasts for the interim year 2015 and buildout year 2020. Figure 10 illustrates the resulting projected cumulative plus project peak hour traffic

TABLE 6
TRIP GENERATION RATES AND ESTIMATES

Trip Generation Rates [1]

No.	Land Use	Unit	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
1	Sit-Down Restaurant	KSF	932	127.15	11.52	52%	48%	10.92	61%	39%
2	Light Industrial	KSF	110	6.97	0.92	88%	12%	0.98	12%	88%
3	Retail	KSF	820	42.94	1.03	61%	39%	3.75	48%	52%
4	Open Space	Acres	[2]	5.00	0.2	50%	50%	0.40	50%	50%

Horizon Year 2015 Trip Generation Estimates

No.	Land Use	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
3	Retail	58.000	KSF	2,491	60	37	23	218	105	113
2	Light Industrial	75.000	KSF	523	69	61	8	74	9	65
4	Open Space [2]	9.75	Acres	49	2	1	1	4	2	2
Total				3,063	131	99	32	296	116	180

Horizon Year 2020 Trip Generation Estimates

No.	Land Use	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
1	Sit-Down Restaurant	12.000	KSF	1,526	138	72	66	131	80	51
2	Light Industrial	150.000	KSF	1,046	138	121	17	147	18	129
3	Retail	58.000	KSF	2,491	60	37	23	218	105	113
4	Open Space [2]	15.45	Acres	77	3	2	1	6	3	3
Total				5,140	339	232	107	502	206	296

Notes:
KSF = thousands of square feet
[1] - Source: *Trip Generation, 7th Edition* (Institute of Transportation Engineers, 2003), except as noted.
[2] - Trip generation rates for undeveloped neighborhood/county park from *Brief Guide of Vehicular Traffic Genearation Rates for the San Diego Region* (San Diego Association of Governments, April 2002).

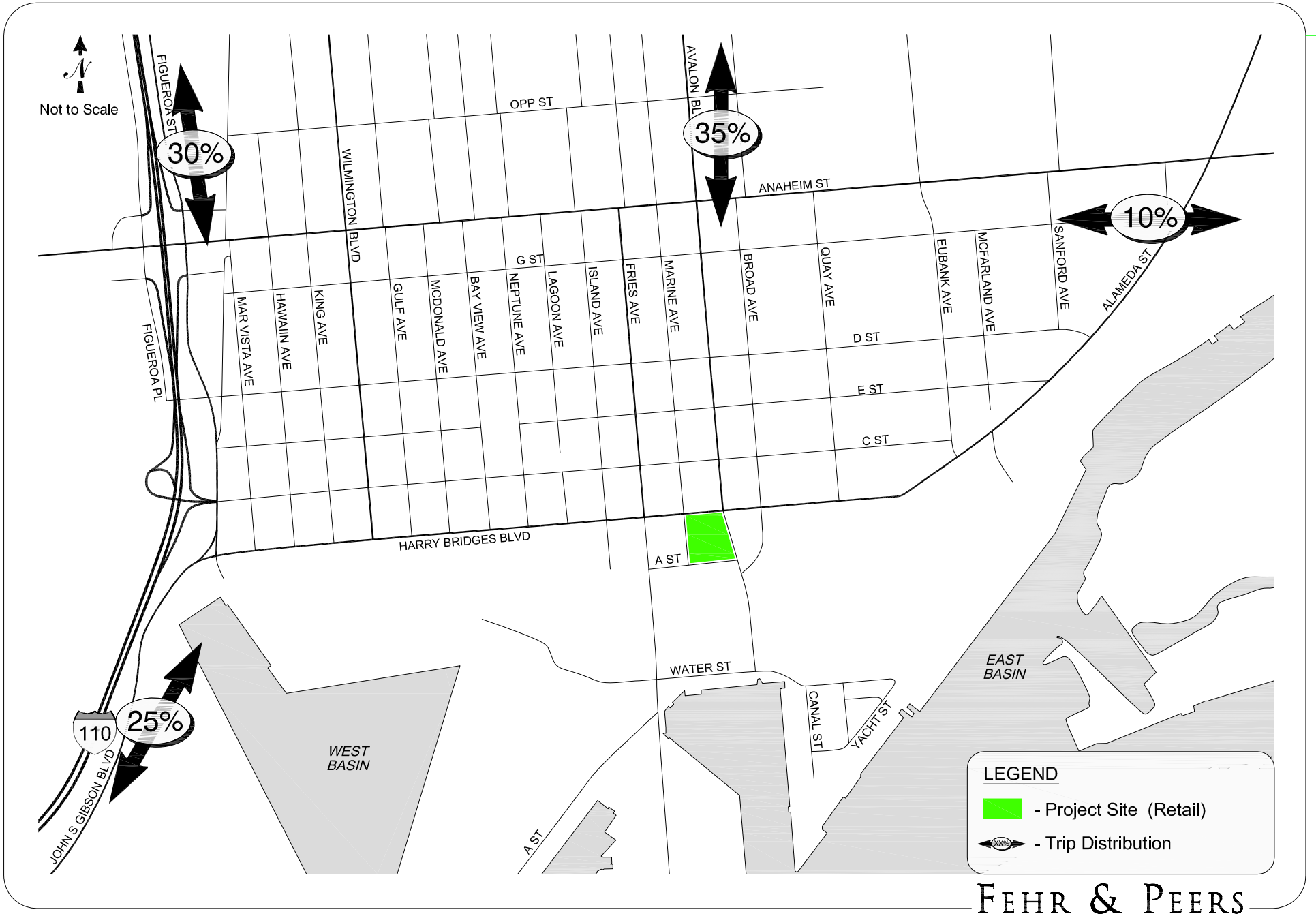

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FIGURE 7A
TRIP DISTRIBUTION - RETAIL

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FIGURE 7B
TRIP DISTRIBUTION - RESTAURANT AND OPEN SPACE

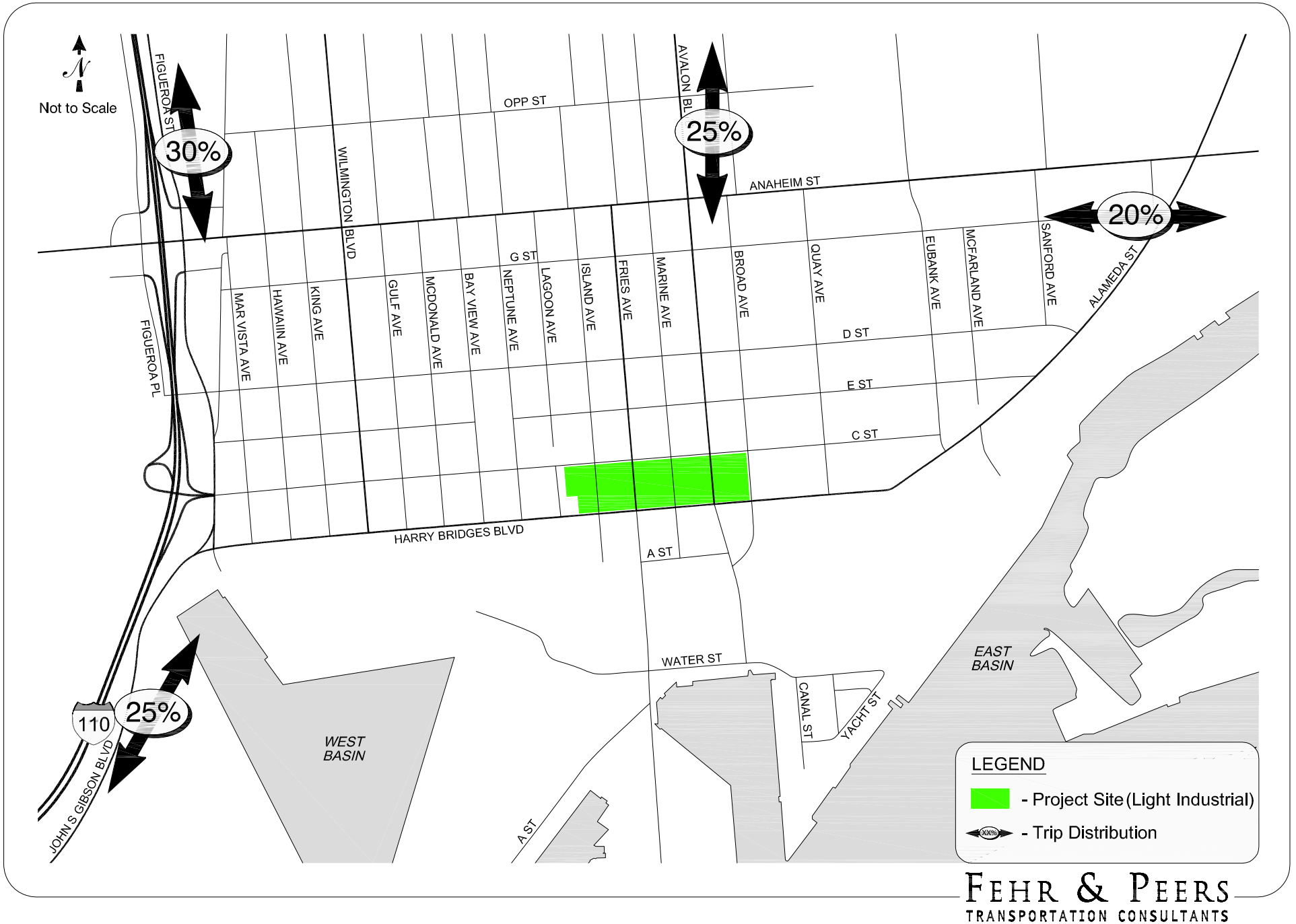

FIGURE 7C
TRIP DISTRIBUTION - LIGHT INDUSTRIAL

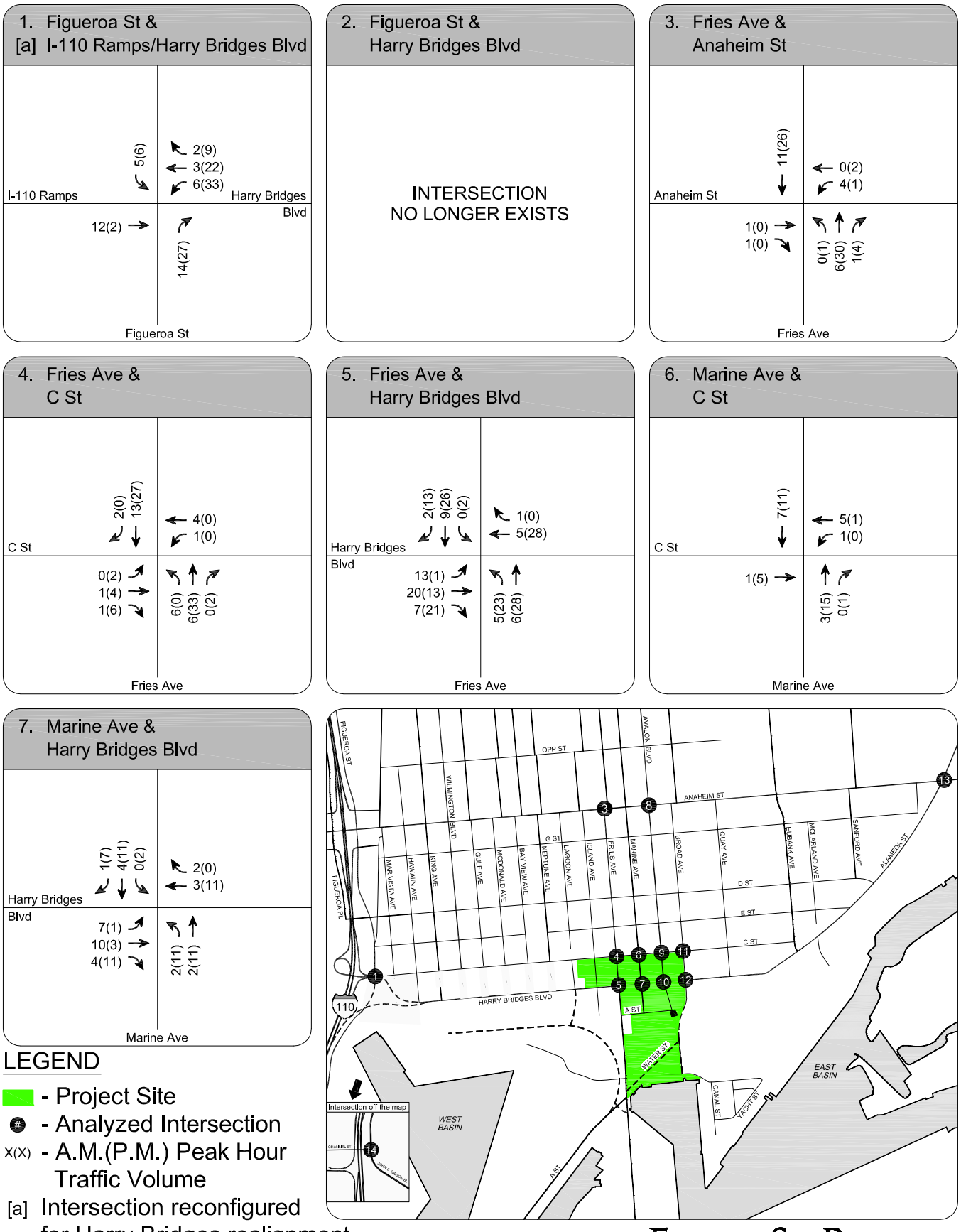

FIGURE 8

YEAR 2015 PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

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FIGURE 8 (CONT.)
YEAR 2015 PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

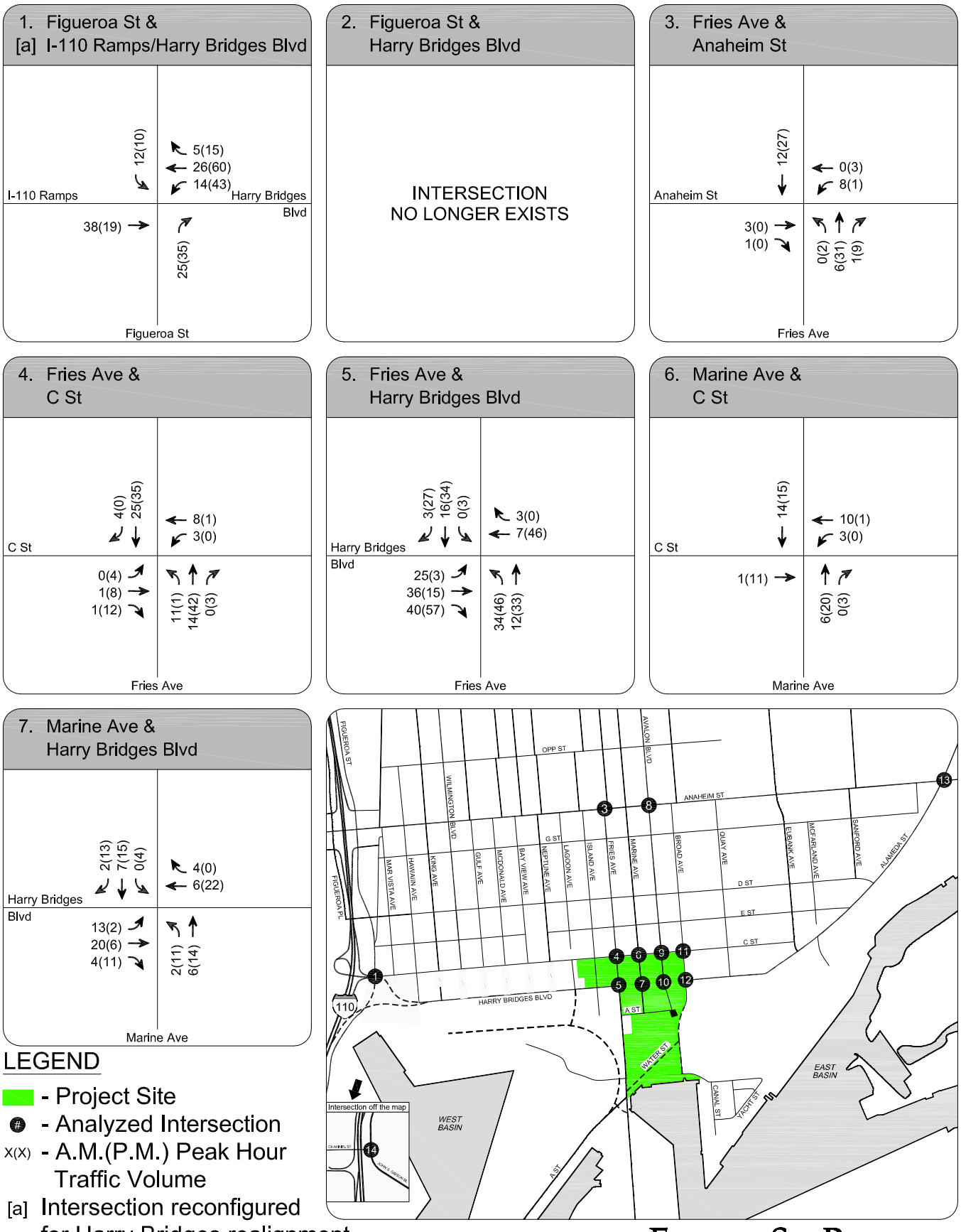

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FIGURE 9
YEAR 2020 PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

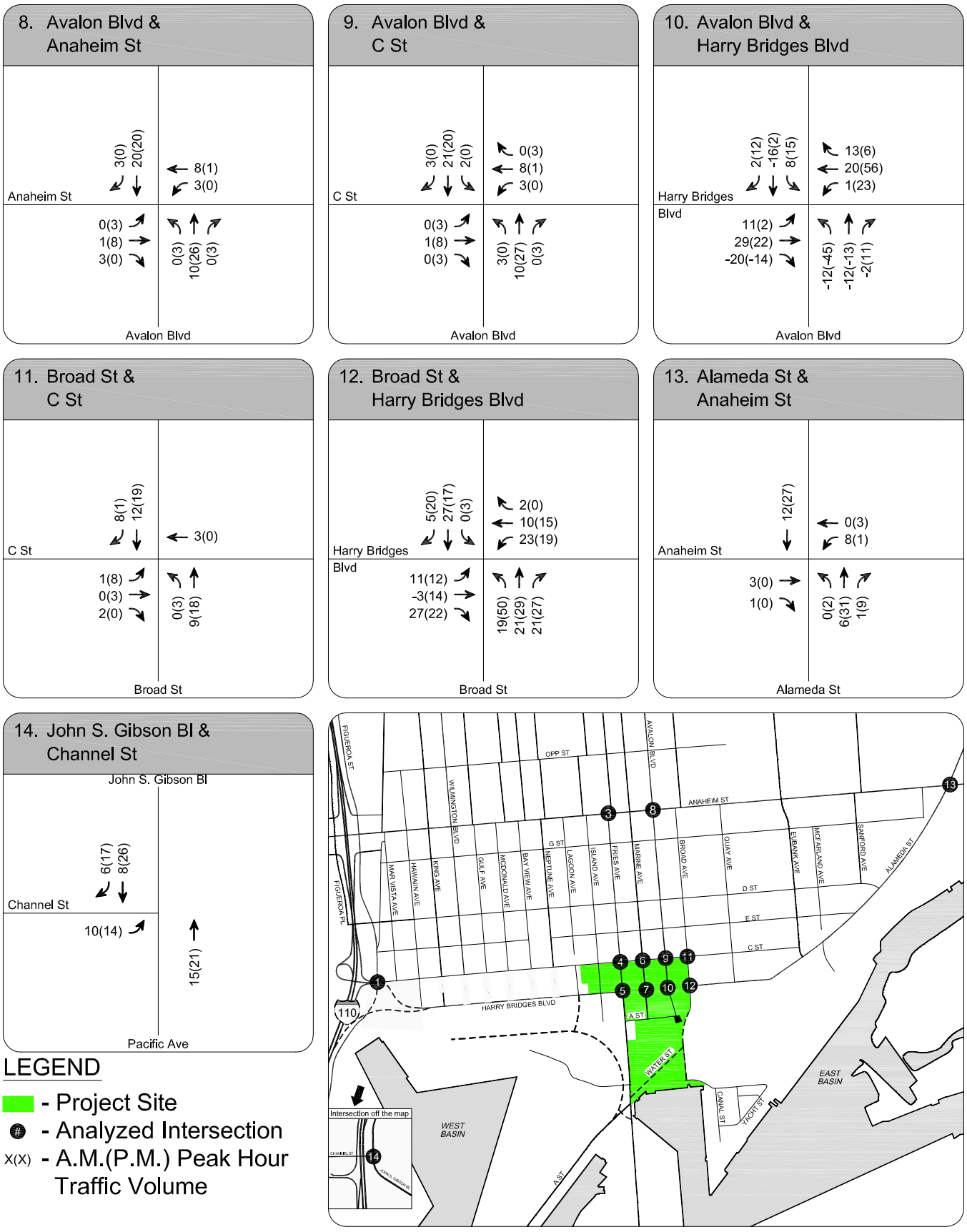

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FIGURE 9 (CONT.)
YEAR 2020 PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

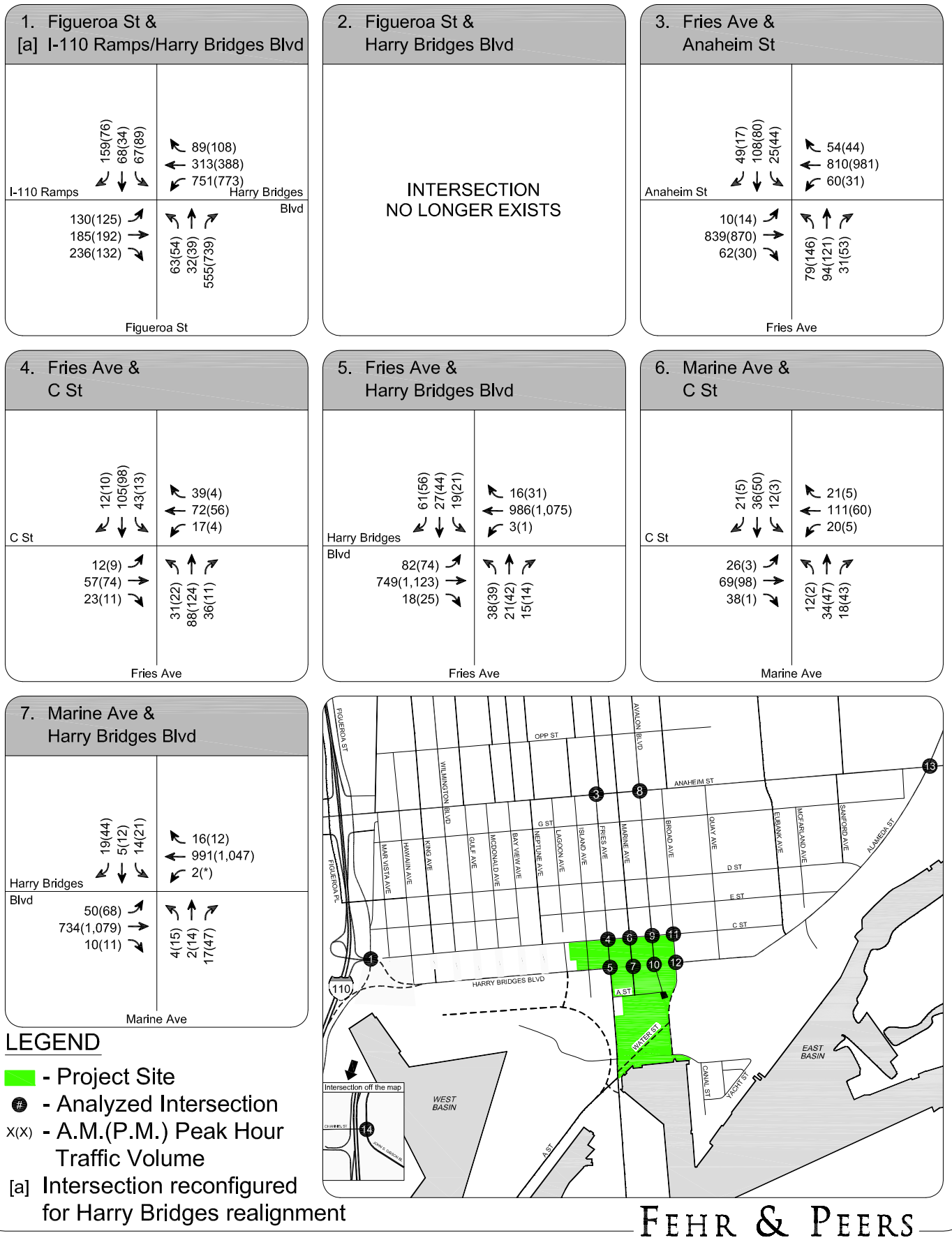

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FIGURE10

CUMULATIVE PLUS PROJECT YEAR 2015 PEAK HOUR TRAFFIC VOLUMES

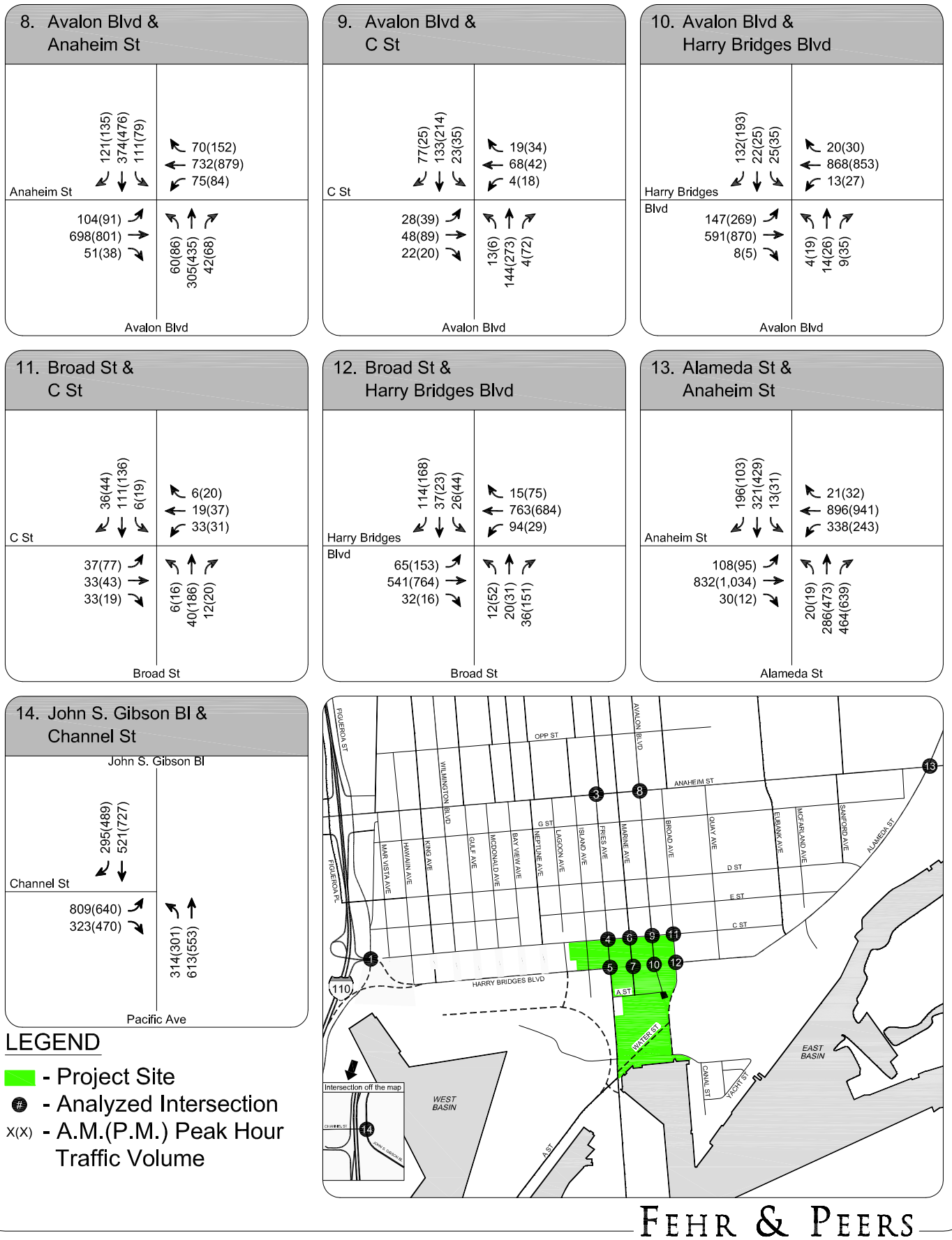

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FIGURE 10 (CONT.)
CUMULATIVE PLUS PROJECT YEAR 2015 PEAK HOUR TRAFFIC VOLUMES

volumes for a typical weekday a.m. peak hour and weekday p.m. peak hour in 2015. Figure 11 illustrates the resulting projected cumulative plus project peak hour traffic volumes for a typical weekday a.m. peak hour and weekday p.m. peak hour in 2020. These volumes represent future traffic conditions following completion of the proposed project for the two analysis years.

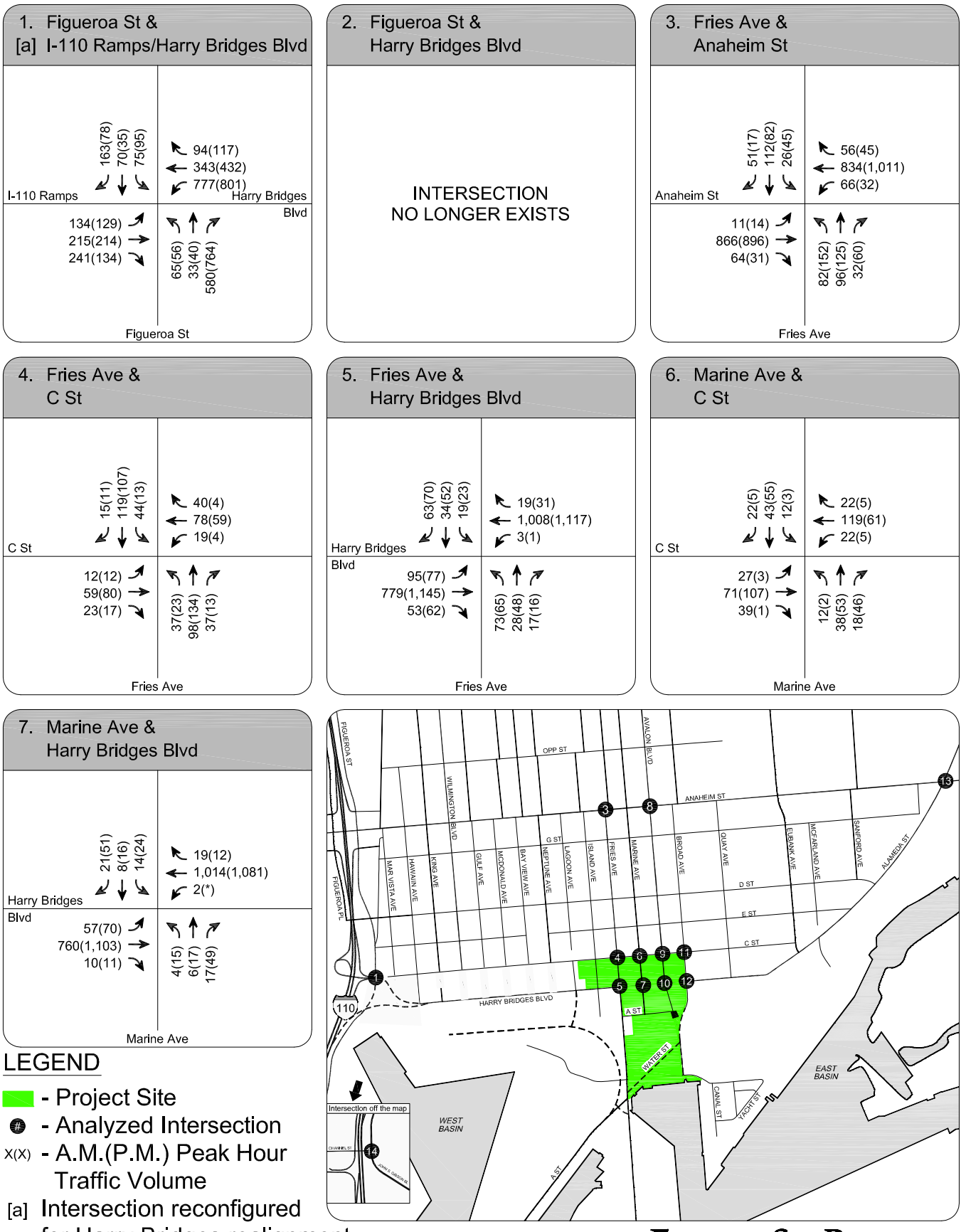

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FIGURE 11

CUMULATIVE PLUS PROJECT YEAR 2020 PEAK HOUR TRAFFIC VOLUMES

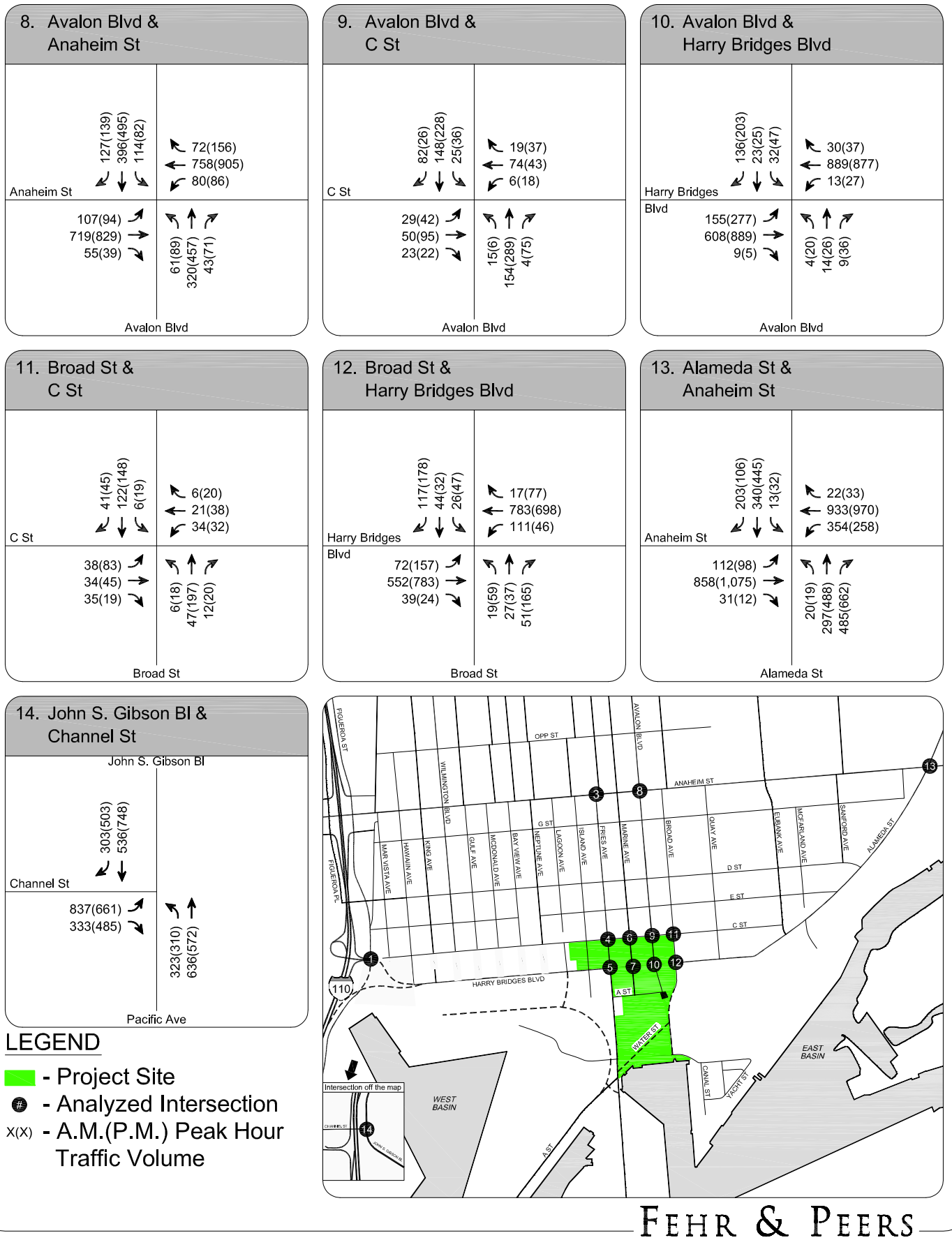

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FIGURE 11 (CONT.)
CUMULATIVE PLUS PROJECT YEAR 2020 PEAK HOUR TRAFFIC VOLUMES

IV. TRAFFIC IMPACT ANALYSIS

This section presents an analysis of the projected future volumes to determine the potential traffic impacts of the proposed project and project alternatives on the operating conditions of the surrounding street system. The traffic impact analysis compares the projected LOS at each study intersection under cumulative plus project conditions to the cumulative base conditions to estimate the incremental increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by LADOT. Detailed LOS calculations for the proposed project for the Years 2015 and 2020 are included in Appendix C.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

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

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

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

PROPOSED PROJECT TRAFFIC IMPACT ANALYSIS

Cumulative plus Project Traffic Conditions Year 2015

The resulting cumulative plus project peak hour traffic volumes, illustrated in Figure 10, were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. The results of the cumulative plus project analysis are presented in Table 7. As indicated in the table, all 14 study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours.

Project Intersection Impacts Year 2015

To determine whether significant impacts would occur at the study intersections, the cumulative plus project operating conditions were compared to the cumulative base operating conditions. As shown in Table 7, using the City of Los Angeles criteria for determination of significant impacts, in 2015 the proposed project would result in no significant traffic impacts in 2015 during the analyzed peak hours. A decrease in V/C occurs for the intersection of Avalon Boulevard and Harry Bridges Boulevard between the cumulative base conditions and the cumulative plus project conditions. This is attributable to the de-emphasis of Avalon Boulevard and realignment of Broad Ave near the project site. As a result of these modifications it is assumed that some traffic volume to the project site will divert to Broad Avenue.

Cumulative plus Project Traffic Conditions Year 2020

The resulting cumulative plus project peak hour traffic volumes, illustrated in Figure 11, were analyzed to project future operating conditions with the addition of the proposed project traffic. The results of the cumulative plus project analysis are presented in Table 8. As indicated in the table, 13 of the 14 study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The intersection of Avalon Boulevard & Anaheim Street is projected to operate at LOS E or F during the afternoon peak hour.

TABLE 7
FUTURE (2015) INTERSECTION LEVEL OF SERVICE ANALYSIS

Intersection	Peak Hour	Cumulative Base (Year 2015) V/C or Delay	LOS	Cumulative plus Project (Year 2015) V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact
1 Figueroa St/John S. Gibson Bl	**AM**	0.403	A	0.409	A	0.006	NO
I-110/Harry Bridges Boulevard** [a]	**PM**	0.342	A	0.358	A	0.016	NO
2 Figueroa St	**AM**	Intersection will not exist in the future.		Intersection will not exist in the future.		Intersection will not exist in the future.	
Harry Bridges Bl [a]	**PM**						
3 N. Fries Av	**AM**	0.492	A	0.510	A	0.018	NO
Anaheim St**		0.494	A	0.534	A	0.040	NO
4 Fries Av	**AM**	0.268	A	0.282	A	0.014	NO
C St [c]	**PM**	0.184	A	0.223	A	0.039	NO
5 Fries Av	**AM**	0.355	A	0.406	A	0.051	NO
Harry Bridges Bl**	**PM**	0.469	A	0.524	A	0.055	NO
6 Marine Av	**AM**	0.205	A	0.216	A	0.011	NO
C St [b]	**PM**	0.151	A	0.168	A	0.017	NO
7 Marine Av	**AM**	0.486	A	0.500	A	0.014	NO
Harry Bridges Bl [b]	**PM**	0.677	B	0.705	C	0.028	NO
8 Avalon Bl	**AM**	0.664	B	0.671	B	0.007	NO
Anaheim St**	**PM**	0.878	D	0.894	D	0.016	NO
9 Avalon Bl	**AM**	0.198	A	0.208	A	0.010	NO
C St [c]	**PM**	0.301	A	0.314	A	0.013	NO
10 Avalon Bl	**AM**	0.393	A	0.395	A	0.002	NO
Harry Bridges Bl**	**PM**	0.649	B	0.643	B	-0.006	NO
11 Broad Av	**AM**	0.238	A	0.246	A	0.008	NO
C St [c]	**PM**	0.327	A	0.343	A	0.016	NO
12 Broad Av	**AM**	0.339	A	0.374	A	0.035	NO
Harry Bridges Bl**	**PM**	0.482	A	0.545	A	0.063	NO
13 Alameda St	**AM**	0.515	A	0.518	A	0.003	NO
Anaheim St**	**PM**	0.631	B	0.643	B	0.012	NO
14 John S. Gibson Bl	**AM**	0.612	B	0.616	B	0.004	NO
Channel St**	**PM**	0.689	B	0.696	B	0.007	NO

Notes:

** Intersection is assumed to be operating under ATSAC and ATCS systems in the future. Per LADOT guidelines a 10% capacity credit has been taken at intersections operating with both systems.

[a] Intersections to be reconfigured and combined as per the proposed conceptual plan for Harry Bridges Boulevard realignment.

[b] Intersection is a two-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.

[c] Intersection is a four-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.

TABLE 8
FUTURE (2020) INTERSECTION LEVEL OF SERVICE ANALYSIS

Intersection	Peak Hour	Cumulative Base (Year 2020) V/C or Delay	LOS	Cumulative plus Project (Year 2020) V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact	Cumulative Plus Project (w/Mitigation) V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact
1 Figueroa St/John S. Gibson Bl	**AM**	0.415	A	0.434	A	0.019	NO				
I-110/Harry Bridges Boulevard** [a]	**PM**	0.354	A	0.382	A	0.028	NO				
2 Figueroa St	**AM**	Intersection will not exist in the future.		Intersection will not exist in the future.		Intersection will not exist in the future.					
Harry Bridges Bl [a]	**PM**										
3 N. Fries Av	**AM**	0.511	A	0.535	A	0.024	NO				
Anaheim St**		0.511	A	0.556	A	0.045	NO				
4 Fries Av	**AM**	0.274	A	0.304	A	0.030	NO				
C St [c]	**PM**	0.188	A	0.247	A	0.059	NO				
5 Fries Av	**AM**	0.372	A	0.483	A	0.111	NO				
Harry Bridges Bl**	**PM**	0.481	A	0.582	A	0.101	NO				
6 Marine Av	**AM**	0.210	A	0.233	A	0.023	NO				
C St [b]	**PM**	0.155	A	0.183	A	0.028	NO				
7 Marine Av	**AM**	0.497	A	0.521	A	0.024	NO				
Harry Bridges Bl [b]	**PM**	0.691	B	0.728	C	0.037	NO				
8 Avalon Bl	**AM**	0.686	B	0.701	C	0.015	NO	0.656	B	-0.045	NO
Anaheim St**	**PM**	0.905	E	0.929	E	0.024	**YES**	0.880	D	-0.049	NO
9 Avalon Bl	**AM**	0.203	A	0.226	A	0.023	NO				
C St [c]	**PM**	0.308	A	0.332	A	0.024	NO				
10 Avalon Bl	**AM**	0.407	A	0.421	A	0.014	NO				
Harry Bridges Bl**	**PM**	0.664	B	0.663	B	-0.001	NO				
11 Broad Av	**AM**	0.244	A	0.263	A	0.019	NO				
C St [c]	**PM**	0.334	A	0.361	A	0.027	NO				
12 Broad Av	**AM**	0.348	A	0.409	A	0.061	NO				
Harry Bridges Bl**	**PM**	0.495	A	0.589	A	0.094	NO				
13 Alameda St	**AM**	0.532	A	0.541	A	0.009	NO				
Anaheim St**	**PM**	0.650	B	0.673	B	0.023	NO				
14 John S. Gibson Bl	**AM**	0.631	B	0.638	B	0.007	NO				
Channel St**	**PM**	0.711	C	0.720	C	0.009	NO				

Notes:

** Intersection is assumed to be operating under ATSAC and ATCS systems in the future. Per LADOT guidelines a 10% capacity credit has been taken at intersections operating with both systems.

[a] Intersections to be reconfigured and combined as per the proposed conceptual plan for Harry Bridges Boulevard realignment.

[b] Intersection is a two-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.

[c] Intersection is a four-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.

Project Intersection Impacts Year 2020

To determine whether significant impacts would occur at the study intersections, the cumulative plus project operating conditions were compared to the cumulative base operating conditions. As shown in Table 8, using the City of Los Angeles criteria for determination of significant impacts, the proposed project would result in significant traffic impacts at one intersection, Avalon Boulevard & Anaheim Street in 2020. A net decrease in V/C is projected occur for the intersection of Avalon Boulevard and Harry Bridges Boulevard during the evening peak hour when compared with cumulative base conditions. This is attributable to the proposed project improvement and related traffic shifts which involve the de-emphasis of Avalon Boulevard south of Harry Bridges Bouelvard and realignment of Broad Avenue along the eastern boundary of the proposed project to carry most of the traffic from Harry Bridges Boulevard to the Waterfront.

V. INTERSECTION MITIGATION PROGRAM

The traffic impact analysis presented in Chapter IV determined that the proposed project would result in a significant traffic impact at one of the study intersections in year 2020. A potential mitigation measure to address the impact is discussed in this chapter.

INTERSECTION MITIGATION MEASURES

The suggested mitigation focused on reducing to below significant levels the "worst case" project impact projected for year 2020:

Avalon Boulevard & Anaheim Street

The recommended mitigation measure for this intersection is to reconfigure the southbound approach of Avalon Boulevard. The traffic impact at this intersection could be mitigated by adding a right-turn lane in the southbound direction. Currently the southbound approach consists of one through/left-turn lane and one through/right-turn lane. The mitigation would result in one right-turn lane, one through lane, and one through/left-turn lane. This proposed mitigation would require the removal of two metered parking spaces along Avalon Boulevard to allow for the right-turn lane and the restriping of the northbound approach to properly align with the reconfigured southbound approach. A conceptual drawing illustrating the feasibility of this mitigation is provided in Figure 12. This improvement would fully mitigate the identified impact at this location under the future Year 2020 weekday scenario.

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CONCEPTUAL DESIGN - PROPOSED MITIGATION
INTERSECTION OF AVALON BOULEVARD AND ANAHEIM BOULEVARD

Jul 17, 2008
\\fpla1\data\Jobs\Active\2200s\2242 – Wilmington Waterfront TS\Mit Sketch\Mitigation Conceptual.dwg

FIGURE 12

VI. NEIGHBORHOOD STREET SEGMENT ANALYSIS

This chapter presents the results of an analysis conducted to determine the potential for project impacts on local residential streets in neighborhoods near the project site. The analysis was conducted on six street segments to the west of the project, which are illustrated in Figure 1:

1. Mar Vista Avenue between C Street and D Street
2. Hawaiian Avenue between C Street and D Street
3. Gulf Avenue between C Street and D Street
4. McDonald Avenue between C Street and D Street
5. Bay View Avenue between C Street and D Street
6. C Street between Gulf Avenue and McDonald Avenue

The residential street segment analysis compares the projected daily traffic at the six street segments under two cumulative plus project scenarios to the baseline conditions to estimate the incremental change in daily traffic caused by the proposed Project. This provides the information needed to assess the potential impact of the project using significance criteria established by LADOT.

DAILY TRAFFIC PROJECTIONS

Existing Daily Traffic Volumes

24-hour machine counts were conducted on these six street segments in January 2008. Future daily traffic volumes were projected in a manner similar to the peak hour analysis of the study intersections, including both ambient growth through 2015 or 2020, as well as anticipated traffic from related projects.

Future No Project Volumes

The 24-hour machine counts represent the volumes for existing conditions. To arrive at future no project conditions an ambient growth rate of 0.65% per year, for a total of 4.55% and an ambient growth rate of 0.65% per year, for a total of 7.8% for was applied to emulate Year 2015 and Year 2020 respectively to emulate future conditions.

Traffic generated by related projects expected to be built within the vicinity of the proposed project was also added to the analyzed streets segments which includes the effect on traffic resulting traffic shifts from the construction of the proposed Buffer project along Harry Bridges Boulevard. The buffer project would result in the closure of Mar Vista Avenue, Hawaiian Avenue, Gulf Avenue, Mc Donald Avenue and Bay View Avenue south of C Street. Also, C Street is proposed to be constructed with a cul-de-sac just east of Figueroa Street.

Future With Project Volumes

Daily traffic from the neighborhood is expected to utilize some of the analyzed street segments to access the project site, particularly the retail and the restaurant uses. The projected number of trips accessing the project site through analyzed street segments was added to the Future No Project traffic projection to estimate Future with Project traffic volumes for the analyzed street segments.

NEIGHBORHOOD STREET IMPACTS

Under the City of Los Angeles guidelines, a project impact on a local residential street would be considered significant if the projected increase in daily traffic volumes is as follows:

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16% or more of final ADT
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

Daily traffic volumes for both the existing and projected future conditions for the proposed project are summarized in Table 9. As shown in the table, application of the appropriate significance criteria for neighborhood traffic impacts indicates that the proposed project would not result in a significant traffic impact at any of the neighborhood for both Year 2015 and Year 2020 scenarios.

TABLE 9
STREET SEGMENT IMPACT ANALYSIS: WILMINGTON WATERFRONT

Street Segments	Weekday Two-Way Daily Volumes					Impact Analysis		
	Existing (2008)	Ambient Growth	Future No Project (2015) [1]	Project Only [2]	Future with Project (2015)	% of Final ADT	Physical Mitigation Criteria	Impacts
1. Mar Vista Ave n/o C St	322	4.6%	215	13	228	5.7%	16.0%	NO
2. Hawaiian Ave n/o C St	512	4.6%	323	13	336	3.9%	16.0%	NO
3. Gulf Ave n/o C St	299	4.6%	255	13	268	4.9%	16.0%	NO
4. McDonald Ave n/o C St	227	4.6%	180	13	193	6.7%	16.0%	NO
5. Bay View Ave n/o C St	487	4.6%	392	13	405	3.2%	16.0%	NO
6. C St e/o Gulf Ave	1,103	4.6%	1,365	50	1,415	3.5%	12.0%	NO

Street Segments	Weekday Two-Way Daily Volumes					Impact Analysis		
	Existing (2008)	Ambient Growth	Future No Project (2020) [1]	Project Only [2]	Future with Project (2020)	% of Final ADT	Physical Mitigation Criteria	Impacts
1. Mar Vista Ave n/o C St	322	7.8%	225	21	246	8.5%	16.0%	NO
2. Hawaiian Ave n/o C St	512	7.8%	340	21	361	5.8%	16.0%	NO
3. Gulf Ave n/o C St	299	7.8%	264	21	285	7.4%	16.0%	NO
4. McDonald Ave n/o C St	227	7.8%	188	21	209	10.0%	16.0%	NO
5. Bay View Ave n/o C St	487	7.8%	408	12	420	2.9%	16.0%	NO
6. C St e/o Gulf Ave	1,103	7.8%	1,401	81	1,482	5.5%	12.0%	NO

VII. CONGESTION MANAGEMENT PROGRAM ANALYSIS

This chapter presents an analysis of potential impacts on the regional transportation system in terms of vehicular and transit service impacts. This analysis was conducted in accordance with the procedures outlined in the Congestion Management Program for Los Angeles County (CMP) (Metro, July 22, 2004). The CMP requires that, when an EIR is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.

REGIONAL TRAFFIC IMPACT ANALYSIS

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

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

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

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

Arterial Monitoring Station Analysis

The CMP arterial monitoring stations nearest to the project study area are located approximately two miles north of the project site:

- Figueroa Street and Pacific Coast Highway – The proposed project is expected to add approximately 15 or fewer weekday peak hour trips in 2015 and 2020 at this intersection.
- Alameda Street and Pacific Coast Highway – The proposed project is expected to add approximately 30 or fewer weekday peak hour trips in 2015 and 2020 at this intersection.

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

Freeway Mainline Monitoring Station Analysis

This section presents an analysis of potential project impacts on the regional transportation system. This analysis was conducted in accordance with the transportation impact analysis procedures outlined in the CMP. The nearest CMP mainline freeway monitoring location nearest to the project site is: I-110 south of C Street. According to the incremental project trip generation estimates developed in Chapter III and the project only traffic volumes illustrated in Figures 9 and 10, the proposed project is not expected to add sufficient new traffic to exceed the freeway analysis criteria at these locations.

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

REGIONAL TRANSIT IMPACT ANALYSIS

Potential increases in transit person trips generated by the proposed project were estimated as follows. Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips.

This CMP methodology assumes an average vehicle ridership (AVR) factor 1.4 in order to estimate the number of person trips to and from the project and then provides guidance regarding the percentage of person trips assigned to public transit based on the type of land use and the proximity to transit service.

The nearest designated CMP transit corridor is the Harbor Freeway Corridor. Since the project site is outside the one quarter-mile boundary from these services, the CMP guidelines estimate that approximately 3.5% of the project person trips may use public transit to travel to and from the site.

As discussed in Chapter III and shown in Table 6, the proposed project is expected to generate a net increase of approximately 131 vehicle trips during the morning peak hour and 296 vehicle trips during the afternoon peak hour in the interim Year 2015. The proposed project is expected to generate a net increase of approximately 339 trips during the morning peak hour and 502 trips during the afternoon peak hour upon full buildout in Year 2020. Apply the AVR factor 1.4 to the number of vehicles results in the following:

- 184 and 415 person trips in the morning and the afternoon peak hour, respectively, during the interim Year 2015. Assuming the 3.5% transit mode split suggested in the CMP results in approximately seven person trips in the morning and 15 person trips during the afternoon peak hour that the proposed project could potentially add to the transit lines providing service in the vicinity of the project during the interim Year 2015.

- 475 and 703 person trips in the morning and the afternoon peak hour, respectively, upon full buildout Year 2020. Assuming the 3.5% transit mode split suggested in the CMP results in approximately 17 person trips in the morning and 25 person trips during the afternoon peak hour that the proposed project could potentially add to the transit lines providing service in the vicinity of the project upon full buildout Year 2020.

As discussed in Chapter II, there are four bus lines that provide service in the vicinity of the project site, two that provide service on the periphery (Metro 446/447 and Metro 202). Based on the existing operating schedules for these transit lines, we estimated that a total of 11 buses in the a.m. peak hour and 11 buses in the p.m. peak hour serve the vicinity of the project. This results in the following conclusion:

- The project could add on average, approximately one person trip per bus in the morning peak hour and two person trips per bus in the afternoon peak hour during the interim Year 2015.

- The project could add on average, approximately two person trips per bus in the morning peak hour and three person trips in the evening peak hour upon full buildout in Year 2020.

Considering the three people per bus represent the equivalent to slightly less than 8% of the capacity of a typical 40-passenger bus. At this level of activity, project-related impacts to the regional transit system would be considered less than significant in both the interim Year 2015 and the full project buildout of the proposed project in Year 2020.

VIII. PARKING

A parking analysis was conducted for the proposed project. Figure 13 presents the location and an approximate estimate of the proposed parking supply for the project. As shown in the figure, both on-street and lot parking would be provided. All streets in the project area have on-street parking, except for Harry Bridges Boulevard, where on-street parking is prohibited, and Water Street, where parking is provided on the south side only. The four parking lots (areas 4, 6, 8 and 12) and the on-street parking would provide a total of 681 spaces, 506 off-street parking spaces and 175 on-street parking spaces.

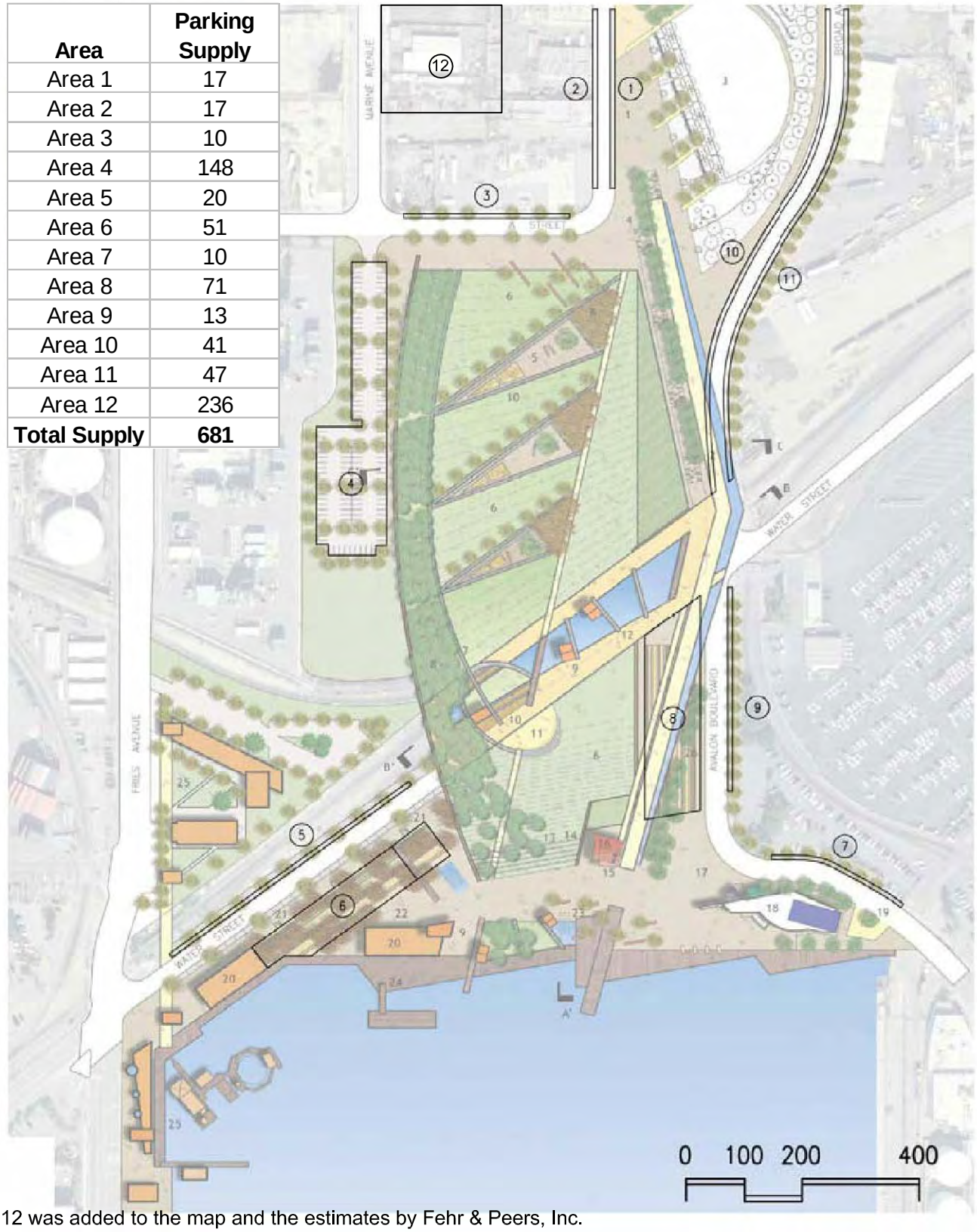
CODE REQUIREMENT

The proposed project is located in the Harbor Enterprise Zone. Enterprise Zones assist businesses located in the zones to lower their operating costs by providing them with state hiring credits, sales and use tax credits, and expense and interest deductions. The City of Los Angeles offers local incentives such as DWP rate discounts, site fee waivers, sewer facility hookup payment plans, Work Opportunity Tax Credits, and reduced parking rates. The Harbor Enterprise Zone is valid through March 3, 2009.

According to the parking code requirements per the Harbor Enterprise Zone, commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings need to provide two parking spaces for every 1000 sf of floor area.

Table 10 presents the parking requirements for the project at full buildout (Year 2020). Parking requirements for the proposed project were calculated using both the City of Los Angeles Zoning Code and the Harbor Enterprise Zone parking code. As can be seen in the table, a total of 440 parking spaces would be required per the Harbor Enterprise Zone parking requirement rates and a total of 652 off-street parking spaces would be required per Section 12.21 of the Los Angeles Zoning Code.

Area	Parking Supply
Area 1	17
Area 2	17
Area 3	10
Area 4	148
Area 5	20
Area 6	51
Area 7	10
Area 8	71
Area 9	13
Area 10	41
Area 11	47
Area 12	236
Total Supply	**681**



Area 12 was added to the map and the estimates by Fehr & Peers, Inc.

Map Source: Sasaki Associates, Inc.

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Jul 17, 2008 FPA
C:\Program Files\Autodesk Map 3D 2007\Drawing1.dwg

PROPOSED PARKING SUPPLY

FIGURE 13

TABLE 10
WILMINGTON WATERFRONT DEVELOPMENT (FULL BUILDOUT)
PARKING CODE REQUIREMENTS

Land-Use	Size	Units/ Sq.Ft.	City of Los Angeles Rate	Parking Spaces Required	Harbor Enterprise Zone Rate	Parking Spaces Required
Retail	58,000	sf	4 space /1000 sf [1]	232	2 space /1000 sf [4]	116
Restaurant	12,000	sf	1 space/100 sf for establishments larger than 1000 sf [2]	120	2 space /1000 sf [4]	24
Light Industrial	150,000	sf	1 space/500 sf [1]	300	2 space/1000 sf [3]	300
Park	15	acres	-	-	-	-
Total Parking Required				**652**		**440**

Note:

Source of parking requirement rates: Section 12.21, General Provisions, Los Angeles Zoning Code

[1] - 'General Retail Stores' land use category

[2] - 'General Restaurants and Bars' land use category

[3] - 'Commercial and Industrial Buildings' land use category

[4] - Enterprise Zones, listed in 12.21A4(x)(3), not in DPD - commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development building need only provide 2 parking spaces for every 1000 sq. ft. of floor ar

The project would meet the off-street parking requirements per the Harbor Enterprise Zone code. If the Harbor Enterprise Zone were not renewed after March 3, 2009, the proposed project parking supply would be subject to the provisions of the Los Angeles Zoning Code and an additional 146 off-street parking spaces (beyond the 506 currently proposed) would be required.

IX. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential for traffic impacts resulting from the proposed Wilmington Waterfront Project. The key findings and conclusions of the study are summarized below:

- The proposed project is to be located in a 58-acre area in the southern end of the City of Los Angeles, in the community of Wilmington. The project would develop a variety of uses including pedestrian-oriented features and a waterfront promenade, enhancement of the Avalon Boulevard commercial corridor, commercial/industrial retail development, open space, and transportation enhancements and improvements.

- Detailed intersection capacity and operation analyses were conducted at 14 intersections in the vicinity of the project site for weekday a.m. and p.m. peak hours (between 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.) All 14 of the study intersections are currently operating at acceptable LOS (LOS D or better).

- Future traffic conditions in the study area were projected for the years 2015 and 2020. In 2015 the cumulative base analyses indicated that all 14 of the study intersections are projected to operate at acceptable LOS (LOS D or better) during the analyzed peak hours without development of the proposed project. In 2020 the cumulative base analyses indicated that 13 of the study intersections are projected to operate at acceptable LOS (LOS D or better) during the analyzed peak hours without development of the proposed project. The intersection of Avalon Boulevard & Anaheim Street is projected to operate at LOS E in the p.m. peak hour.

- In 2015 the proposed project is expected to generate 131 weekday a.m. peak hour trips and 296 weekday p.m. peak hour trips. The 2015 cumulative with project analyses indicated that all 14 of the study intersections are projected to operate at acceptable LOS (LOS D or better) during the analyzed peak hours with the development of the proposed project. In 2020 the proposed project is expected to generate 339 weekday a.m. peak hour trips and 502 weekday p.m. peak hour trips. The 2020 cumulative with project analyses indicated that 13 of the study intersections are projected to operate at acceptable LOS (LOS D or better) during the analyzed peak hours with the development of the proposed project. The intersection of Avalon Boulevard & Anaheim Street is projected to operate at LOS E in the p.m. peak hour.

- Based on City of Los Angeles significance criteria, the proposed project would result in a significant impact at Avalon Boulevard & Anaheim Street.

- A mitigation measure was developed for the significantly impacted intersection. A physical mitigation is proposed for the intersection of Avalon Boulevard & Anaheim Street that would mitigate the traffic impact below the level of significance.

- No significant CMP intersection, freeway or transit impacts are anticipated to result from the proposed project.

- A total of 681 parking spaces, including 506 off-street spaces in four parking lots and 175 on-street parking spaces, are proposed for the project. The project would meet the parking requirements per the Harbor Enterprise Zone (440 parking spaces) but would need to provide an additional 146 parking spaces to meet the Los Angeles Zoning Code if the Harbor Enterprise Zone is not renewed beyond March 3, 2009.

REFERENCES

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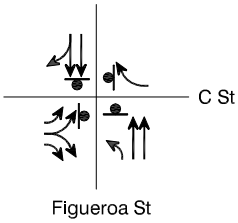
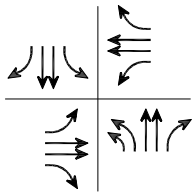
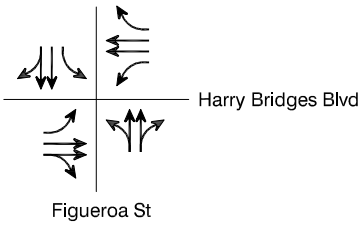
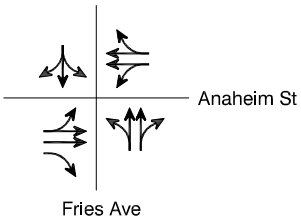
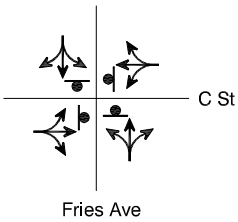
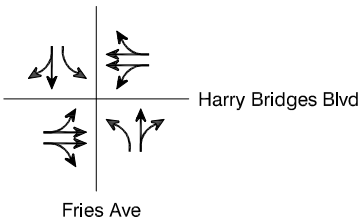
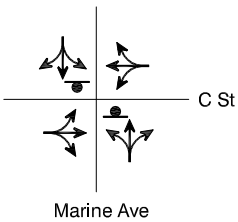
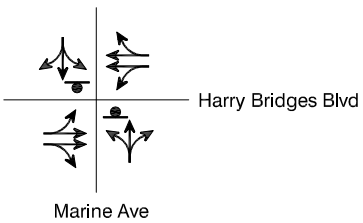
Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003.

APPENDIX A

INTERSECTION LANE CONFIGURATIONS

INTERSECTION LANE CONFIGURATIONS

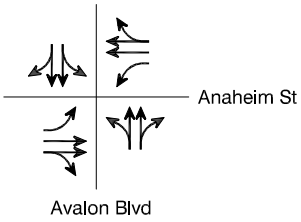
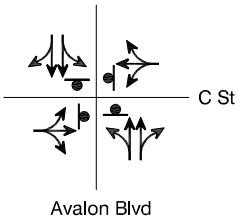
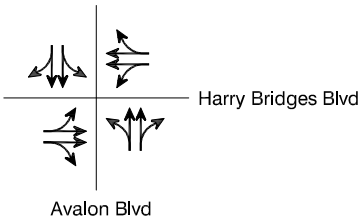
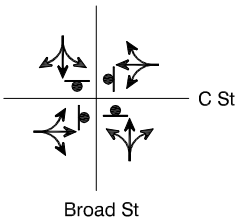
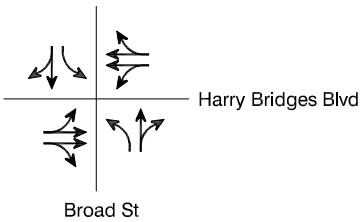
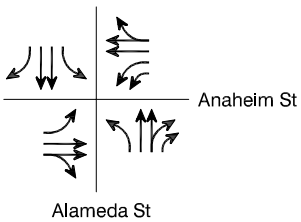
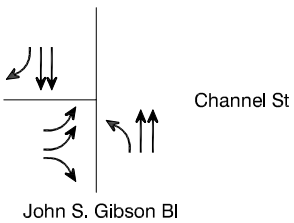
	EXISTING CONDITIONS	FUTURE CONDITIONS
1. Figueroa St & C St		
2. Figueroa St & Harry Bridges Blvd		Intersection Does Not Exist in Future Conditions
3. Fries Ave & Anaheim St		Same As Existing Conditions
4. Fries Ave & C St		Same As Existing Conditions
5. Fries Ave & Harry Bridges Blvd		Same As Existing Conditions
6. Marine Ave & C St		Same As Existing Conditions
7. Marine Ave & Harry Bridges Blvd		Same As Existing Conditions

LEGEND

Stop Controlled

FEHR & PEERS
TRANSPORTATION CONSULTANTS

INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE CONDITIONS
8. Avalon Blvd & Anaheim St		Same As Existing Conditions
9. Avalon Blvd & C St		Same As Existing Conditions
10. Avalon Blvd & Harry Bridges Blvd		Same As Existing Conditions
11. Broad St & C St		Same As Existing Conditions
12. Broad St & Harry Bridges Blvd		Same As Existing Conditions
13. Alameda St & Anaheim St		Same As Existing Conditions
14. John S. Gibson Bl & Channel Street		Same As Existing Conditions

LEGEND

Stop Controlled

FEHR & PEERS
TRANSPORTATION CONSULTANTS

APPENDIX B

TRAFFIC COUNTS

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FIGUEROA STREET
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	14	0	14	5	2	7	0	0	0	5	0	5	1	0	1	0	0	0
715-730	28	0	28	3	3	6	0	0	0	5	2	7	3	0	3	0	0	0
730-745	37	10	47	28	7	35	0	0	0	7	0	7	0	0	0	0	0	0
745-800	26	4	30	23	6	29	0	0	0	9	0	9	2	0	2	0	0	0
800-815	22	2	24	16	3	19	0	0	0	8	1	9	1	0	1	0	0	0
815-830	13	3	16	18	2	20	0	0	0	6	1	7	3	0	3	0	0	0
830-845	11	2	13	9	1	10	0	0	0	2	0	2	0	0	0	0	0	0
845-900	14	3	17	21	2	23	0	0	0	10	0	10	1	0	1	0	0	0
900-915	12	2	14	13	0	13	0	0	0	5	0	5	0	0	0	0	0	0
915-930	5	0	5	3	2	5	0	0	0	4	0	4	0	0	0	0	0	0
930-945	5	3	8	12	10	22	0	0	0	3	0	3	0	0	0	0	0	0
945-1000	15	1	16	11	1	12	0	0	0	3	0	3	0	0	0	0	0	0
HOUR TOTALS																		
700-800	105	14	119	59	18	77	0	0	0	26	2	28	6	0	6	0	0	0
715-815	113	16	129	70	19	89	0	0	0	29	3	32	6	0	6	0	0	0
730-830	98	19	117	85	18	103	0	0	0	30	2	32	6	0	6	0	0	0
745-845	72	11	83	66	12	78	0	0	0	25	2	27	6	0	6	0	0	0
800-900	60	10	70	64	8	72	0	0	0	26	2	28	5	0	5	0	0	0
815-815	50	10	60	61	5	66	0	0	0	23	1	24	4	0	4	0	0	0
830-930	42	7	49	46	5	51	0	0	0	21	0	21	1	0	1	0	0	0
845-945	36	8	44	49	14	63	0	0	0	22	0	22	1	0	1	0	0	0
900-1000	37	6	43	39	13	52	0	0	0	15	0	15	0	0	0	0	0	0

PEAK HOUR
715-815
940

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	0	0	0	9	2	11	27	13	40	52	13	65	0	0	0	12	1	13	125	31	156
715-730	0	0	0	23	3	26	35	22	57	42	14	56	0	0	0	21	1	22	160	45	205
730-745	0	0	0	19	2	21	29	21	50	39	24	63	0	0	0	30	1	31	189	65	254
745-800	0	0	0	25	4	29	23	25	48	57	19	76	0	0	0	31	2	33	196	60	256
800-815	0	0	0	17	1	18	26	19	45	55	24	79	0	0	0	28	2	30	173	52	225
815-830	0	0	0	11	1	12	13	25	38	40	15	55	0	0	0	19	0	19	123	47	170
830-845	0	0	0	11	2	13	24	34	58	26	35	61	0	0	0	14	2	16	97	76	173
845-900	0	0	0	15	0	15	11	34	45	28	25	53	0	0	0	13	1	14	113	65	178
900-915	0	0	0	9	3	12	12	38	50	31	35	66	0	0	0	17	1	18	99	79	178
915-930	0	0	0	13	2	15	14	29	43	29	35	64	0	0	0	14	4	18	82	72	154
930-945	0	0	0	17	5	22	16	40	56	36	37	73	0	0	0	18	0	18	107	95	202
945-1000	0	0	0	14	3	17	16	44	60	29	28	57	0	0	0	14	3	17	102	80	182
HOUR TOTALS																					
700-800	0	0	0	76	11	87	114	81	195	190	70	260	0	0	0	94	5	99	670	201	871
715-815	0	0	0	84	10	94	113	87	200	193	81	274	0	0	0	110	6	116	718	222	940
730-830	0	0	0	72	8	80	91	90	181	191	82	273	0	0	0	108	5	113	681	224	905
745-845	0	0	0	64	8	72	86	103	189	178	93	271	0	0	0	92	6	98	589	235	824
800-900	0	0	0	54	4	58	74	112	186	149	99	248	0	0	0	74	5	79	506	240	746
815-815	0	0	0	46	6	52	60	131	191	125	110	235	0	0	0	63	4	67	432	267	699
830-930	0	0	0	48	7	55	61	135	196	114	130	244	0	0	0	58	8	66	391	292	683
845-945	0	0	0	54	10	64	53	141	194	124	132	256	0	0	0	62	6	68	401	311	712
900-1000	0	0	0	53	13	66	58	151	209	125	135	260	0	0	0	63	8	71	390	326	716

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FIGUEROA STREET
E/W JOHN GIBSON/HARRY BRIDGES BLVD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	7	1	8	5	7	12	44	9	53	28	14	42	116	15	131	6	2	8
715-730	15	1	16	2	5	7	37	13	50	48	19	67	118	9	127	5	9	14
730-745	15	4	19	7	17	24	40	5	45	22	22	44	140	6	146	2	13	15
745-800	24	0	24	4	17	21	52	9	61	25	30	55	129	14	143	6	10	16
800-815	22	1	23	1	14	15	40	9	49	29	19	48	91	13	104	1	12	13
815-830	19	1	20	1	10	11	43	8	51	16	30	46	85	12	97	1	12	13
830-845	14	3	17	0	18	18	35	13	48	25	40	65	80	20	100	2	13	15
845-900	11	0	11	0	19	19	28	8	36	13	31	44	88	11	99	0	14	14
900-915	16	0	16	3	22	25	29	22	51	10	38	48	32	8	40	0	12	12
915-930	4	1	5	1	23	24	31	2	33	14	29	43	79	14	93	0	11	11
930-945	7	0	7	1	30	31	30	13	43	15	48	63	56	7	63	0	14	14
945-1000	13	1	14	0	19	19	22	9	31	22	45	67	47	9	56	0	9	9
HOUR TOTALS																		
700-800	61	6	67	18	46	64	173	36	209	123	85	208	503	44	547	19	34	53
715-815	76	6	82	14	53	67	169	36	205	124	90	214	478	42	520	14	44	58
730-830	80	6	86	13	58	71	175	31	206	92	101	193	445	45	490	10	47	57
745-845	79	5	84	6	59	65	170	39	209	95	119	214	385	59	444	10	47	57
800-900	66	5	71	2	61	63	146	38	184	83	120	203	344	56	400	4	51	55
815-815	60	4	64	4	69	73	135	51	186	64	139	203	285	51	336	3	51	54
830-930	45	4	49	4	82	86	123	45	168	62	138	200	279	53	332	2	50	52
845-945	38	1	39	5	94	99	118	45	163	52	146	198	255	40	295	0	51	51
900-1000	40	2	42	5	94	99	112	46	158	61	160	221	214	38	252	0	46	46

PEAK HOUR
715-815
1661

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	1	0	1	0	0	0	1	0	1	4	0	4	52	3	55	5	0	5	269	51	320
715-730	0	0	0	2	0	2	0	0	0	6	0	6	85	2	87	22	2	24	340	60	400
730-745	0	0	0	0	0	0	0	0	0	5	0	5	91	4	95	19	1	20	341	72	413
745-800	0	0	0	0	0	0	0	0	0	2	0	2	125	5	130	21	0	21	388	85	473
800-815	0	0	0	0	0	0	0	0	0	1	1	2	103	4	107	14	0	14	302	73	375
815-830	0	0	0	2	0	2	0	0	0	0	1	1	86	4	90	12	0	12	265	78	343
830-845	0	1	1	0	1	1	0	0	0	0	2	2	59	10	69	9	2	11	224	123	347
845-900	0	0	0	1	0	1	0	1	1	0	2	2	73	11	84	8	0	8	222	97	319
900-915	1	0	1	0	1	1	0	0	0	0	4	4	61	10	71	10	0	10	162	117	279
915-930	1	0	1	0	0	0	0	0	0	2	2	4	73	5	78	14	0	14	219	87	306
930-945	0	1	1	1	0	1	0	0	0	3	0	3	89	9	98	16	1	17	218	123	341
945-1000	1	1	2	0	1	1	1	0	1	0	2	2	75	12	87	7	1	8	188	109	297
HOUR TOTALS																					
700-800	1	0	1	2	0	2	1	0	1	17	0	17	353	14	367	67	3	70	1338	268	1606
715-815	0	0	0	2	0	2	0	0	0	14	1	15	404	15	419	76	3	79	1371	290	1661
730-830	0	0	0	2	0	2	0	0	0	8	2	10	405	17	422	66	1	67	1296	308	1604
745-845	0	1	1	2	1	3	0	0	0	3	4	7	373	23	396	56	2	58	1179	359	1538
800-900	0	1	1	3	1	4	0	1	1	1	6	7	321	29	350	43	2	45	1013	371	1384
815-815	1	1	2	3	2	5	0	1	1	0	9	9	279	35	314	39	2	41	873	415	1288
830-930	2	1	3	1	2	3	0	1	1	2	10	12	266	36	302	41	2	43	827	424	1251
845-945	2	1	3	2	1	3	0	1	1	5	8	13	296	35	331	48	1	49	821	424	1245
900-1000	3	2	5	1	2	3	1	0	1	5	8	13	298	36	334	47	2	49	787	436	1223

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FRIES AVENUE
E/W ANAHEIM STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	3	0	3	6	0	6	4	0	4	0	1	1	146	2	148	10	0	10
715-730	9	0	9	20	0	20	5	0	5	4	4	8	173	3	176	8	0	8
730-745	20	1	21	18	0	18	7	1	8	8	4	12	204	3	207	16	0	16
745-800	11	0	11	28	1	29	2	0	2	6	2	8	187	4	191	20	0	20
800-815	5	0	5	20	0	20	5	0	5	8	1	9	150	6	156	8	1	9
815-830	2	0	2	10	0	10	3	0	3	5	2	7	158	3	161	8	1	9
830-845	2	0	2	7	0	7	3	0	3	2	2	4	138	4	142	5	1	6
845-900	3	0	3	7	0	7	8	0	8	6	1	7	122	4	126	11	0	11
900-915	3	0	3	4	0	4	2	0	2	5	2	7	134	6	140	11	0	11
915-930	1	0	1	6	0	6	0	0	0	2	1	3	150	4	154	19	0	19
930-945	1	0	1	1	0	1	1	0	1	4	2	6	164	6	170	27	0	27
945-1000	0	0	0	1	0	1	1	0	1	1	1	2	103	4	107	13	0	13
HOUR TOTALS																		
700-800	43	1	44	72	1	73	18	1	19	18	11	29	710	12	722	54	0	54
715-815	45	1	46	86	1	87	19	1	20	26	11	37	714	16	730	52	1	53
730-830	38	1	39	76	1	77	17	1	18	27	9	36	699	16	715	52	2	54
745-845	20	0	20	65	1	66	13	0	13	21	7	28	633	17	650	41	3	44
800-900	12	0	12	44	0	44	19	0	19	21	6	27	568	17	585	32	3	35
815-815	10	0	10	28	0	28	16	0	16	18	7	25	552	17	569	35	2	37
830-930	9	0	9	24	0	24	13	0	13	15	6	21	544	18	562	46	1	47
845-945	8	0	8	18	0	18	11	0	11	17	6	23	570	20	590	68	0	68
900-1000	5	0	5	12	0	12	4	0	4	12	6	18	551	20	571	70	0	70

PEAK HOUR
715-815
1973

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	5	0	5	8	0	8	23	1	24	11	2	13	99	2	101	3	0	3	318	8	326
715-730	6	0	6	17	0	17	23	0	23	20	0	20	158	3	161	1	0	1	444	10	454
730-745	7	0	7	16	0	16	18	0	18	16	0	16	195	7	202	3	0	3	528	16	544
745-800	8	0	8	28	0	28	19	0	19	9	0	9	204	2	206	3	0	3	525	9	534
800-815	8	0	8	16	0	16	14	1	15	13	0	13	179	3	182	3	0	3	429	12	441
815-830	11	0	11	14	0	14	19	0	19	4	0	4	200	4	204	2	0	2	436	10	446
830-845	7	0	7	7	0	7	6	0	6	7	0	7	167	1	168	0	0	0	351	8	359
845-900	4	0	4	8	0	8	7	0	7	4	0	4	134	3	137	1	0	1	315	8	323
900-915	8	0	8	6	0	6	18	0	18	11	1	12	156	5	161	1	0	1	359	14	373
915-930	16	1	17	7	0	7	25	1	26	9	0	9	136	8	144	0	1	1	371	16	387
930-945	3	0	3	4	0	4	19	0	19	12	0	12	116	2	118	1	0	1	353	10	363
945-1000	6	0	6	5	0	5	11	0	11	13	0	13	129	1	130	2	0	2	285	6	291
HOUR TOTALS																					
700-800	26	0	26	69	0	69	83	1	84	56	2	58	656	14	670	10	0	10	1815	43	1858
715-815	29	0	29	77	0	77	74	1	75	58	0	58	736	15	751	10	0	10	1926	47	1973
730-830	34	0	34	74	0	74	70	1	71	42	0	42	778	16	794	11	0	11	1918	47	1965
745-845	34	0	34	65	0	65	58	1	59	33	0	33	750	10	760	8	0	8	1741	39	1780
800-900	30	0	30	45	0	45	46	1	47	28	0	28	680	11	691	6	0	6	1531	38	1569
815-815	30	0	30	35	0	35	50	0	50	26	1	27	657	13	670	4	0	4	1461	40	1501
830-930	35	1	36	28	0	28	56	1	57	31	1	32	593	17	610	2	1	3	1396	46	1442
845-945	31	1	32	25	0	25	69	1	70	36	1	37	542	18	560	3	1	4	1398	48	1446
900-1000	33	1	34	22	0	22	73	1	74	45	1	46	537	16	553	4	1	5	1368	46	1414

WILTEC

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FRIES AVENUE
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	0	0	0	11	1	12	1	0	1	2	0	2	10	0	10	1	0	1
715-730	3	0	3	8	0	8	0	0	0	2	0	2	13	0	13	0	0	0
730-745	1	0	1	16	4	20	1	0	1	1	0	1	7	0	7	0	0	0
745-800	0	0	0	7	0	7	0	0	0	0	0	0	6	0	6	3	0	3
800-815	2	0	2	8	1	9	2	0	2	1	0	1	10	0	10	1	0	1
815-830	2	0	2	4	0	4	2	0	2	1	0	1	7	0	7	1	0	1
830-845	1	0	1	5	0	5	1	0	1	1	0	1	10	0	10	0	0	0
845-900	9	0	9	5	0	5	8	0	8	4	0	4	15	0	15	4	0	4
900-915	2	0	2	7	0	7	5	0	5	2	0	2	12	1	13	3	0	3
915-930	4	0	4	8	1	9	9	0	9	9	0	9	18	0	18	4	1	5
930-945	3	0	3	12	2	14	15	0	15	15	0	15	11	0	11	4	0	4
945-1000	1	0	1	11	1	12	12	0	12	11	0	11	22	0	22	2	0	2
HOUR TOTALS																		
700-800	4	0	4	42	5	47	2	0	2	5	0	5	36	0	36	4	0	4
715-815	6	0	6	39	5	44	3	0	3	4	0	4	36	0	36	4	0	4
730-830	5	0	5	35	5	40	5	0	5	3	0	3	30	0	30	5	0	5
745-845	5	0	5	24	1	25	5	0	5	3	0	3	33	0	33	5	0	5
800-900	14	0	14	22	1	23	13	0	13	7	0	7	42	0	42	6	0	6
815-815	14	0	14	21	0	21	16	0	16	8	0	8	44	1	45	8	0	8
830-930	16	0	16	25	1	26	23	0	23	16	0	16	55	1	56	11	1	12
845-945	18	0	18	32	3	35	37	0	37	30	0	30	56	1	57	15	1	16
900-1000	10	0	10	38	4	42	41	0	41	37	0	37	63	1	64	13	1	14

PEAK HOUR
900-1000
399

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	1	0	1	3	1	4	0	0	0	0	0	0	3	0	3	0	0	0	32	2	34
715-730	1	0	1	10	0	10	0	0	0	2	0	2	4	0	4	1	0	1	44	0	44
730-745	4	0	4	12	3	15	0	0	0	2	2	4	9	0	9	0	0	0	53	9	62
745-800	0	0	0	6	1	7	2	0	2	1	0	1	6	0	6	3	0	3	34	1	35
800-815	1	0	1	7	2	9	1	0	1	1	1	2	6	0	6	5	0	5	45	4	49
815-830	3	0	3	11	0	11	1	0	1	1	0	1	3	1	4	3	0	3	39	1	40
830-845	3	0	3	6	3	9	0	0	0	0	0	0	9	0	9	2	0	2	38	3	41
845-900	1	0	1	9	1	10	0	1	1	3	0	3	16	0	16	2	0	2	76	2	78
900-915	3	0	3	8	2	10	4	0	4	3	0	3	9	0	9	3	0	3	61	3	64
915-930	8	0	8	6	1	7	2	0	2	4	0	4	7	0	7	2	0	2	81	3	84
930-945	14	0	14	14	4	18	10	0	10	5	0	5	13	0	13	4	0	4	120	6	126
945-1000	9	0	9	6	3	9	7	0	7	5	0	5	23	1	24	11	0	11	120	5	125
HOUR TOTALS																					
700-800	6	0	6	31	5	36	2	0	2	5	2	7	22	0	22	4	0	4	163	12	175
715-815	6	0	6	35	6	41	3	0	3	6	3	9	25	0	25	9	0	9	176	14	190
730-830	8	0	8	36	6	42	4	0	4	5	3	8	24	1	25	11	0	11	171	15	186
745-845	7	0	7	30	6	36	4	0	4	3	1	4	24	1	25	13	0	13	156	9	165
800-900	8	0	8	33	6	39	2	1	3	5	1	6	34	1	35	12	0	12	198	10	208
815-815	10	0	10	34	6	40	5	1	6	7	0	7	37	1	38	10	0	10	214	9	223
830-930	15	0	15	29	7	36	6	1	7	10	0	10	41	0	41	9	0	9	256	11	267
845-945	26	0	26	37	8	45	16	1	17	15	0	15	45	0	45	11	0	11	338	14	352
900-1000	34	0	34	34	10	44	23	0	23	17	0	17	52	1	53	20	0	20	382	17	399

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FRIES AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	3	0	3	0	0	0	0	0	0	0	0	0	93	8	101	2	0	2
715-730	9	0	9	3	1	4	1	3	4	5	0	5	109	26	135	3	1	4
730-745	18	0	18	3	1	4	1	0	1	1	0	1	82	25	107	0	0	0
745-800	5	1	6	7	0	7	0	0	0	6	0	6	86	28	114	4	0	4
800-815	6	0	6	6	2	8	2	1	3	2	0	2	95	29	124	2	1	3
815-830	5	0	5	0	0	0	0	0	0	0	0	0	65	47	112	2	0	2
830-845	5	0	5	2	0	2	0	0	0	0	0	0	70	37	107	3	0	3
845-900	3	0	3	1	0	1	0	0	0	1	0	1	65	30	95	1	0	1
900-915	8	0	8	4	0	4	1	0	1	1	0	1	61	24	85	0	0	0
915-930	9	2	11	5	0	5	1	0	1	1	0	1	54	32	86	1	0	1
930-945	13	1	14	6	1	7	0	0	0	1	0	1	48	0	48	0	0	0
945-1000	11	0	11	4	0	4	2	1	3	5	0	5	58	62	120	2	0	2
HOUR TOTALS																		
700-800	35	1	36	13	2	15	2	3	5	12	0	12	370	87	457	9	1	10
715-815	38	1	39	19	4	23	4	4	8	14	0	14	372	108	480	9	2	11
730-830	34	1	35	16	3	19	3	1	4	9	0	9	328	129	457	8	1	9
745-845	21	1	22	15	2	17	2	1	3	8	0	8	316	141	457	11	1	12
800-900	19	0	19	9	2	11	2	1	3	3	0	3	295	143	438	8	1	9
815-815	21	0	21	7	0	7	1	0	1	2	0	2	261	138	399	6	0	6
830-930	25	2	27	12	0	12	2	0	2	3	0	3	250	123	373	5	0	5
845-945	33	3	36	16	1	17	2	0	2	4	0	4	228	86	314	2	0	2
900-1000	41	3	44	19	1	20	4	1	5	8	0	8	221	118	339	3	0	3

PEAK HOUR
715-815
1209

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	1	3	4	2	1	3	10	21	31	11	1	12	68	9	77	2	1	3	192	44	236
715-730	2	5	7	1	0	1	12	29	41	13	2	15	72	15	87	1	0	1	231	82	313
730-745	4	2	6	5	0	5	9	12	21	10	3	13	85	3	88	5	1	6	223	47	270
745-800	4	10	14	1	1	2	9	19	28	15	2	17	112	7	119	8	1	9	257	69	326
800-815	4	10	14	1	4	5	4	12	16	11	1	12	91	9	100	7	0	7	231	69	300
815-830	1	6	7	4	2	6	12	23	35	12	1	13	90	12	102	8	1	9	199	92	291
830-845	3	9	12	2	1	3	11	17	28	7	4	11	57	17	74	8	0	8	168	85	253
845-900	4	10	14	2	0	2	3	45	48	15	3	18	61	13	74	8	0	8	164	101	265
900-915	5	4	9	1	0	1	6	15	21	2	2	4	61	13	74	11	3	14	161	61	222
915-930	1	22	23	5	2	7	7	28	35	9	4	13	55	19	74	13	1	14	161	110	271
930-945	2	7	9	7	1	8	5	52	57	21	4	25	60	23	83	24	4	28	187	93	280
945-1000	3	8	11	4	2	6	5	31	36	8	3	11	36	9	45	15	0	15	153	116	269
HOUR TOTALS																					
700-800	11	20	31	9	2	11	40	81	121	49	8	57	337	34	371	16	3	19	903	242	1145
715-815	14	27	41	8	5	13	34	72	106	49	8	57	360	34	394	21	2	23	942	267	1209
730-830	13	28	41	11	7	18	34	66	100	48	7	55	378	31	409	28	3	31	910	277	1187
745-845	12	35	47	8	8	16	36	71	107	45	8	53	350	45	395	31	2	33	855	315	1170
800-900	12	35	47	9	7	16	30	97	127	45	9	54	299	51	350	31	1	32	762	347	1109
815-815	13	29	42	9	3	12	32	100	132	36	10	46	269	55	324	35	4	39	692	339	1031
830-930	13	45	58	10	3	13	27	105	132	33	13	46	234	62	296	40	4	44	654	357	1011
845-945	12	43	55	15	3	18	21	140	161	47	13	60	237	68	305	56	8	64	673	365	1038
900-1000	11	41	52	17	5	22	23	126	149	40	13	53	212	64	276	63	8	71	662	380	1042

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S MARINE AVENUE
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	0	0	0	3	0	3	0	0	0	2	0	2	6	0	6	0	0	0
715-730	1	0	1	2	0	2	1	0	1	3	0	3	15	0	15	1	0	1
730-745	0	1	1	2	0	2	2	0	2	2	0	2	9	0	9	1	0	1
745-800	1	0	1	3	0	3	0	0	0	0	0	0	14	0	14	1	0	1
800-815	3	0	3	1	0	1	3	0	3	1	0	1	10	0	10	1	0	1
815-830	0	0	0	1	0	1	1	0	1	0	0	0	8	0	8	0	0	0
830-845	2	0	2	2	0	2	2	0	2	0	0	0	9	0	9	1	0	1
845-900	0	0	0	3	0	3	0	0	0	2	0	2	18	0	18	3	0	3
900-915	1	0	1	5	0	5	2	0	2	1	0	1	22	0	22	1	0	1
915-930	4	1	5	4	0	4	4	0	4	4	0	4	23	1	24	3	0	3
930-945	5	0	5	5	0	5	2	0	2	8	0	8	29	0	29	7	1	8
945-1000	6	1	7	3	0	3	3	0	3	7	0	7	25	0	25	5	0	5
HOUR TOTALS																		
700-800	2	1	3	10	0	10	3	0	3	7	0	7	44	0	44	3	0	3
715-815	5	1	6	8	0	8	6	0	6	6	0	6	48	0	48	4	0	4
730-830	4	1	5	7	0	7	6	0	6	3	0	3	41	0	41	3	0	3
745-845	6	0	6	7	0	7	6	0	6	1	0	1	41	0	41	3	0	3
800-900	5	0	5	7	0	7	6	0	6	3	0	3	45	0	45	5	0	5
815-815	3	0	3	11	0	11	5	0	5	3	0	3	57	0	57	5	0	5
830-930	7	1	8	14	0	14	8	0	8	7	0	7	72	1	73	8	0	8
845-945	10	1	11	17	0	17	8	0	8	15	0	15	92	1	93	14	1	15
900-1000	16	2	18	17	0	17	11	0	11	20	0	20	99	1	100	16	1	17

PEAK HOUR
900-1000
359

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	0	0	0	3	0	3	0	0	0	0	0	0	1	1	2	0	0	0	15	1	16
715-730	0	0	0	4	0	4	0	0	0	1	0	1	6	0	6	0	0	0	34	0	34
730-745	2	0	2	3	0	3	0	0	0	0	0	0	11	0	11	1	0	1	33	1	34
745-800	5	0	5	6	0	6	0	0	0	0	0	0	8	0	8	0	0	0	38	0	38
800-815	5	0	5	6	0	6	0	0	0	0	0	0	6	0	6	2	0	2	38	0	38
815-830	3	0	3	6	1	7	1	0	1	0	1	1	13	0	13	0	0	0	33	2	35
830-845	3	0	3	1	0	1	0	0	0	0	0	0	7	0	7	0	0	0	27	0	27
845-900	5	0	5	2	0	2	0	0	0	1	0	1	13	0	13	0	0	0	47	0	47
900-915	3	0	3	3	1	4	3	0	3	2	0	2	11	0	11	1	0	1	55	1	56
915-930	8	0	8	3	0	3	3	0	3	10	0	10	14	0	14	8	0	8	88	2	90
930-945	3	0	3	11	0	11	3	0	3	16	0	16	20	0	20	6	0	6	115	1	116
945-1000	3	0	3	5	0	5	2	0	2	8	0	8	18	1	19	10	0	10	95	2	97
HOUR TOTALS																					
700-800	7	0	7	16	0	16	0	0	0	1	0	1	26	1	27	1	0	1	120	2	122
715-815	12	0	12	19	0	19	0	0	0	1	0	1	31	0	31	3	0	3	143	1	144
730-830	15	0	15	21	1	22	1	0	1	0	1	1	38	0	38	3	0	3	142	3	145
745-845	16	0	16	19	1	20	1	0	1	0	1	1	34	0	34	2	0	2	136	2	138
800-900	16	0	16	15	1	16	1	0	1	1	1	2	39	0	39	2	0	2	145	2	147
815-815	14	0	14	12	2	14	4	0	4	3	1	4	44	0	44	1	0	1	162	3	165
830-930	19	0	19	9	1	10	6	0	6	13	0	13	45	0	45	9	0	9	217	3	220
845-945	19	0	19	19	1	20	9	0	9	29	0	29	58	0	58	15	0	15	305	4	309
900-1000	17	0	17	22	1	23	11	0	11	36	0	36	63	1	64	25	0	25	353	6	359

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S MARINE AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	2	0	2	0	0	0	1	0	1	2	0	2	94	6	100	1	1	2
715-730	2	0	2	1	0	1	1	0	1	1	0	1	111	19	130	1	0	1
730-745	1	0	1	0	0	0	1	0	1	3	0	3	94	34	128	0	0	0
745-800	3	0	3	0	0	0	0	0	0	3	0	3	86	28	114	0	0	0
800-815	1	0	1	0	0	0	1	0	1	1	0	1	97	32	129	1	0	1
815-830	1	0	1	0	0	0	0	0	0	1	0	1	57	37	94	0	0	0
830-845	3	0	3	0	0	0	1	0	1	0	0	0	73	30	103	0	0	0
845-900	6	0	6	0	0	0	0	0	0	1	0	1	50	44	94	0	0	0
900-915	5	0	5	3	0	3	0	1	1	0	0	0	49	28	77	0	0	0
915-930	7	0	7	5	0	5	1	0	1	2	0	2	59	31	90	0	0	0
930-945	11	0	11	8	0	8	2	1	3	1	0	1	46	28	74	0	0	0
945-1000	11	0	11	11	0	11	2	0	2	1	0	1	59	24	83	0	0	0
HOUR TOTALS																		
700-800	8	0	8	1	0	1	3	0	3	9	0	9	385	87	472	2	1	3
715-815	7	0	7	1	0	1	3	0	3	8	0	8	388	113	501	2	0	2
730-830	6	0	6	0	0	0	2	0	2	8	0	8	334	131	465	1	0	1
745-845	8	0	8	0	0	0	2	0	2	5	0	5	313	127	440	1	0	1
800-900	11	0	11	0	0	0	2	0	2	3	0	3	277	143	420	1	0	1
815-815	15	0	15	3	0	3	1	1	2	2	0	2	229	139	368	0	0	0
830-930	21	0	21	8	0	8	2	1	3	3	0	3	231	133	364	0	0	0
845-945	29	0	29	16	0	16	3	2	5	4	0	4	204	131	335	0	0	0
900-1000	34	0	34	27	0	27	5	2	7	4	0	4	213	111	324	0	0	0

PEAK HOUR
715-815
1002

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	0	1	1	0	0	0	0	0	0	1	0	1	58	13	71	4	0	4	163	21	184
715-730	0	2	2	0	0	0	0	1	1	1	0	1	65	19	84	5	1	6	188	42	230
730-745	0	1	1	0	0	0	0	0	0	1	0	1	80	11	91	4	0	4	184	46	230
745-800	0	1	1	0	0	0	0	0	0	2	1	3	115	14	129	10	0	10	219	44	263
800-815	0	4	4	0	0	0	0	0	0	0	0	0	106	22	128	14	0	14	221	58	279
815-830	0	1	1	0	0	0	3	0	3	0	0	0	46	15	61	6	0	6	114	53	167
830-845	0	0	0	0	0	0	0	0	0	1	1	2	95	29	124	3	0	3	176	60	236
845-900	2	6	8	0	0	0	2	0	2	2	0	2	40	23	63	7	0	7	110	73	183
900-915	3	2	5	1	0	1	0	0	0	0	0	0	39	17	56	9	0	9	109	48	157
915-930	2	8	10	0	0	0	0	0	0	0	0	0	42	33	75	7	0	7	125	72	197
930-945	2	3	5	0	0	0	1	0	1	0	0	0	58	27	85	15	1	16	144	60	204
945-1000	2	1	3	0	1	1	0	0	0	0	1	1	44	22	66	12	0	12	142	49	191
HOUR TOTALS																					
700-800	0	5	5	0	0	0	0	1	1	5	1	6	318	57	375	23	1	24	754	153	907
715-815	0	8	8	0	0	0	0	1	1	4	1	5	366	66	432	33	1	34	812	190	1002
730-830	0	7	7	0	0	0	3	0	3	3	1	4	347	62	409	34	0	34	738	201	939
745-845	0	6	6	0	0	0	3	0	3	3	2	5	362	80	442	33	0	33	730	215	945
800-900	2	11	13	0	0	0	5	0	5	3	1	4	287	89	376	30	0	30	621	244	865
815-815	5	9	14	1	0	1	5	0	5	3	1	4	220	84	304	25	0	25	509	234	743
830-930	7	16	23	1	0	1	2	0	2	3	1	4	216	102	318	26	0	26	520	253	773
845-945	9	19	28	1	0	1	3	0	3	2	0	2	179	100	279	38	1	39	488	253	741
900-1000	9	14	23	1	1	2	1	0	1	0	1	1	183	99	282	43	1	44	520	229	749

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S AVALON BOUELVARD
E/W ANAHEIM STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	16	4	20	58	1	59	18	1	19	7	1	8	139	4	143	11	1	12
715-730	21	2	23	51	1	52	23	0	23	15	2	17	143	2	145	13	2	15
730-745	38	3	41	80	2	82	32	1	33	12	1	13	181	4	185	12	2	14
745-800	20	1	21	78	4	82	28	1	29	15	0	15	166	6	172	18	1	19
800-815	18	2	20	71	4	75	17	1	18	19	0	19	144	4	148	18	0	18
815-830	21	2	23	60	0	60	22	2	24	18	0	18	120	3	123	32	1	33
830-845	24	3	27	64	2	66	12	1	13	17	1	18	111	5	116	18	0	18
845-900	26	3	29	46	4	50	13	0	13	19	0	19	109	2	111	22	0	22
900-915	27	1	28	55	2	57	12	1	13	11	0	11	127	6	133	16	1	17
915-930	19	2	21	57	6	63	10	0	10	26	1	27	126	6	132	38	0	38
930-945	29	2	31	66	2	68	18	2	20	21	1	22	132	3	135	16	0	16
945-1000	16	1	17	71	1	72	10	1	11	15	1	16	107	5	112	25	1	26
HOUR TOTALS																		
700-800	95	10	105	267	8	275	101	3	104	49	4	53	629	16	645	54	6	60
715-815	97	8	105	280	11	291	100	3	103	61	3	64	634	16	650	61	5	66
730-830	97	8	105	289	10	299	99	5	104	64	1	65	611	17	628	80	4	84
745-845	83	8	91	273	10	283	79	5	84	69	1	70	541	18	559	86	2	88
800-900	89	10	99	241	10	251	64	4	68	73	1	74	484	14	498	90	1	91
815-815	98	9	107	225	8	233	59	4	63	65	1	66	467	16	483	88	2	90
830-930	96	9	105	222	14	236	47	2	49	73	2	75	473	19	492	94	1	95
845-945	101	8	109	224	14	238	53	3	56	77	2	79	494	17	511	92	1	93
900-1000	91	6	97	249	11	260	50	4	54	73	3	76	492	20	512	95	2	97

PEAK HOUR
715-815
2378

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	11	0	11	42	0	42	14	0	14	5	0	5	122	0	122	18	2	20	461	14	475
715-730	11	0	11	75	0	75	23	0	23	7	1	8	125	1	126	20	1	21	527	12	539
730-745	7	0	7	76	1	77	16	0	16	10	0	10	160	4	164	23	1	24	647	19	666
745-800	10	1	11	43	0	43	10	0	10	14	0	14	161	3	164	21	1	22	584	18	602
800-815	10	0	10	47	2	49	8	0	8	15	0	15	167	3	170	19	2	21	553	18	571
815-830	4	0	4	45	3	48	8	0	8	11	1	12	157	2	159	22	0	22	520	14	534
830-845	10	0	10	28	4	32	8	1	9	7	0	7	134	1	135	26	1	27	459	19	478
845-900	12	0	12	57	3	60	8	0	8	11	0	11	108	3	111	21	0	21	452	15	467
900-915	9	1	10	38	2	40	10	1	11	11	0	11	115	3	118	18	0	18	449	18	467
915-930	6	2	8	42	2	44	11	0	11	10	0	10	118	5	123	25	2	27	488	26	514
930-945	11	0	11	43	2	45	12	1	13	5	1	6	99	2	101	23	0	23	475	16	491
945-1000	8	0	8	36	2	38	10	0	10	8	0	8	124	3	127	23	0	23	453	15	468
HOUR TOTALS																					
700-800	39	1	40	236	1	237	63	0	63	36	1	37	568	8	576	82	5	87	2219	63	2282
715-815	38	1	39	241	3	244	57	0	57	46	1	47	613	11	624	83	5	88	2311	67	2378
730-830	31	1	32	211	6	217	42	0	42	50	1	51	645	12	657	85	4	89	2304	69	2373
745-845	34	1	35	163	9	172	34	1	35	47	1	48	619	9	628	88	4	92	2116	69	2185
800-900	36	0	36	177	12	189	32	1	33	44	1	45	566	9	575	88	3	91	1984	66	2050
815-815	35	1	36	168	12	180	34	2	36	40	1	41	514	9	523	87	1	88	1880	66	1946
830-930	37	3	40	165	11	176	37	2	39	39	0	39	475	12	487	90	3	93	1848	78	1926
845-945	38	3	41	180	9	189	41	2	43	37	1	38	440	13	453	87	2	89	1864	75	1939
900-1000	34	3	37	159	8	167	43	2	45	34	1	35	456	13	469	89	2	91	1865	75	1940

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S AVALON BOULEVARD
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	7	0	7	36	1	37	5	0	5	8	0	8	11	0	11	11	0	11
715-730	5	0	5	32	0	32	3	0	3	7	0	7	6	0	6	7	0	7
730-745	5	0	5	41	2	43	7	0	7	6	0	6	7	0	7	4	0	4
745-800	7	0	7	30	2	32	6	0	6	2	0	2	8	0	8	1	0	1
800-815	7	0	7	35	0	35	7	0	7	4	0	4	6	0	6	1	0	1
815-830	3	0	3	23	1	24	7	0	7	4	0	4	5	0	5	0	0	0
830-845	1	0	1	18	2	20	3	0	3	1	1	2	7	0	7	2	0	2
845-900	3	0	3	13	1	14	2	0	2	4	0	4	10	0	10	0	0	0
900-915	13	0	13	22	1	23	8	1	9	6	0	6	14	0	14	0	0	0
915-930	22	0	22	18	2	20	5	0	5	7	0	7	11	0	11	3	0	3
930-945	14	1	15	13	1	14	4	0	4	5	0	5	24	0	24	0	0	0
945-1000	20	1	21	10	0	10	2	0	2	0	0	0	12	0	12	0	0	0
HOUR TOTALS																		
700-800	24	0	24	139	5	144	21	0	21	23	0	23	32	0	32	23	0	23
715-815	24	0	24	138	4	142	23	0	23	19	0	19	27	0	27	13	0	13
730-830	22	0	22	129	5	134	27	0	27	16	0	16	26	0	26	6	0	6
745-845	18	0	18	106	5	111	23	0	23	11	1	12	26	0	26	4	0	4
800-900	14	0	14	89	4	93	19	0	19	13	1	14	28	0	28	3	0	3
815-815	20	0	20	76	5	81	20	1	21	15	1	16	36	0	36	2	0	2
830-930	39	0	39	71	6	77	18	1	19	18	1	19	42	0	42	5	0	5
845-945	52	1	53	66	5	71	19	1	20	22	0	22	59	0	59	3	0	3
900-1000	69	2	71	63	4	67	19	1	20	18	0	18	61	0	61	3	0	3

PEAK HOUR
900-1000
438

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	2	0	2	26	0	26	1	0	1	0	0	0	3	1	4	3	0	3	113	2	115
715-730	1	0	1	16	1	17	0	0	0	0	0	0	1	0	1	3	0	3	81	1	82
730-745	1	0	1	21	1	22	1	0	1	3	0	3	6	0	6	5	0	5	107	3	110
745-800	3	0	3	24	0	24	2	0	2	0	0	0	6	0	6	5	0	5	94	2	96
800-815	3	0	3	27	0	27	3	0	3	1	0	1	10	0	10	4	0	4	108	0	108
815-830	2	0	2	23	2	25	0	0	0	2	0	2	12	2	14	4	0	4	85	5	90
830-845	3	0	3	26	0	26	0	0	0	0	0	0	6	0	6	2	0	2	69	3	72
845-900	1	0	1	29	1	30	0	0	0	1	0	1	10	0	10	2	0	2	75	2	77
900-915	0	0	0	21	2	23	1	0	1	2	0	2	14	0	14	10	0	10	111	4	115
915-930	2	0	2	25	0	25	4	0	4	5	0	5	12	0	12	4	0	4	118	2	120
930-945	2	0	2	24	0	24	4	0	4	7	0	7	10	0	10	8	0	8	115	2	117
945-1000	0	0	0	19	0	19	2	0	2	7	0	7	7	1	8	5	0	5	84	2	86
HOUR TOTALS																					
700-800	7	0	7	87	2	89	4	0	4	3	0	3	16	1	17	16	0	16	395	8	403
715-815	8	0	8	88	2	90	6	0	6	4	0	4	23	0	23	17	0	17	390	6	396
730-830	9	0	9	95	3	98	6	0	6	6	0	6	34	2	36	18	0	18	394	10	404
745-845	11	0	11	100	2	102	5	0	5	3	0	3	34	2	36	15	0	15	356	10	366
800-900	9	0	9	105	3	108	3	0	3	4	0	4	38	2	40	12	0	12	337	10	347
815-815	6	0	6	99	5	104	1	0	1	5	0	5	42	2	44	18	0	18	340	14	354
830-930	6	0	6	101	3	104	5	0	5	8	0	8	42	0	42	18	0	18	373	11	384
845-945	5	0	5	99	3	102	9	0	9	15	0	15	46	0	46	24	0	24	419	10	429
900-1000	4	0	4	89	2	91	11	0	11	21	0	21	43	1	44	27	0	27	428	10	438

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S AVALON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	27	1	28	7	0	7	1	0	1	3	0	3	53	19	72	3	1	4
715-730	39	1	40	7	0	7	3	0	3	5	0	5	69	12	81	0	0	0
730-745	32	1	33	7	0	7	1	0	1	3	0	3	98	24	122	1	1	2
745-800	21	1	22	10	0	10	6	1	7	1	0	1	66	24	90	3	0	3
800-815	14	2	16	4	0	4	2	0	2	4	0	4	48	33	81	2	1	3
815-830	19	0	19	6	0	6	4	0	4	4	0	4	60	37	97	1	0	1
830-845	18	2	20	2	0	2	3	0	3	8	0	8	42	25	67	2	0	2
845-900	17	0	17	7	0	7	1	0	1	3	0	3	50	32	82	1	0	1
900-915	21	0	21	4	0	4	2	0	2	5	0	5	32	26	58	4	1	5
915-930	16	2	18	3	0	3	2	1	3	0	0	0	35	29	64	1	2	3
930-945	9	0	9	3	0	3	0	0	0	2	0	2	41	24	65	4	2	6
945-1000	18	1	19	5	0	5	1	0	1	3	0	3	37	26	63	2	2	4
HOUR TOTALS																		
700-800	119	4	123	31	0	31	11	1	12	12	0	12	286	79	365	7	2	9
715-815	106	5	111	28	0	28	12	1	13	13	0	13	281	93	374	6	2	8
730-830	86	4	90	27	0	27	13	1	14	12	0	12	272	118	390	7	2	9
745-845	72	5	77	22	0	22	15	1	16	17	0	17	216	119	335	8	1	9
800-900	68	4	72	19	0	19	10	0	10	19	0	19	200	127	327	6	1	7
815-815	75	2	77	19	0	19	10	0	10	20	0	20	184	120	304	8	1	9
830-930	72	4	76	16	0	16	8	1	9	16	0	16	159	112	271	8	3	11
845-945	63	2	65	17	0	17	5	1	6	10	0	10	158	111	269	10	5	15
900-1000	64	3	67	15	0	15	5	1	6	10	0	10	145	105	250	11	7	18

PEAK HOUR
730-830
1010

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	5	0	5	0	0	0	0	0	0	7	0	7	35	11	46	17	1	18	158	33	191
715-730	1	0	1	4	0	4	1	0	1	6	2	8	45	14	59	8	0	8	188	29	217
730-745	1	0	1	5	0	5	1	1	2	8	1	9	56	16	72	25	1	26	238	45	283
745-800	1	2	3	2	0	2	1	1	2	7	0	7	78	11	89	28	0	28	224	40	264
800-815	1	1	2	7	0	7	7	0	7	1	2	3	58	17	75	21	0	21	169	56	225
815-830	1	0	1	4	0	4	2	0	2	5	0	5	44	25	69	25	1	26	175	63	238
830-845	5	1	6	4	1	5	5	3	8	8	0	8	45	29	74	18	0	18	160	61	221
845-900	2	0	2	2	0	2	5	2	7	7	0	7	39	21	60	22	1	23	156	56	212
900-915	1	4	5	1	0	1	3	0	3	5	2	7	31	26	57	20	0	20	129	59	188
915-930	3	0	3	6	0	6	8	0	8	3	0	3	31	26	57	14	1	15	122	61	183
930-945	3	2	5	1	0	1	1	3	4	2	1	3	26	24	50	8	0	8	100	56	156
945-1000	4	0	4	7	0	7	2	1	3	3	1	4	26	29	55	18	1	19	126	61	187
HOUR TOTALS																					
700-800	8	2	10	11	0	11	3	2	5	28	3	31	214	52	266	78	2	80	808	147	955
715-815	4	3	7	18	0	18	10	2	12	22	5	27	237	58	295	82	1	83	819	170	989
730-830	4	3	7	18	0	18	11	2	13	21	3	24	236	69	305	99	2	101	806	204	1010
745-845	8	4	12	17	1	18	15	4	19	21	2	23	225	82	307	92	1	93	728	220	948
800-900	9	2	11	17	1	18	19	5	24	21	2	23	186	92	278	86	2	88	660	236	896
815-815	9	5	14	11	1	12	15	5	20	25	2	27	159	101	260	85	2	87	620	239	859
830-930	11	5	16	13	1	14	21	5	26	23	2	25	146	102	248	74	2	76	567	237	804
845-945	9	6	15	10	0	10	17	5	22	17	3	20	127	97	224	64	2	66	507	232	739
900-1000	11	6	17	15	0	15	14	4	18	13	4	17	114	105	219	60	2	62	477	237	714

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BROAD AVENUE
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	9	0	9	29	0	29	2	0	2	1	0	1	4	0	4	9	0	9
715-730	12	0	12	31	0	31	4	0	4	3	0	3	7	0	7	13	0	13
730-745	6	0	6	25	0	25	0	0	0	1	0	1	3	0	3	8	0	8
745-800	4	0	4	17	0	17	0	0	0	1	0	1	3	0	3	2	0	2
800-815	3	0	3	10	0	10	1	0	1	0	0	0	4	0	4	2	0	2
815-830	4	0	4	13	0	13	1	0	1	0	0	0	5	0	5	0	1	1
830-845	8	0	8	20	0	20	2	0	2	0	0	0	5	1	6	0	1	1
845-900	7	0	7	20	0	20	0	0	0	0	1	1	2	0	2	0	0	0
900-915	9	0	9	9	1	10	0	0	0	0	0	0	5	0	5	1	0	1
915-930	7	0	7	12	2	14	2	0	2	0	0	0	2	0	2	0	0	0
930-945	20	0	20	12	0	12	1	0	1	2	0	2	7	0	7	1	0	1
945-1000	5	0	5	11	1	12	0	0	0	1	0	1	5	0	5	0	0	0
HOUR TOTALS																		
700-800	31	0	31	102	0	102	6	0	6	6	0	6	17	0	17	32	0	32
715-815	25	0	25	83	0	83	5	0	5	5	0	5	17	0	17	25	0	25
730-830	17	0	17	65	0	65	2	0	2	2	0	2	15	0	15	12	1	13
745-845	19	0	19	60	0	60	4	0	4	1	0	1	17	1	18	4	2	6
800-900	22	0	22	63	0	63	4	0	4	0	1	1	16	1	17	2	2	4
815-815	28	0	28	62	1	63	3	0	3	0	1	1	17	1	18	1	2	3
830-930	31	0	31	61	3	64	4	0	4	0	1	1	14	1	15	1	1	2
845-945	43	0	43	53	3	56	3	0	3	2	1	3	16	0	16	2	0	2
900-1000	41	0	41	44	4	48	3	0	3	3	0	3	19	0	19	2	0	2

PEAK HOUR
700-800
340

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	1	0	1	9	1	10	1	0	1	8	0	8	7	0	7	12	0	12	92	1	93
715-730	2	0	2	8	0	8	2	0	2	11	0	11	11	0	11	9	0	9	113	0	113
730-745	2	0	2	9	1	10	2	0	2	6	0	6	7	1	8	10	0	10	79	2	81
745-800	6	0	6	5	0	5	1	0	1	6	0	6	5	0	5	3	0	3	53	0	53
800-815	1	0	1	13	0	13	1	0	1	3	0	3	9	0	9	5	0	5	52	0	52
815-830	0	1	1	6	1	7	0	0	0	1	0	1	14	1	15	4	0	4	48	4	52
830-845	1	0	1	9	0	9	2	0	2	5	0	5	12	1	13	2	0	2	66	3	69
845-900	1	0	1	3	0	3	2	0	2	6	0	6	5	0	5	2	0	2	48	1	49
900-915	1	0	1	8	2	10	6	0	6	2	0	2	4	0	4	3	0	3	48	3	51
915-930	5	0	5	1	0	1	2	0	2	8	0	8	7	1	8	2	0	2	48	3	51
930-945	3	0	3	8	0	8	2	0	2	5	0	5	10	0	10	4	0	4	75	0	75
945-1000	1	0	1	6	1	7	2	0	2	4	0	4	8	1	9	1	0	1	44	3	47
HOUR TOTALS																					
700-800	11	0	11	31	2	33	6	0	6	31	0	31	30	1	31	34	0	34	337	3	340
715-815	11	0	11	35	1	36	6	0	6	26	0	26	32	1	33	27	0	27	297	2	299
730-830	9	1	10	33	2	35	4	0	4	16	0	16	35	2	37	22	0	22	232	6	238
745-845	8	1	9	33	1	34	4	0	4	15	0	15	40	2	42	14	0	14	219	7	226
800-900	3	1	4	31	1	32	5	0	5	15	0	15	40	2	42	13	0	13	214	8	222
815-815	3	1	4	26	3	29	10	0	10	14	0	14	35	2	37	11	0	11	210	11	221
830-930	8	0	8	21	2	23	12	0	12	21	0	21	28	2	30	9	0	9	210	10	220
845-945	10	0	10	20	2	22	12	0	12	21	0	21	26	1	27	11	0	11	219	7	226
900-1000	10	0	10	23	3	26	12	0	12	19	0	19	29	2	31	10	0	10	215	9	224

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BROAD AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	23	0	23	2	0	2	11	0	11	3	0	3	35	18	53	5	1	6
715-730	33	0	33	1	0	1	11	0	11	1	0	1	41	14	55	10	2	12
730-745	40	0	40	1	0	1	13	0	13	3	0	3	63	23	86	12	1	13
745-800	18	0	18	5	0	5	0	0	0	2	0	2	60	27	87	19	3	22
800-815	9	0	9	0	0	0	0	0	0	2	0	2	35	28	63	16	2	18
815-830	25	1	26	0	0	0	1	0	1	1	0	1	38	33	71	9	7	16
830-845	14	1	15	0	0	0	3	0	3	2	2	4	42	27	69	7	5	12
845-900	18	0	18	1	0	1	3	0	3	2	0	2	49	39	88	7	2	9
900-915	9	0	9	0	0	0	0	1	1	1	0	1	28	25	53	6	3	9
915-930	16	1	17	1	0	1	1	2	3	2	1	3	24	30	54	5	2	7
930-945	15	0	15	0	0	0	1	0	1	3	0	3	24	22	46	4	6	10
945-1000	30	1	31	1	0	1	1	0	1	1	1	2	30	30	60	8	0	8
HOUR TOTALS																		
700-800	114	0	114	9	0	9	35	0	35	9	0	9	199	82	281	46	7	53
715-815	100	0	100	7	0	7	24	0	24	8	0	8	199	92	291	57	8	65
730-830	92	1	93	6	0	6	14	0	14	8	0	8	196	111	307	56	13	69
745-845	66	2	68	5	0	5	4	0	4	7	2	9	175	115	290	51	17	68
800-900	66	2	68	1	0	1	7	0	7	7	2	9	164	127	291	39	16	55
815-815	66	2	68	1	0	1	7	1	8	6	2	8	157	124	281	29	17	46
830-930	57	2	59	2	0	2	7	3	10	7	3	10	143	121	264	25	12	37
845-945	58	1	59	2	0	2	5	3	8	8	1	9	125	116	241	22	13	35
900-1000	70	2	72	2	0	2	3	3	6	7	2	9	106	107	213	23	11	34

PEAK HOUR
730-830
855

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	10	4	14	1	1	2	0	0	0	0	0	0	39	10	49	3	0	3	132	34	166
715-730	6	2	8	0	0	0	4	0	4	0	0	0	33	13	46	9	0	9	149	31	180
730-745	0	2	2	0	0	0	0	0	0	0	1	1	54	18	72	11	0	11	197	45	242
745-800	1	2	3	0	0	0	0	0	0	2	2	4	71	14	85	18	1	19	196	49	245
800-815	5	3	8	0	0	0	0	0	0	0	1	1	50	15	65	11	0	11	128	49	177
815-830	2	3	5	0	0	0	0	0	0	1	0	1	41	21	62	7	1	8	125	66	191
830-845	0	5	5	0	0	0	0	0	0	0	0	0	41	30	71	9	0	9	118	70	188
845-900	0	8	8	0	0	0	0	0	0	0	0	0	39	25	64	6	0	6	125	74	199
900-915	2	4	6	1	1	2	0	0	0	0	0	0	28	30	58	7	1	8	82	65	147
915-930	3	10	13	2	0	2	0	0	0	0	0	0	22	25	47	8	0	8	84	71	155
930-945	3	3	6	0	0	0	0	0	0	0	0	0	21	30	51	8	0	8	79	61	140
945-1000	4	4	8	0	0	0	0	0	0	0	0	0	29	29	58	9	0	9	113	65	178
HOUR TOTALS																					
700-800	17	10	27	1	1	2	4	0	4	2	3	5	197	55	252	41	1	42	674	159	833
715-815	12	9	21	0	0	0	4	0	4	2	4	6	208	60	268	49	1	50	670	174	844
730-830	8	10	18	0	0	0	0	0	0	3	4	7	216	68	284	47	2	49	646	209	855
745-845	8	13	21	0	0	0	0	0	0	3	3	6	203	80	283	45	2	47	567	234	801
800-900	7	19	26	0	0	0	0	0	0	1	1	2	171	91	262	33	1	34	496	259	755
815-815	4	20	24	1	1	2	0	0	0	1	0	1	149	106	255	29	2	31	450	275	725
830-930	5	27	32	3	1	4	0	0	0	0	0	0	130	110	240	30	1	31	409	280	689
845-945	8	25	33	3	1	4	0	0	0	0	0	0	110	110	220	29	1	30	370	271	641
900-1000	12	21	33	3	1	4	0	0	0	0	0	0	100	114	214	32	1	33	358	262	620

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S ALAMEDA STREET
E/W ANAHEIM STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	18	2	20	32	6	38	0	0	0	0	0	0	151	5	156	51	12	63
715-730	28	3	31	28	13	41	0	1	1	1	1	2	158	11	169	49	12	61
730-745	39	2	41	30	15	45	1	0	1	3	1	4	181	17	198	40	12	52
745-800	33	5	38	27	15	42	0	0	0	2	1	3	194	9	203	68	10	78
800-815	43	1	44	38	20	58	0	1	1	3	0	3	176	19	195	44	8	52
815-830	41	7	48	18	26	44	3	3	6	4	2	6	152	11	163	38	13	51
830-845	27	4	31	13	26	39	1	3	4	3	3	6	137	10	147	27	16	43
845-900	31	5	36	22	31	53	2	1	3	4	3	7	127	22	149	39	15	54
900-915	22	7	29	21	18	39	1	2	3	2	2	4	162	23	185	29	12	41
915-930	26	9	35	16	20	36	2	2	4	3	3	6	154	32	186	26	19	45
930-945	24	5	29	11	23	34	1	1	2	3	3	6	135	15	150	33	21	54
945-1000	24	5	29	21	16	37	2	1	3	6	5	11	107	18	125	22	11	33
HOUR TOTALS																		
700-800	118	12	130	117	49	166	1	1	2	6	3	9	684	42	726	208	46	254
715-815	143	11	154	123	63	186	1	2	3	9	3	12	709	56	765	201	42	243
730-830	156	15	171	113	76	189	4	4	8	12	4	16	703	56	759	190	43	233
745-845	144	17	161	96	87	183	4	7	11	12	6	18	659	49	708	177	47	224
800-900	142	17	159	91	103	194	6	8	14	14	8	22	592	62	654	148	52	200
815-815	121	23	144	74	101	175	7	9	16	13	10	23	578	66	644	133	56	189
830-930	106	25	131	72	95	167	6	8	14	12	11	23	580	87	667	121	62	183
845-945	103	26	129	70	92	162	6	6	12	12	11	23	578	92	670	127	67	194
900-1000	96	26	122	69	77	146	6	6	12	14	13	27	558	88	646	110	63	173

PEAK HOUR
715-815
2574

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	61	17	78	11	5	16	6	0	6	1	1	2	122	17	139	11	2	13	464	67	531
715-730	76	14	90	15	10	25	2	0	2	2	1	3	115	23	138	7	4	11	481	93	574
730-745	58	29	87	14	7	21	4	1	5	12	2	14	175	23	198	13	9	22	570	118	688
745-800	57	34	91	12	13	25	7	0	7	6	0	6	146	31	177	15	5	20	567	123	690
800-815	38	35	73	12	15	27	4	0	4	5	0	5	120	26	146	9	5	14	492	130	622
815-830	33	21	54	9	14	23	0	1	1	0	1	1	113	26	139	7	8	15	418	133	551
830-845	31	37	68	8	8	16	1	1	2	0	2	2	132	34	166	8	7	15	388	151	539
845-900	24	23	47	13	17	30	1	0	1	3	0	3	115	25	140	7	7	14	388	149	537
900-915	23	18	41	1	16	17	2	2	4	1	0	1	90	27	117	9	0	9	363	127	490
915-930	23	36	59	5	12	17	2	0	2	1	5	6	122	37	159	13	5	18	393	180	573
930-945	22	21	43	11	17	28	1	3	4	0	1	1	113	22	135	18	7	25	372	139	511
945-1000	13	22	35	6	6	12	2	0	2	2	1	3	98	26	124	8	4	12	311	115	426
HOUR TOTALS																					
700-800	252	94	346	52	35	87	19	1	20	21	4	25	558	94	652	46	20	66	2082	401	2483
715-815	229	112	341	53	45	98	17	1	18	25	3	28	556	103	659	44	23	67	2110	464	2574
730-830	186	119	305	47	49	96	15	2	17	23	3	26	554	106	660	44	27	71	2047	504	2551
745-845	159	127	286	41	50	91	12	2	14	11	3	14	511	117	628	39	25	64	1865	537	2402
800-900	126	116	242	42	54	96	6	2	8	8	3	11	480	111	591	31	27	58	1686	563	2249
815-815	111	99	210	31	55	86	4	4	8	4	3	7	450	112	562	31	22	53	1557	560	2117
830-930	101	114	215	27	53	80	6	3	9	5	7	12	459	123	582	37	19	56	1532	607	2139
845-945	92	98	190	30	62	92	6	5	11	5	6	11	440	111	551	47	19	66	1516	595	2111
900-1000	81	97	178	23	51	74	7	5	12	4	7	11	423	112	535	48	16	64	1439	561	2000

WILTEC

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: THURSDAY JULY 10, 2008
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S JOHN S. GIBSON BLVD/PACIFIC AVENUE
E/W CHANNEL STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	37	0	37	51	3	54	0	0	0	0	0	0	0	0	0	0	0	0
715-730	36	1	37	67	7	74	0	0	0	0	0	0	0	0	0	0	0	0
730-745	39	3	42	70	3	73	0	0	0	0	0	0	0	0	0	0	0	0
745-800	45	1	46	94	6	100	0	0	0	0	0	0	0	0	0	0	0	0
800-815	30	2	32	59	5	64	0	0	0	0	0	0	0	0	0	0	0	0
815-830	27	2	29	59	7	66	0	0	0	0	0	0	0	0	0	0	0	0
830-845	33	1	34	53	8	61	0	0	0	0	0	0	0	0	0	0	0	0
845-900	34	0	34	56	2	58	0	0	0	0	0	0	0	0	0	0	0	0
900-915	25	5	30	38	12	50	0	0	0	0	0	0	0	0	0	0	0	0
915-930	22	4	26	55	3	58	0	0	0	0	0	0	0	0	0	0	0	0
930-945	30	3	33	55	3	58	0	0	0	0	0	0	0	0	0	0	0	0
945-1000	33	6	39	57	6	63	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
700-800	157	5	162	282	19	301	0	0	0	0	0	0	0	0	0	0	0	0
715-815	150	7	157	290	21	311	0	0	0	0	0	0	0	0	0	0	0	0
730-830	141	8	149	282	21	303	0	0	0	0	0	0	0	0	0	0	0	0
745-845	135	6	141	265	26	291	0	0	0	0	0	0	0	0	0	0	0	0
800-900	124	5	129	227	22	249	0	0	0	0	0	0	0	0	0	0	0	0
815-815	119	8	127	206	29	235	0	0	0	0	0	0	0	0	0	0	0	0
830-930	114	10	124	202	25	227	0	0	0	0	0	0	0	0	0	0	0	0
845-945	111	12	123	204	20	224	0	0	0	0	0	0	0	0	0	0	0	0
900-1000	110	18	128	205	24	229	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR
700-800
2342

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	0	0	0	100	2	102	65	1	66	57	1	58	0	0	0	180	4	184	490	11	501
715-730	0	0	0	120	4	124	70	0	70	60	2	62	0	0	0	185	4	189	538	18	556
730-745	0	0	0	152	5	157	91	0	91	90	1	91	0	0	0	204	4	208	646	16	662
745-800	0	0	0	142	1	143	73	1	74	83	2	85	0	0	0	171	4	175	608	15	623
800-815	0	0	0	101	3	104	65	0	65	69	2	71	0	0	0	153	10	163	477	22	499
815-830	0	0	0	99	3	102	72	1	73	48	3	51	0	0	0	185	11	196	490	27	517
830-845	0	0	0	79	3	82	58	0	58	62	2	64	0	0	0	124	6	130	409	20	429
845-900	0	0	0	78	4	82	65	0	65	57	2	59	0	0	0	118	6	124	408	14	422
900-915	0	0	0	65	4	69	57	0	57	53	5	58	0	0	0	137	8	145	375	34	409
915-930	0	0	0	68	4	72	52	0	52	59	2	61	0	0	0	121	9	130	377	22	399
930-945	0	0	0	74	2	76	40	0	40	69	2	71	0	0	0	100	7	107	368	17	385
945-1000	0	0	0	93	3	96	62	0	62	69	2	71	0	0	0	94	6	100	408	23	431
HOUR TOTALS																					
700-800	0	0	0	514	12	526	299	2	301	290	6	296	0	0	0	740	16	756	2282	60	2342
715-815	0	0	0	515	13	528	299	1	300	302	7	309	0	0	0	713	22	735	2269	71	2340
730-830	0	0	0	494	12	506	301	2	303	290	8	298	0	0	0	713	29	742	2221	80	2301
745-845	0	0	0	421	10	431	268	2	270	262	9	271	0	0	0	633	31	664	1984	84	2068
800-900	0	0	0	357	13	370	260	1	261	236	9	245	0	0	0	580	33	613	1784	83	1867
815-815	0	0	0	321	14	335	252	1	253	220	12	232	0	0	0	564	31	595	1682	95	1777
830-930	0	0	0	290	15	305	232	0	232	231	11	242	0	0	0	500	29	529	1569	90	1659
845-945	0	0	0	285	14	299	214	0	214	238	11	249	0	0	0	476	30	506	1528	87	1615
900-1000	0	0	0	300	13	313	211	0	211	250	11	261	0	0	0	452	30	482	1528	96	1624

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FERH AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FIGUEROA STREET
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	22	2	24	24	1	25	0	0	0	4	0	4	2	0	2	0	0	0
415-430	14	1	15	25	2	27	0	0	0	2	0	2	2	0	2	0	0	0
430-445	13	1	14	25	1	26	0	0	0	7	0	7	2	0	2	0	0	0
445-500	12	0	12	25	1	26	0	0	0	7	0	7	4	0	4	0	0	0
500-515	18	2	20	32	1	33	0	0	0	3	0	3	2	0	2	0	0	0
515-530	11	2	13	23	2	25	0	0	0	3	0	3	1	0	1	0	0	0
530-545	12	0	12	21	0	21	0	0	0	5	0	5	2	0	2	0	0	0
545-600	6	0	6	25	1	26	0	0	0	2	1	3	1	0	1	0	0	0
600-615	10	1	11	20	0	20	0	0	0	1	0	1	2	0	2	0	0	0
615-630	7	0	7	11	0	11	0	0	0	1	0	1	1	0	1	0	0	0
630-645	4	0	4	15	0	15	0	0	0	2	0	2	1	0	1	0	0	0
645-700	10	0	10	11	0	11	0	0	0	1	0	1	0	0	0	0	0	0
HOUR TOTALS																		
400-500	61	4	65	99	5	104	0	0	0	20	0	20	10	0	10	0	0	0
415-515	57	4	61	107	5	112	0	0	0	19	0	19	10	0	10	0	0	0
430-530	54	5	59	105	5	110	0	0	0	20	0	20	9	0	9	0	0	0
445-545	53	4	57	101	4	105	0	0	0	18	0	18	9	0	9	0	0	0
500-600	47	4	51	101	4	105	0	0	0	13	1	14	6	0	6	0	0	0
515-615	39	3	42	89	3	92	0	0	0	11	1	12	6	0	6	0	0	0
530-630	35	1	36	77	1	78	0	0	0	9	1	10	6	0	6	0	0	0
545-645	27	1	28	71	1	72	0	0	0	6	1	7	5	0	5	0	0	0
600-700	31	1	32	57	0	57	0	0	0	5	0	5	4	0	4	0	0	0

PEAK HOUR
400-500
966

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	0	0	0	34	4	38	34	10	44	62	24	86	0	0	0	32	0	32	214	41	255
415-430	0	0	0	33	2	35	63	14	77	78	16	94	0	0	0	30	1	31	247	36	283
430-445	0	0	0	28	1	29	57	10	67	64	17	81	0	0	0	27	0	27	223	30	253
445-500	0	0	0	18	0	18	41	6	47	35	4	39	0	0	0	22	0	22	164	11	175
500-515	0	0	0	26	1	27	48	10	58	21	15	36	0	0	0	18	1	19	168	30	198
515-530	0	0	0	19	1	20	53	5	58	14	9	23	0	0	0	26	1	27	150	20	170
530-545	0	0	0	19	1	20	26	7	33	24	10	34	0	0	0	16	0	16	125	18	143
545-600	0	0	0	10	0	10	33	10	43	15	5	20	0	0	0	15	2	17	107	19	126
600-615	0	0	0	16	1	17	28	8	36	15	7	22	0	0	0	17	0	17	109	17	126
615-630	0	0	0	9	0	9	19	7	26	10	12	22	0	0	0	19	0	19	77	19	96
630-645	0	0	0	2	1	3	20	14	34	21	10	31	0	0	0	13	0	13	78	25	103
645-700	0	0	0	7	2	9	21	15	36	18	6	24	0	0	0	17	0	17	85	23	108
HOUR TOTALS																					
400-500	0	0	0	113	7	120	195	40	235	239	61	300	0	0	0	111	1	112	848	118	966
415-515	0	0	0	105	4	109	209	40	249	198	52	250	0	0	0	97	2	99	802	107	909
430-530	0	0	0	91	3	94	199	31	230	134	45	179	0	0	0	93	2	95	705	91	796
445-545	0	0	0	82	3	85	168	28	196	94	38	132	0	0	0	82	2	84	607	79	686
500-600	0	0	0	74	3	77	160	32	192	74	39	113	0	0	0	75	4	79	550	87	637
515-615	0	0	0	64	3	67	140	30	170	68	31	99	0	0	0	74	3	77	491	74	565
530-630	0	0	0	54	2	56	106	32	138	64	34	98	0	0	0	67	2	69	418	73	491
545-645	0	0	0	37	2	39	100	39	139	61	34	95	0	0	0	64	2	66	371	80	451
600-700	0	0	0	34	4	38	88	44	132	64	35	99	0	0	0	66	0	66	349	84	433

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FERH AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FIGUEROA STREET
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	18	2	20	1	11	12	36	5	41	32	10	42	106	9	115	0	16	16
415-430	23	0	23	1	8	9	56	9	65	55	11	66	124	5	129	0	11	11
430-445	26	1	27	5	9	14	56	6	62	44	10	54	111	7	118	1	12	13
445-500	18	0	18	4	6	10	41	7	48	52	12	64	170	8	178	4	11	15
500-515	34	0	34	3	7	10	23	7	30	40	7	47	161	2	163	7	6	13
515-530	24	1	25	0	7	7	12	5	17	37	6	43	139	3	142	1	9	10
530-545	18	0	18	7	4	11	9	4	13	26	8	34	117	11	128	2	9	11
545-600	26	0	26	3	3	6	9	2	11	26	11	37	90	7	97	1	9	10
600-615	17	0	17	0	5	5	17	3	20	21	7	28	66	10	76	1	13	14
615-630	16	2	18	1	11	12	4	4	8	10	6	16	55	10	65	0	10	10
630-645	16	0	16	0	1	1	18	3	21	17	14	31	54	11	65	0	9	9
645-700	6	0	6	1	4	5	16	1	17	16	17	33	43	6	49	0	9	9
HOUR TOTALS																		
400-500	85	3	88	11	34	45	189	27	216	183	43	226	511	29	540	5	50	55
415-515	101	1	102	13	30	43	176	29	205	191	40	231	566	22	588	12	40	52
430-530	102	2	104	12	29	41	132	25	157	173	35	208	581	20	601	13	38	51
445-545	94	1	95	14	24	38	85	23	108	155	33	188	587	24	611	14	35	49
500-600	102	1	103	13	21	34	53	18	71	129	32	161	507	23	530	11	33	44
515-615	85	1	86	10	19	29	47	14	61	110	32	142	412	31	443	5	40	45
530-630	77	2	79	11	23	34	39	13	52	83	32	115	328	38	366	4	41	45
545-645	75	2	77	4	20	24	48	12	60	74	38	112	265	38	303	2	41	43
600-700	55	2	57	2	21	23	55	11	66	64	44	108	218	37	255	1	41	42

PEAK HOUR
415-515
1801

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	1	0	1	0	0	0	1	0	1	0	3	3	114	12	126	23	2	25	332	70	402
415-430	0	0	0	5	0	5	0	0	0	1	1	2	117	3	120	18	1	19	400	49	449
430-445	0	1	1	8	0	8	2	0	2	1	0	1	99	20	119	17	0	17	370	66	436
445-500	9	0	9	9	0	9	8	0	8	2	2	4	118	5	123	13	0	13	448	51	499
500-515	3	1	4	3	5	8	1	0	1	4	0	4	84	1	85	18	0	18	381	36	417
515-530	4	1	5	4	0	4	1	0	1	2	1	3	72	4	76	17	0	17	313	37	350
530-545	3	0	3	2	0	2	2	0	2	5	1	6	60	1	61	19	0	19	270	38	308
545-600	1	0	1	3	0	3	1	0	1	3	0	3	57	5	62	13	0	13	233	37	270
600-615	0	0	0	1	1	2	1	0	1	1	0	1	44	13	57	9	0	9	178	52	230
615-630	1	0	1	2	0	2	0	0	0	0	1	1	38	6	44	6	0	6	133	50	183
630-645	0	0	0	0	0	0	1	0	1	0	2	2	42	7	49	2	1	3	150	48	198
645-700	7	0	7	5	0	5	7	0	7	3	1	4	26	15	41	9	0	9	139	53	192
HOUR TOTALS																					
400-500	10	1	11	22	0	22	11	0	11	4	6	10	448	40	488	71	3	74	1550	236	1786
415-515	12	2	14	25	5	30	11	0	11	8	3	11	418	29	447	66	1	67	1599	202	1801
430-530	16	3	19	24	5	29	12	0	12	9	3	12	373	30	403	65	0	65	1512	190	1702
445-545	19	2	21	18	5	23	12	0	12	13	4	17	334	11	345	67	0	67	1412	162	1574
500-600	11	2	13	12	5	17	5	0	5	14	2	16	273	11	284	67	0	67	1197	148	1345
515-615	8	1	9	10	1	11	5	0	5	11	2	13	233	23	256	58	0	58	994	164	1158
530-630	5	0	5	8	1	9	4	0	4	9	2	11	199	25	224	47	0	47	814	177	991
545-645	2	0	2	6	1	7	3	0	3	4	3	7	181	31	212	30	1	31	694	187	881
600-700	8	0	8	8	1	9	9	0	9	4	4	8	150	41	191	26	1	27	600	203	803

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FRIES AVENUE
E/W ANAHEIM STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	1	1	2	5	2	7	7	0	7	7	1	8	204	2	206	8	0	8
415-430	2	0	2	2	0	2	7	0	7	3	1	4	213	2	215	6	0	6
430-445	9	0	9	22	0	22	8	0	8	8	0	8	237	5	242	5	0	5
445-500	2	0	2	7	1	8	15	0	15	14	3	17	215	4	219	10	0	10
500-515	1	0	1	6	0	6	4	0	4	6	2	8	181	2	183	3	0	3
515-530	0	0	0	0	1	1	2	0	2	9	0	9	215	3	218	12	0	12
530-545	1	0	1	1	0	1	0	0	0	9	0	9	225	1	226	5	0	5
545-600	1	0	1	0	0	0	0	0	0	5	0	5	160	2	162	1	0	1
600-615	0	0	0	0	0	0	1	0	1	18	0	18	140	3	143	2	0	2
615-630	1	0	1	1	0	1	6	0	6	5	0	5	136	3	139	9	0	9
630-645	3	0	3	0	0	0	1	0	1	5	0	5	143	1	144	3	0	3
645-700	0	0	0	0	0	0	0	0	0	4	0	4	110	3	113	9	0	9
HOUR TOTALS																		
400-500	14	1	15	36	3	39	37	0	37	32	5	37	869	13	882	29	0	29
415-515	14	0	14	37	1	38	34	0	34	31	6	37	846	13	859	24	0	24
430-530	12	0	12	35	2	37	29	0	29	37	5	42	848	14	862	30	0	30
445-545	4	0	4	14	2	16	21	0	21	38	5	43	836	10	846	30	0	30
500-600	3	0	3	7	1	8	6	0	6	29	2	31	781	8	789	21	0	21
515-615	2	0	2	1	1	2	3	0	3	41	0	41	740	9	749	20	0	20
530-630	3	0	3	2	0	2	7	0	7	37	0	37	661	9	670	17	0	17
545-645	5	0	5	1	0	1	8	0	8	33	0	33	579	9	588	15	0	15
600-700	4	0	4	1	0	1	8	0	8	32	0	32	529	10	539	23	0	23

PEAK HOUR
400-500
2132

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	11	0	11	21	0	21	30	0	30	8	0	8	205	2	207	5	1	6	512	9	521
415-430	15	0	15	25	0	25	36	2	38	5	0	5	210	2	212	2	0	2	526	7	533
430-445	8	0	8	17	0	17	32	0	32	9	0	9	155	8	163	1	0	1	511	13	524
445-500	13	0	13	23	0	23	37	0	37	7	0	7	196	4	200	3	0	3	542	12	554
500-515	15	0	15	19	0	19	26	1	27	5	0	5	142	2	144	3	0	3	411	7	418
515-530	11	0	11	12	0	12	14	0	14	5	3	8	168	1	169	0	0	0	448	8	456
530-545	13	1	14	8	0	8	11	0	11	3	0	3	156	5	161	2	0	2	434	7	441
545-600	8	1	9	6	0	6	6	0	6	2	0	2	124	5	129	1	0	1	314	8	322
600-615	4	0	4	8	0	8	8	0	8	2	0	2	94	2	96	2	0	2	279	5	284
615-630	12	0	12	8	0	8	16	0	16	4	0	4	102	2	104	2	0	2	302	5	307
630-645	7	0	7	6	0	6	19	0	19	8	0	8	122	3	125	1	0	1	318	4	322
645-700	6	0	6	10	0	10	11	0	11	8	0	8	102	2	104	2	0	2	262	5	267
HOUR TOTALS																					
400-500	47	0	47	86	0	86	135	2	137	29	0	29	766	16	782	11	1	12	2091	41	2132
415-515	51	0	51	84	0	84	131	3	134	26	0	26	703	16	719	9	0	9	1990	39	2029
430-530	47	0	47	71	0	71	109	1	110	26	3	29	661	15	676	7	0	7	1912	40	1952
445-545	52	1	53	62	0	62	88	1	89	20	3	23	662	12	674	8	0	8	1835	34	1869
500-600	47	2	49	45	0	45	57	1	58	15	3	18	590	13	603	6	0	6	1607	30	1637
515-615	36	2	38	34	0	34	39	0	39	12	3	15	542	13	555	5	0	5	1475	28	1503
530-630	37	2	39	30	0	30	41	0	41	11	0	11	476	14	490	7	0	7	1329	25	1354
545-645	31	1	32	28	0	28	49	0	49	16	0	16	442	12	454	6	0	6	1213	22	1235
600-700	29	0	29	32	0	32	54	0	54	22	0	22	420	9	429	7	0	7	1161	19	1180

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FRIES AVENUE
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	1	0	1	7	0	7	5	0	5	2	0	2	11	0	11	1	0	1
415-430	2	0	2	7	2	9	1	0	1	1	0	1	14	0	14	0	0	0
430-445	3	0	3	3	0	3	5	0	5	0	0	0	13	0	13	2	0	2
445-500	4	0	4	7	0	7	1	0	1	1	0	1	16	0	16	1	0	1
500-515	1	0	1	9	0	9	4	0	4	4	0	4	17	0	17	1	0	1
515-530	1	0	1	4	0	4	1	0	1	5	0	5	14	0	14	4	0	4
530-545	0	0	0	3	0	3	1	0	1	1	0	1	11	0	11	0	0	0
545-600	0	0	0	1	0	1	0	0	0	1	0	1	7	0	7	0	0	0
600-615	1	0	1	3	0	3	2	0	2	3	0	3	7	0	7	1	0	1
615-630	0	0	0	1	0	1	2	0	2	0	0	0	5	0	5	2	0	2
630-645	2	0	2	2	0	2	5	0	5	5	0	5	5	0	5	1	0	1
645-700	3	0	3	8	0	8	9	0	9	14	0	14	5	0	5	3	0	3
HOUR TOTALS																		
400-500	10	0	10	24	2	26	12	0	12	4	0	4	54	0	54	4	0	4
415-515	10	0	10	26	2	28	11	0	11	6	0	6	60	0	60	4	0	4
430-530	9	0	9	23	0	23	11	0	11	10	0	10	60	0	60	8	0	8
445-545	6	0	6	23	0	23	7	0	7	11	0	11	58	0	58	6	0	6
500-600	2	0	2	17	0	17	6	0	6	11	0	11	49	0	49	5	0	5
515-615	2	0	2	11	0	11	4	0	4	10	0	10	39	0	39	5	0	5
530-630	1	0	1	8	0	8	5	0	5	5	0	5	30	0	30	3	0	3
545-645	3	0	3	7	0	7	9	0	9	9	0	9	24	0	24	4	0	4
600-700	6	0	6	14	0	14	18	0	18	22	0	22	22	0	22	7	0	7

PEAK HOUR
400-500
263

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	3	0	3	14	0	14	3	2	5	0	0	0	25	0	25	1	0	1	73	2	75
415-430	1	1	2	18	0	18	1	1	2	1	0	1	14	0	14	2	0	2	62	4	66
430-445	2	0	2	13	0	13	0	2	2	0	0	0	17	0	17	1	0	1	59	2	61
445-500	1	0	1	11	0	11	3	0	3	2	0	2	11	0	11	3	0	3	61	0	61
500-515	0	0	0	7	1	8	0	0	0	1	0	1	5	0	5	0	0	0	49	1	50
515-530	0	0	0	1	0	1	0	0	0	0	0	0	2	0	2	2	0	2	34	0	34
530-545	0	0	0	5	0	5	0	0	0	1	0	1	3	0	3	0	0	0	25	0	25
545-600	0	0	0	6	1	7	0	0	0	0	0	0	3	1	4	3	0	3	21	2	23
600-615	0	1	1	2	0	2	1	1	2	1	0	1	1	1	2	1	0	1	23	3	26
615-630	0	0	0	5	1	6	0	0	0	1	0	1	10	1	11	2	0	2	28	2	30
630-645	1	0	1	2	0	2	0	0	0	2	0	2	3	0	3	0	0	0	28	0	28
645-700	6	0	6	4	0	4	2	0	2	1	0	1	6	0	6	1	0	1	62	0	62
HOUR TOTALS																					
400-500	7	1	8	56	0	56	7	5	12	3	0	3	67	0	67	7	0	7	255	8	263
415-515	4	1	5	49	1	50	4	3	7	4	0	4	47	0	47	6	0	6	231	7	238
430-530	3	0	3	32	1	33	3	2	5	3	0	3	35	0	35	6	0	6	203	3	206
445-545	1	0	1	24	1	25	3	0	3	4	0	4	21	0	21	5	0	5	169	1	170
500-600	0	0	0	19	2	21	0	0	0	2	0	2	13	1	14	5	0	5	129	3	132
515-615	0	1	1	14	1	15	1	1	2	2	0	2	9	2	11	6	0	6	103	5	108
530-630	0	1	1	18	2	20	1	1	2	3	0	3	17	3	20	6	0	6	97	7	104
545-645	1	1	2	15	2	17	1	1	2	4	0	4	17	3	20	6	0	6	100	7	107
600-700	7	1	8	13	1	14	3	1	4	5	0	5	20	2	22	4	0	4	141	5	146

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FRIES AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	2	0	2	2	0	2	2	0	2	0	1	1	104	26	130	0	1	1
415-430	4	1	5	1	1	2	1	0	1	0	1	1	139	20	159	0	0	0
430-445	1	0	1	4	0	4	3	0	3	7	3	10	148	27	175	2	0	2
445-500	7	0	7	2	0	2	1	0	1	0	0	0	167	15	182	0	0	0
500-515	6	0	6	2	0	2	3	0	3	2	0	2	141	17	158	0	1	1
515-530	5	0	5	0	0	0	1	0	1	0	0	0	141	16	157	0	0	0
530-545	4	0	4	0	0	0	1	0	1	0	0	0	112	16	128	1	0	1
545-600	3	0	3	0	0	0	1	0	1	0	1	1	85	22	107	4	0	4
600-615	3	0	3	0	0	0	3	0	3	2	0	2	64	23	87	0	0	0
615-630	4	0	4	1	0	1	2	0	2	0	1	1	61	21	82	2	0	2
630-645	2	0	2	1	0	1	4	0	4	1	0	1	38	14	52	0	0	0
645-700	3	0	3	0	0	0	2	0	2	0	0	0	33	14	47	0	0	0
HOUR TOTALS																		
400-500	14	1	15	9	1	10	7	0	7	7	5	12	558	88	646	2	1	3
415-515	18	1	19	9	1	10	8	0	8	9	4	13	595	79	674	2	1	3
430-530	19	0	19	8	0	8	8	0	8	9	3	12	597	75	672	2	1	3
445-545	22	0	22	4	0	4	6	0	6	2	0	2	561	64	625	1	1	2
500-600	18	0	18	2	0	2	6	0	6	2	1	3	479	71	550	5	1	6
515-615	15	0	15	0	0	0	6	0	6	2	1	3	402	77	479	5	0	5
530-630	14	0	14	1	0	1	7	0	7	2	2	4	322	82	404	7	0	7
545-645	12	0	12	2	0	2	10	0	10	3	2	5	248	80	328	6	0	6
600-700	12	0	12	2	0	2	11	0	11	3	1	4	196	72	268	2	0	2

PEAK HOUR
400-500
1459

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	4	3	7	9	0	9	5	8	13	4	1	5	133	2	135	9	0	9	274	42	316
415-430	9	12	21	12	0	12	9	10	19	9	0	9	137	28	165	6	0	6	327	73	400
430-445	5	7	12	6	0	6	7	6	13	5	2	7	137	23	160	9	0	9	334	68	402
445-500	4	2	6	4	0	4	15	1	16	3	0	3	107	5	112	8	0	8	318	23	341
500-515	3	1	4	3	0	3	8	0	8	1	0	1	90	7	97	1	1	2	260	27	287
515-530	2	2	4	0	0	0	5	1	6	3	0	3	80	5	85	2	0	2	239	24	263
530-545	1	5	6	1	0	1	6	6	12	4	0	4	69	14	83	5	0	5	204	41	245
545-600	5	2	7	2	0	2	12	7	19	3	0	3	40	5	45	1	0	1	156	37	193
600-615	4	14	18	1	1	2	9	9	18	3	0	3	54	10	64	3	0	3	146	57	203
615-630	0	5	5	0	0	0	3	12	15	1	0	1	27	8	35	2	0	2	103	47	150
630-645	1	5	6	0	0	0	1	11	12	2	0	2	28	12	40	5	0	5	83	42	125
645-700	4	19	23	1	0	1	1	10	11	6	0	6	25	9	34	7	1	8	82	53	135
HOUR TOTALS																					
400-500	22	24	46	31	0	31	36	25	61	21	3	24	514	58	572	32	0	32	1253	206	1459
415-515	21	22	43	25	0	25	39	17	56	18	2	20	471	63	534	24	1	25	1239	191	1430
430-530	14	12	26	13	0	13	35	8	43	12	2	14	414	40	454	20	1	21	1151	142	1293
445-545	10	10	20	8	0	8	34	8	42	11	0	11	346	31	377	16	1	17	1021	115	1136
500-600	11	10	21	6	0	6	31	14	45	11	0	11	279	31	310	9	1	10	859	129	988
515-615	12	23	35	4	1	5	32	23	55	13	0	13	243	34	277	11	0	11	745	159	904
530-630	10	26	36	4	1	5	30	34	64	11	0	11	190	37	227	11	0	11	609	182	791
545-645	10	26	36	3	1	4	25	39	64	9	0	9	149	35	184	11	0	11	488	183	671
600-700	9	43	52	2	1	3	14	42	56	12	0	12	134	39	173	17	1	18	414	199	613

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S MARINE AVENUE
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	1	0	1	4	1	5	0	0	0	0	0	0	14	0	14	0	0	0
415-430	3	0	3	6	0	6	1	0	1	2	0	2	10	0	10	4	0	4
430-445	0	0	0	2	2	4	1	0	1	3	0	3	15	0	15	0	0	0
445-500	1	0	1	10	0	10	1	0	1	0	0	0	17	0	17	1	0	1
500-515	1	0	1	6	0	6	1	0	1	0	0	0	24	0	24	0	0	0
515-530	1	0	1	3	0	3	2	0	2	0	0	0	19	0	19	0	0	0
530-545	0	1	1	3	0	3	0	0	0	2	0	2	11	0	11	1	0	1
545-600	1	0	1	4	0	4	0	0	0	0	0	0	7	0	7	0	0	0
600-615	1	0	1	2	0	2	1	0	1	0	0	0	8	0	8	0	0	0
615-630	1	0	1	3	0	3	1	0	1	0	0	0	7	0	7	0	0	0
630-645	2	0	2	1	0	1	0	0	0	2	0	2	12	0	12	0	0	0
645-700	4	0	4	3	0	3	1	0	1	0	0	0	14	0	14	0	0	0
HOUR TOTALS																		
400-500	5	0	5	22	3	25	3	0	3	5	0	5	56	0	56	5	0	5
415-515	5	0	5	24	2	26	4	0	4	5	0	5	66	0	66	5	0	5
430-530	3	0	3	21	2	23	5	0	5	3	0	3	75	0	75	1	0	1
445-545	3	1	4	22	0	22	4	0	4	2	0	2	71	0	71	2	0	2
500-600	3	1	4	16	0	16	3	0	3	2	0	2	61	0	61	1	0	1
515-615	3	1	4	12	0	12	3	0	3	2	0	2	45	0	45	1	0	1
530-630	3	1	4	12	0	12	2	0	2	2	0	2	33	0	33	1	0	1
545-645	5	0	5	10	0	10	2	0	2	2	0	2	34	0	34	0	0	0
600-700	8	0	8	9	0	9	3	0	3	2	0	2	41	0	41	0	0	0

PEAK HOUR
400-500
252

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	16	0	16	5	1	6	1	0	1	0	0	0	29	0	29	1	0	1	71	2	73
415-430	5	1	6	4	1	5	0	0	0	1	0	1	20	0	20	0	0	0	56	2	58
430-445	13	0	13	3	0	3	0	0	0	0	0	0	26	1	27	0	0	0	63	3	66
445-500	4	0	4	6	0	6	1	0	1	0	0	0	12	0	12	2	0	2	55	0	55
500-515	3	1	4	6	0	6	0	0	0	0	0	0	7	0	7	0	0	0	48	1	49
515-530	1	0	1	5	0	5	0	0	0	1	0	1	3	0	3	0	0	0	35	0	35
530-545	0	0	0	3	0	3	0	0	0	0	0	0	4	0	4	1	0	1	25	1	26
545-600	2	0	2	5	0	5	1	0	1	0	0	0	2	0	2	1	0	1	23	0	23
600-615	0	0	0	1	0	1	1	0	1	1	1	2	1	0	1	1	0	1	17	1	18
615-630	1	0	1	1	0	1	1	0	1	0	0	0	7	0	7	1	0	1	23	0	23
630-645	0	0	0	5	1	6	0	0	0	6	0	6	1	0	1	2	0	2	31	1	32
645-700	0	0	0	1	0	1	1	0	1	6	0	6	6	0	6	4	0	4	40	0	40
HOUR TOTALS																					
400-500	38	1	39	18	2	20	2	0	2	1	0	1	87	1	88	3	0	3	245	7	252
415-515	25	2	27	19	1	20	1	0	1	1	0	1	65	1	66	2	0	2	222	6	228
430-530	21	1	22	20	0	20	1	0	1	1	0	1	48	1	49	2	0	2	201	4	205
445-545	8	1	9	20	0	20	1	0	1	1	0	1	26	0	26	3	0	3	163	2	165
500-600	6	1	7	19	0	19	1	0	1	1	0	1	16	0	16	2	0	2	131	2	133
515-615	3	0	3	14	0	14	2	0	2	2	1	3	10	0	10	3	0	3	100	2	102
530-630	3	0	3	10	0	10	3	0	3	1	1	2	14	0	14	4	0	4	88	2	90
545-645	3	0	3	12	1	13	3	0	3	7	1	8	11	0	11	5	0	5	94	2	96
600-700	1	0	1	8	1	9	3	0	3	13	1	14	15	0	15	8	0	8	111	2	113

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S MARINE AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	2	0	2	0	0	0	0	0	0	0	0	0	96	29	125	0	0	0
415-430	9	0	9	0	0	0	4	0	4	0	0	0	121	22	143	0	0	0
430-445	6	2	8	0	0	0	2	0	2	0	1	1	143	26	169	0	0	0
445-500	5	0	5	1	0	1	3	0	3	1	0	1	180	14	194	0	0	0
500-515	4	0	4	0	0	0	1	0	1	0	0	0	112	15	127	0	0	0
515-530	1	0	1	0	0	0	0	0	0	0	0	0	140	17	157	0	1	1
530-545	4	0	4	0	0	0	2	0	2	0	0	0	116	17	133	0	0	0
545-600	3	0	3	0	0	0	4	0	4	0	1	1	88	23	111	0	0	0
600-615	4	0	4	0	0	0	1	1	2	0	0	0	61	20	81	0	0	0
615-630	5	0	5	0	0	0	0	0	0	0	0	0	48	18	66	0	0	0
630-645	2	0	2	0	0	0	3	0	3	0	1	1	53	16	69	0	0	0
645-700	4	0	4	0	0	0	2	0	2	0	0	0	38	17	55	0	1	1
HOUR TOTALS																		
400-500	22	2	24	1	0	1	9	0	9	1	1	2	540	91	631	0	0	0
415-515	24	2	26	1	0	1	10	0	10	1	1	2	556	77	633	0	0	0
430-530	16	2	18	1	0	1	6	0	6	1	1	2	575	72	647	0	1	1
445-545	14	0	14	1	0	1	6	0	6	1	0	1	548	63	611	0	1	1
500-600	12	0	12	0	0	0	7	0	7	0	1	1	456	72	528	0	1	1
515-615	12	0	12	0	0	0	7	1	8	0	1	1	405	77	482	0	1	1
530-630	16	0	16	0	0	0	7	1	8	0	1	1	313	78	391	0	0	0
545-645	14	0	14	0	0	0	8	1	9	0	2	2	250	77	327	0	0	0
600-700	15	0	15	0	0	0	6	1	7	0	1	1	200	71	271	0	1	1

PEAK HOUR
400-500
1325

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	2	2	4	0	0	0	0	0	0	0	0	0	115	20	135	19	1	20	234	52	286
415-430	3	7	10	0	0	0	1	0	1	0	0	0	136	24	160	10	0	10	284	53	337
430-445	2	5	7	3	0	3	2	0	2	0	0	0	106	24	130	12	0	12	276	58	334
445-500	0	5	5	0	0	0	1	0	1	0	0	0	132	14	146	12	0	12	335	33	368
500-515	0	0	0	0	0	0	1	0	1	0	0	0	98	8	106	8	0	8	224	23	247
515-530	4	1	5	0	0	0	0	0	0	0	0	0	82	8	90	5	0	5	232	27	259
530-545	0	0	0	0	0	0	0	0	0	0	0	0	59	11	70	6	0	6	187	28	215
545-600	2	4	6	0	0	0	1	0	1	0	0	0	46	12	58	10	0	10	154	40	194
600-615	1	5	6	0	0	0	0	0	0	0	1	1	43	17	60	5	0	5	115	44	159
615-630	0	6	6	0	0	0	1	0	1	0	0	0	32	26	58	2	0	2	88	50	138
630-645	2	4	6	1	0	1	0	2	2	0	0	0	24	15	39	3	0	3	88	38	126
645-700	1	3	4	0	0	0	0	0	0	0	0	0	38	21	59	1	0	1	84	42	126
HOUR TOTALS																					
400-500	7	19	26	3	0	3	4	0	4	0	0	0	489	82	571	53	1	54	1129	196	1325
415-515	5	17	22	3	0	3	5	0	5	0	0	0	472	70	542	42	0	42	1119	167	1286
430-530	6	11	17	3	0	3	4	0	4	0	0	0	418	54	472	37	0	37	1067	141	1208
445-545	4	6	10	0	0	0	2	0	2	0	0	0	371	41	412	31	0	31	978	111	1089
500-600	6	5	11	0	0	0	2	0	2	0	0	0	285	39	324	29	0	29	797	118	915
515-615	7	10	17	0	0	0	1	0	1	0	1	1	230	48	278	26	0	26	688	139	827
530-630	3	15	18	0	0	0	2	0	2	0	1	1	180	66	246	23	0	23	544	162	706
545-645	5	19	24	1	0	1	2	2	4	0	1	1	145	70	215	20	0	20	445	172	617
600-700	4	18	22	1	0	1	1	2	3	0	1	1	137	79	216	11	0	11	375	174	549

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S AVALON BOUELVARD
E/W ANAHEIM STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	25	1	26	90	4	94	27	0	27	25	1	26	203	2	205	11	0	11
415-430	18	1	19	73	2	75	8	0	8	29	2	31	173	6	179	16	1	17
430-445	34	1	35	110	2	112	24	0	24	39	2	41	202	5	207	12	2	14
445-500	28	1	29	95	1	96	16	0	16	28	1	29	188	1	189	19	0	19
500-515	32	2	34	99	3	102	26	1	27	35	2	37	209	4	213	27	0	27
515-530	28	0	28	78	1	79	17	0	17	29	2	31	152	0	152	14	0	14
530-545	22	0	22	56	0	56	19	0	19	19	1	20	115	2	117	11	0	11
545-600	46	1	47	76	0	76	25	0	25	32	0	32	129	1	130	20	1	21
600-615	25	2	27	55	1	56	15	0	15	29	1	30	107	3	110	17	0	17
615-630	25	0	25	50	3	53	9	0	9	25	1	26	109	1	110	9	0	9
630-645	20	1	21	33	0	33	7	0	7	18	0	18	110	1	111	12	0	12
645-700	19	1	20	49	3	52	12	0	12	21	0	21	116	2	118	21	0	21
HOUR TOTALS																		
400-500	105	4	109	368	9	377	75	0	75	121	6	127	766	14	780	58	3	61
415-515	112	5	117	377	8	385	74	1	75	131	7	138	772	16	788	74	3	77
430-530	122	4	126	382	7	389	83	1	84	131	7	138	751	10	761	72	2	74
445-545	110	3	113	328	5	333	78	1	79	111	6	117	664	7	671	71	0	71
500-600	128	3	131	309	4	313	87	1	88	115	5	120	605	7	612	72	1	73
515-615	121	3	124	265	2	267	76	0	76	109	4	113	503	6	509	62	1	63
530-630	118	3	121	237	4	241	68	0	68	105	3	108	460	7	467	57	1	58
545-645	116	4	120	214	4	218	56	0	56	104	2	106	455	6	461	58	1	59
600-700	89	4	93	187	7	194	43	0	43	93	2	95	442	7	449	59	0	59

PEAK HOUR
415-515
2890

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	13	0	13	103	0	103	25	1	26	14	0	14	173	3	176	24	0	24	733	12	745
415-430	16	0	16	82	0	82	19	1	20	12	0	12	192	2	194	20	0	20	658	15	673
430-445	17	0	17	78	1	79	18	0	18	9	0	9	171	5	176	18	0	18	732	18	750
445-500	17	0	17	83	1	84	15	0	15	7	0	7	191	3	194	20	1	21	707	9	716
500-515	13	0	13	93	0	93	26	0	26	8	0	8	148	2	150	21	0	21	737	14	751
515-530	17	0	17	80	0	80	31	0	31	9	0	9	141	7	148	17	0	17	613	10	623
530-545	8	0	8	58	0	58	21	0	21	3	0	3	127	1	128	30	0	30	489	4	493
545-600	10	0	10	53	0	53	14	0	14	10	0	10	114	3	117	21	1	22	550	7	557
600-615	10	0	10	37	1	38	11	0	11	10	0	10	100	2	102	18	0	18	434	10	444
615-630	15	0	15	30	0	30	17	0	17	8	0	8	85	3	88	11	0	11	393	8	401
630-645	4	0	4	43	0	43	11	0	11	7	0	7	86	2	88	19	0	19	370	4	374
645-700	9	0	9	29	0	29	15	0	15	9	0	9	79	3	82	18	0	18	397	9	406
HOUR TOTALS																					
400-500	63	0	63	346	2	348	77	2	79	42	0	42	727	13	740	82	1	83	2830	54	2884
415-515	63	0	63	336	2	338	78	1	79	36	0	36	702	12	714	79	1	80	2834	56	2890
430-530	64	0	64	334	2	336	90	0	90	33	0	33	651	17	668	76	1	77	2789	51	2840
445-545	55	0	55	314	1	315	93	0	93	27	0	27	607	13	620	88	1	89	2546	37	2583
500-600	48	0	48	284	0	284	92	0	92	30	0	30	530	13	543	89	1	90	2389	35	2424
515-615	45	0	45	228	1	229	77	0	77	32	0	32	482	13	495	86	1	87	2086	31	2117
530-630	43	0	43	178	1	179	63	0	63	31	0	31	426	9	435	80	1	81	1866	29	1895
545-645	39	0	39	163	1	164	53	0	53	35	0	35	385	10	395	69	1	70	1747	29	1776
600-700	38	0	38	139	1	140	54	0	54	34	0	34	350	10	360	66	0	66	1594	31	1625

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S AVALON BOULEVARD
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	5	0	5	30	0	30	9	0	9	5	0	5	9	0	9	1	0	1
415-430	7	0	7	44	1	45	8	0	8	8	0	8	9	0	9	8	0	8
430-445	8	0	8	24	2	26	8	0	8	10	0	10	11	0	11	1	0	1
445-500	4	0	4	42	1	43	8	0	8	9	0	9	10	0	10	7	0	7
500-515	4	0	4	37	0	37	4	0	4	16	0	16	19	0	19	10	0	10
515-530	2	0	2	42	0	42	1	0	1	8	0	8	17	0	17	13	0	13
530-545	4	0	4	28	1	29	3	0	3	5	0	5	9	0	9	6	0	6
545-600	2	0	2	19	0	19	5	0	5	3	0	3	5	0	5	0	0	0
600-615	4	0	4	19	2	21	1	0	1	8	0	8	3	0	3	1	0	1
615-630	3	0	3	11	1	12	2	0	2	1	0	1	5	0	5	1	0	1
630-645	8	0	8	13	3	16	0	0	0	1	0	1	3	0	3	1	0	1
645-700	8	0	8	27	1	28	1	0	1	3	0	3	5	0	5	1	0	1
HOUR TOTALS																		
400-500	24	0	24	140	4	144	33	0	33	32	0	32	39	0	39	17	0	17
415-515	23	0	23	147	4	151	28	0	28	43	0	43	49	0	49	26	0	26
430-530	18	0	18	145	3	148	21	0	21	43	0	43	57	0	57	31	0	31
445-545	14	0	14	149	2	151	16	0	16	38	0	38	55	0	55	36	0	36
500-600	12	0	12	126	1	127	13	0	13	32	0	32	50	0	50	29	0	29
515-615	12	0	12	108	3	111	10	0	10	24	0	24	34	0	34	20	0	20
530-630	13	0	13	77	4	81	11	0	11	17	0	17	22	0	22	8	0	8
545-645	17	0	17	62	6	68	8	0	8	13	0	13	16	0	16	3	0	3
600-700	23	0	23	70	7	77	4	0	4	13	0	13	16	0	16	4	0	4

PEAK HOUR
400-500
677

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	18	0	18	45	0	45	0	0	0	6	0	6	31	0	31	10	0	10	169	0	169
415-430	21	0	21	49	0	49	0	0	0	6	1	7	13	0	13	5	0	5	178	2	180
430-445	17	0	17	50	0	50	2	0	2	3	0	3	24	0	24	14	0	14	172	2	174
445-500	11	0	11	36	2	38	2	1	3	1	0	1	13	0	13	7	0	7	150	4	154
500-515	4	0	4	28	0	28	0	0	0	4	1	5	2	0	2	8	0	8	136	1	137
515-530	2	0	2	25	1	26	0	0	0	6	0	6	4	0	4	1	0	1	121	1	122
530-545	0	0	0	30	1	31	1	1	2	2	1	3	1	0	1	1	0	1	90	4	94
545-600	0	0	0	21	0	21	3	0	3	1	0	1	4	0	4	2	0	2	65	0	65
600-615	2	0	2	20	0	20	0	0	0	0	0	0	2	0	2	1	0	1	61	2	63
615-630	0	0	0	10	2	12	2	0	2	1	0	1	3	0	3	3	0	3	42	3	45
630-645	1	0	1	8	0	8	1	0	1	2	0	2	2	0	2	0	0	0	40	3	43
645-700	2	0	2	9	1	10	1	0	1	2	0	2	2	0	2	1	0	1	62	2	64
HOUR TOTALS																					
400-500	67	0	67	180	2	182	4	1	5	16	1	17	81	0	81	36	0	36	669	8	677
415-515	53	0	53	163	2	165	4	1	5	14	2	16	52	0	52	34	0	34	636	9	645
430-530	34	0	34	139	3	142	4	1	5	14	1	15	43	0	43	30	0	30	579	8	587
445-545	17	0	17	119	4	123	3	2	5	13	2	15	20	0	20	17	0	17	497	10	507
500-600	6	0	6	104	2	106	4	1	5	13	2	15	11	0	11	12	0	12	412	6	418
515-615	4	0	4	96	2	98	4	1	5	9	1	10	11	0	11	5	0	5	337	7	344
530-630	2	0	2	81	3	84	6	1	7	4	1	5	10	0	10	7	0	7	258	9	267
545-645	3	0	3	59	2	61	6	0	6	4	0	4	11	0	11	6	0	6	208	8	216
600-700	5	0	5	47	3	50	4	0	4	5	0	5	9	0	9	5	0	5	205	10	215

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S AVALON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	26	1	27	1	0	1	5	0	5	5	0	5	69	23	92	1	0	1
415-430	41	1	42	2	0	2	5	0	5	2	0	2	80	19	99	1	0	1
430-445	28	1	29	3	0	3	6	0	6	8	0	8	95	20	115	0	0	0
445-500	42	2	44	5	0	5	7	0	7	8	0	8	114	22	136	2	0	2
500-515	58	0	58	3	0	3	5	0	5	2	0	2	87	18	105	1	0	1
515-530	40	2	42	3	0	3	6	0	6	2	0	2	99	20	119	1	0	1
530-545	29	1	30	1	0	1	6	0	6	4	0	4	75	17	92	1	0	1
545-600	20	0	20	0	0	0	2	0	2	0	0	0	41	16	57	0	0	0
600-615	22	3	25	0	0	0	1	1	2	0	0	0	49	18	67	0	0	0
615-630	18	0	18	1	0	1	1	0	1	1	0	1	32	20	52	0	0	0
630-645	18	2	20	0	0	0	0	0	0	1	0	1	20	23	43	0	0	0
645-700	17	1	18	0	0	0	4	0	4	2	0	2	34	8	42	0	0	0
HOUR TOTALS																		
400-500	137	5	142	11	0	11	23	0	23	23	0	23	358	84	442	4	0	4
415-515	169	4	173	13	0	13	23	0	23	20	0	20	376	79	455	4	0	4
430-530	168	5	173	14	0	14	24	0	24	20	0	20	395	80	475	4	0	4
445-545	169	5	174	12	0	12	24	0	24	16	0	16	375	77	452	5	0	5
500-600	147	3	150	7	0	7	19	0	19	8	0	8	302	71	373	3	0	3
515-615	111	6	117	4	0	4	15	1	16	6	0	6	264	71	335	2	0	2
530-630	89	4	93	2	0	2	10	1	11	5	0	5	197	71	268	1	0	1
545-645	78	5	83	1	0	1	4	1	5	2	0	2	142	77	219	0	0	0
600-700	75	6	81	1	0	1	6	1	7	4	0	4	135	69	204	0	0	0

PEAK HOUR
415-515
1364

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	2	1	3	4	0	4	9	1	10	2	1	3	63	26	89	52	0	52	239	53	292
415-430	0	6	6	9	0	9	3	1	4	1	0	1	66	27	93	60	1	61	270	55	325
430-445	2	1	3	12	0	12	38	0	38	5	2	7	85	25	110	52	1	53	334	50	384
445-500	1	1	2	7	0	7	6	0	6	2	1	3	75	18	93	37	1	38	306	45	351
500-515	2	0	2	6	0	6	7	1	8	1	1	2	67	13	80	32	0	32	271	33	304
515-530	5	0	5	1	0	1	5	0	5	2	0	2	45	7	52	26	3	29	235	32	267
530-545	1	0	1	0	0	0	4	0	4	0	0	0	50	8	58	19	0	19	190	26	216
545-600	0	3	3	0	0	0	6	0	6	0	0	0	37	14	51	16	0	16	122	33	155
600-615	0	0	0	0	0	0	1	0	1	2	0	2	34	17	51	15	1	16	124	40	164
615-630	0	1	1	0	0	0	0	0	0	2	0	2	26	29	55	14	1	15	95	51	146
630-645	0	0	0	0	0	0	1	0	1	0	0	0	18	24	42	10	0	10	68	49	117
645-700	0	0	0	0	0	0	2	0	2	0	0	0	20	25	45	9	1	10	88	35	123
HOUR TOTALS																					
400-500	5	9	14	32	0	32	56	2	58	10	4	14	289	96	385	201	3	204	1149	203	1352
415-515	5	8	13	34	0	34	54	2	56	9	4	13	293	83	376	181	3	184	1181	183	1364
430-530	10	2	12	26	0	26	56	1	57	10	4	14	272	63	335	147	5	152	1146	160	1306
445-545	9	1	10	14	0	14	22	1	23	5	2	7	237	46	283	114	4	118	1002	136	1138
500-600	8	3	11	7	0	7	22	1	23	3	1	4	199	42	241	93	3	96	818	124	942
515-615	6	3	9	1	0	1	16	0	16	4	0	4	166	46	212	76	4	80	671	131	802
530-630	1	4	5	0	0	0	11	0	11	4	0	4	147	68	215	64	2	66	531	150	681
545-645	0	4	4	0	0	0	8	0	8	4	0	4	115	84	199	55	2	57	409	173	582
600-700	0	1	1	0	0	0	4	0	4	4	0	4	98	95	193	48	3	51	375	175	550

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S BROAD AVENUE
E/W C STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	12	0	12	18	0	18	7	0	7	7	0	7	20	0	20	5	0	5
415-430	8	0	8	34	2	36	3	0	3	5	0	5	3	0	3	4	0	4
430-445	10	0	10	25	1	26	4	0	4	4	0	4	3	0	3	8	0	8
445-500	11	0	11	35	1	36	4	0	4	3	0	3	9	0	9	13	0	13
500-515	13	0	13	53	0	53	4	0	4	0	0	0	10	0	10	6	0	6
515-530	13	0	13	45	1	46	3	0	3	0	0	0	13	0	13	5	0	5
530-545	9	0	9	41	0	41	1	0	1	1	0	1	11	0	11	1	0	1
545-600	11	0	11	23	1	24	1	0	1	0	0	0	7	0	7	0	0	0
600-615	2	0	2	14	0	14	0	0	0	1	0	1	5	0	5	0	1	1
615-630	2	0	2	10	2	12	1	0	1	0	1	1	3	0	3	1	0	1
630-645	3	0	3	10	1	11	1	0	1	2	0	2	1	0	1	1	0	1
645-700	5	0	5	9	1	10	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	41	0	41	112	4	116	18	0	18	19	0	19	35	0	35	30	0	30
415-515	42	0	42	147	4	151	15	0	15	12	0	12	25	0	25	31	0	31
430-530	47	0	47	158	3	161	15	0	15	7	0	7	35	0	35	32	0	32
445-545	46	0	46	174	2	176	12	0	12	4	0	4	43	0	43	25	0	25
500-600	46	0	46	162	2	164	9	0	9	1	0	1	41	0	41	12	0	12
515-615	35	0	35	123	2	125	5	0	5	2	0	2	36	0	36	6	1	7
530-630	24	0	24	88	3	91	3	0	3	2	1	3	26	0	26	2	1	3
545-645	18	0	18	57	4	61	3	0	3	3	1	4	16	0	16	2	1	3
600-700	12	0	12	43	4	47	2	0	2	3	1	4	9	0	9	2	1	3

PEAK HOUR
400-500
584

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	8	0	8	46	0	46	3	0	3	4	0	4	12	0	12	29	0	29	171	0	171
415-430	3	1	4	31	0	31	3	0	3	9	0	9	7	0	7	10	0	10	120	3	123
430-445	4	0	4	50	0	50	4	0	4	2	0	2	11	0	11	18	0	18	143	1	144
445-500	2	0	2	39	0	39	4	0	4	3	0	3	9	0	9	13	0	13	145	1	146
500-515	0	0	0	14	0	14	2	0	2	10	0	10	4	0	4	7	0	7	123	0	123
515-530	1	0	1	6	0	6	0	0	0	6	0	6	4	0	4	3	0	3	99	1	100
530-545	0	0	0	10	0	10	0	0	0	3	0	3	2	0	2	3	0	3	82	0	82
545-600	0	0	0	6	2	8	0	0	0	2	0	2	4	0	4	2	0	2	56	3	59
600-615	0	0	0	5	0	5	2	0	2	0	0	0	3	0	3	3	0	3	35	1	36
615-630	0	1	1	3	0	3	0	0	0	0	0	0	3	0	3	2	0	2	25	4	29
630-645	0	0	0	3	0	3	0	0	0	1	0	1	0	0	0	0	0	0	22	1	23
645-700	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2	1	0	1	19	1	20
HOUR TOTALS																					
400-500	17	1	18	166	0	166	14	0	14	18	0	18	39	0	39	70	0	70	579	5	584
415-515	9	1	10	134	0	134	13	0	13	24	0	24	31	0	31	48	0	48	531	5	536
430-530	7	0	7	109	0	109	10	0	10	21	0	21	28	0	28	41	0	41	510	3	513
445-545	3	0	3	69	0	69	6	0	6	22	0	22	19	0	19	26	0	26	449	2	451
500-600	1	0	1	36	2	38	2	0	2	21	0	21	14	0	14	15	0	15	360	4	364
515-615	1	0	1	27	2	29	2	0	2	11	0	11	13	0	13	11	0	11	272	5	277
530-630	0	1	1	24	2	26	2	0	2	5	0	5	12	0	12	10	0	10	198	8	206
545-645	0	1	1	17	2	19	2	0	2	3	0	3	10	0	10	7	0	7	138	9	147
600-700	0	1	1	11	0	11	2	0	2	3	0	3	8	0	8	6	0	6	101	7	108

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S BROAD AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	27	0	27	0	0	0	5	0	5	27	0	27	69	23	92	2	2	4
415-430	33	0	33	0	0	0	17	0	17	18	0	18	53	18	71	4	2	6
430-445	42	2	44	1	0	1	5	0	5	16	0	16	75	20	95	4	2	6
445-500	28	1	29	1	1	2	4	0	4	5	0	5	46	17	63	3	0	3
500-515	30	0	30	1	1	2	3	0	3	2	0	2	39	14	53	0	0	0
515-530	35	0	35	2	0	2	12	0	12	0	0	0	54	14	68	1	0	1
530-545	43	0	43	3	0	3	20	1	21	1	1	2	51	28	79	2	4	6
545-600	28	0	28	0	0	0	12	0	12	2	0	2	29	14	43	0	0	0
600-615	12	0	12	1	0	1	3	1	4	2	0	2	32	19	51	2	1	3
615-630	9	0	9	2	0	2	3	0	3	1	0	1	16	24	40	0	0	0
630-645	7	1	8	0	0	0	3	0	3	1	0	1	18	14	32	2	1	3
645-700	9	0	9	0	2	2	2	1	3	0	0	0	5	10	15	1	1	2
HOUR TOTALS																		
400-500	130	3	133	2	1	3	31	0	31	66	0	66	243	78	321	13	6	19
415-515	133	3	136	3	2	5	29	0	29	41	0	41	213	69	282	11	4	15
430-530	135	3	138	5	2	7	24	0	24	23	0	23	214	65	279	8	2	10
445-545	136	1	137	7	2	9	39	1	40	8	1	9	190	73	263	6	4	10
500-600	136	0	136	6	1	7	47	1	48	5	1	6	173	70	243	3	4	7
515-615	118	0	118	6	0	6	47	2	49	5	1	6	166	75	241	5	5	10
530-630	92	0	92	6	0	6	38	2	40	6	1	7	128	85	213	4	5	9
545-645	56	1	57	3	0	3	21	1	22	6	0	6	95	71	166	4	2	6
600-700	37	1	38	3	2	5	11	2	13	4	0	4	71	67	138	5	3	8

PEAK HOUR
400-500
1113

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	23	3	26	0	0	0	0	2	2	0	0	0	40	40	80	0	0	0	193	70	263
415-430	22	2	24	0	0	0	0	0	0	0	0	0	44	27	71	71	0	71	262	49	311
430-445	37	7	44	2	0	2	4	0	4	0	1	1	58	30	88	42	0	42	286	62	348
445-500	20	1	21	0	0	0	0	0	0	0	0	0	43	6	49	14	1	15	164	27	191
500-515	8	1	9	0	0	0	0	0	0	0	0	0	50	6	56	13	0	13	146	22	168
515-530	4	0	4	0	0	0	1	0	1	0	0	0	45	10	55	10	1	11	164	25	189
530-545	6	6	12	2	0	2	0	1	1	2	1	3	51	10	61	8	0	8	189	52	241
545-600	10	4	14	0	0	0	1	0	1	0	0	0	38	15	53	0	0	0	120	33	153
600-615	7	3	10	1	0	1	0	0	0	0	0	0	30	21	51	4	0	4	94	45	139
615-630	2	0	2	0	0	0	0	0	0	0	0	0	27	27	54	4	1	5	64	52	116
630-645	0	0	0	0	0	0	0	0	0	0	0	0	17	24	41	0	0	0	48	40	88
645-700	1	4	5	0	0	0	0	0	0	1	0	1	20	25	45	1	0	1	40	43	83
HOUR TOTALS																					
400-500	102	13	115	2	0	2	4	2	6	0	1	1	185	103	288	127	1	128	905	208	1113
415-515	87	11	98	2	0	2	4	0	4	0	1	1	195	69	264	140	1	141	858	160	1018
430-530	69	9	78	2	0	2	5	0	5	0	1	1	196	52	248	79	2	81	760	136	896
445-545	38	8	46	2	0	2	1	1	2	2	1	3	189	32	221	45	2	47	663	126	789
500-600	28	11	39	2	0	2	2	1	3	2	1	3	184	41	225	31	1	32	619	132	751
515-615	27	13	40	3	0	3	2	1	3	2	1	3	164	56	220	22	1	23	567	155	722
530-630	25	13	38	3	0	3	1	1	2	2	1	3	146	73	219	16	1	17	467	182	649
545-645	19	7	26	1	0	1	1	0	1	0	0	0	112	87	199	8	1	9	326	170	496
600-700	10	7	17	1	0	1	0	0	0	1	0	1	94	97	191	9	1	10	246	180	426

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: WEDNESDAY JANUARY 24, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S ALAMEDA STREET
E/W ANAHEIM STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	16	2	18	13	17	30	1	0	1	0	0	0	104	19	123	2	18	20
415-430	5	0	5	1	8	9	1	1	2	5	0	5	167	24	191	9	26	35
430-445	11	3	14	40	19	59	3	3	6	1	3	4	162	30	192	11	17	28
445-500	31	5	36	35	17	52	3	3	6	3	3	6	180	26	206	22	17	39
500-515	20	5	25	19	10	29	3	3	6	6	2	8	164	13	177	21	10	31
515-530	21	4	25	24	14	38	2	2	4	1	2	3	102	11	113	5	6	11
530-545	19	4	23	20	8	28	2	1	3	6	2	8	126	21	147	14	14	28
545-600	11	2	13	8	4	12	0	0	0	2	2	4	140	6	146	15	8	23
600-615	10	3	13	9	9	18	3	2	5	3	2	5	108	9	117	4	6	10
615-630	7	3	10	11	6	17	1	0	1	4	1	5	96	13	109	13	4	17
630-645	8	4	12	5	6	11	1	1	2	1	1	2	90	14	104	12	6	18
645-700	8	2	10	3	3	6	0	0	0	0	2	2	88	17	105	5	7	12
HOUR TOTALS																		
400-500	63	10	73	89	61	150	8	7	15	9	6	15	613	99	712	44	78	122
415-515	67	13	80	95	54	149	10	10	20	15	8	23	673	93	766	63	70	133
430-530	83	17	100	118	60	178	11	11	22	11	10	21	608	80	688	59	50	109
445-545	91	18	109	98	49	147	10	9	19	16	9	25	572	71	643	62	47	109
500-600	71	15	86	71	36	107	7	6	13	15	8	23	532	51	583	55	38	93
515-615	61	13	74	61	35	96	7	5	12	12	8	20	476	47	523	38	34	72
530-630	47	12	59	48	27	75	6	3	9	15	7	22	470	49	519	46	32	78
545-645	36	12	48	33	25	58	5	3	8	10	6	16	434	42	476	44	24	68
600-700	33	12	45	28	24	52	5	3	8	8	6	14	382	53	435	34	23	57

PEAK HOUR
415-515
2802

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	43	16	59	17	12	29	0	1	1	0	0	0	189	15	204	19	5	24	404	105	509
415-430	118	20	138	24	8	32	4	3	7	0	0	0	197	15	212	22	2	24	553	107	660
430-445	107	19	126	35	16	51	1	1	2	0	1	1	212	12	224	15	0	15	598	124	722
445-500	96	18	114	26	9	35	0	1	1	1	2	3	195	11	206	10	2	12	602	114	716
500-515	111	10	121	29	2	31	3	0	3	2	1	3	225	15	240	27	3	30	630	74	704
515-530	56	14	70	16	3	19	1	0	1	1	0	1	184	8	192	13	3	16	426	67	493
530-545	56	15	71	15	9	24	2	0	2	1	0	1	232	13	245	16	1	17	509	88	597
545-600	21	21	42	10	11	21	1	0	1	0	1	1	121	11	132	13	2	15	342	68	410
600-615	27	29	56	6	8	14	2	0	2	1	1	2	83	10	93	9	2	11	265	81	346
615-630	31	20	51	7	15	22	0	0	0	2	1	3	94	8	102	4	1	5	270	72	342
630-645	21	27	48	1	5	6	1	0	1	1	0	1	79	5	84	4	0	4	224	69	293
645-700	12	23	35	12	6	18	0	0	0	1	0	1	78	11	89	8	1	9	215	72	287
HOUR TOTALS																					
400-500	364	73	437	102	45	147	5	6	11	1	3	4	793	53	846	66	9	75	2157	450	2607
415-515	432	67	499	114	35	149	8	5	13	3	4	7	829	53	882	74	7	81	2383	419	2802
430-530	370	61	431	106	30	136	5	2	7	4	4	8	816	46	862	65	8	73	2256	379	2635
445-545	319	57	376	86	23	109	6	1	7	5	3	8	836	47	883	66	9	75	2167	343	2510
500-600	244	60	304	70	25	95	7	0	7	4	2	6	762	47	809	69	9	78	1907	297	2204
515-615	160	79	239	47	31	78	6	0	6	3	2	5	620	42	662	51	8	59	1542	304	1846
530-630	135	85	220	38	43	81	5	0	5	4	3	7	530	42	572	42	6	48	1386	309	1695
545-645	100	97	197	24	39	63	4	0	4	4	3	7	377	34	411	30	5	35	1101	290	1391
600-700	91	99	190	26	34	60	3	0	3	5	2	7	334	34	368	25	4	29	974	294	1268

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
PROJECT: WILMINGTON WATERFRONT PROJECT
DATE: THURSDAY JULY 10, 2008
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S JOHN S. GIBSON BLVD/PACIFIC AVENUE
E/W CHANNEL STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	32	5	37	60	4	64	0	0	0	0	0	0	0	0	0	0	0	0
415-430	44	0	44	61	5	66	0	0	0	0	0	0	0	0	0	0	0	0
430-445	52	2	54	84	3	87	0	0	0	0	0	0	0	0	0	0	0	0
445-500	39	2	41	55	5	60	0	0	0	0	0	0	0	0	0	0	0	0
500-515	53	1	54	84	3	87	0	0	0	0	0	0	0	0	0	0	0	0
515-530	65	3	68	89	5	94	0	0	0	0	0	0	0	0	0	0	0	0
530-545	52	2	54	96	4	100	0	0	0	0	0	0	0	0	0	0	0	0
545-600	83	2	85	109	4	113	0	0	0	0	0	0	0	0	0	0	0	0
600-615	89	1	90	125	9	134	0	0	0	0	0	0	0	0	0	0	0	0
615-630	82	0	82	92	6	98	0	0	0	0	0	0	0	0	0	0	0	0
630-645	58	0	58	94	6	100	0	0	0	0	0	0	0	0	0	0	0	0
645-700	42	1	43	100	4	104	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	167	9	176	260	17	277	0	0	0	0	0	0	0	0	0	0	0	0
415-515	188	5	193	284	16	300	0	0	0	0	0	0	0	0	0	0	0	0
430-530	209	8	217	312	16	328	0	0	0	0	0	0	0	0	0	0	0	0
445-545	209	8	217	324	17	341	0	0	0	0	0	0	0	0	0	0	0	0
500-600	253	8	261	378	16	394	0	0	0	0	0	0	0	0	0	0	0	0
515-615	289	8	297	419	22	441	0	0	0	0	0	0	0	0	0	0	0	0
530-630	306	5	311	422	23	445	0	0	0	0	0	0	0	0	0	0	0	0
545-645	312	3	315	420	25	445	0	0	0	0	0	0	0	0	0	0	0	0
600-700	271	2	273	411	25	436	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR
530-630
2426

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	0	0	0	102	2	104	55	0	55	98	2	100	0	0	0	110	4	114	457	17	474
415-430	0	0	0	124	6	130	67	0	67	99	1	100	0	0	0	106	8	114	501	20	521
430-445	0	0	0	131	4	135	80	0	80	109	1	110	0	0	0	112	7	119	568	17	585
445-500	0	0	0	111	5	116	68	0	68	102	2	104	0	0	0	117	13	130	492	27	519
500-515	0	0	0	122	5	127	62	2	64	98	0	98	0	0	0	132	2	134	551	13	564
515-530	0	0	0	111	1	112	69	0	69	97	2	99	0	0	0	124	5	129	555	16	571
530-545	0	0	0	122	1	123	74	0	74	92	0	92	0	0	0	128	7	135	564	14	578
545-600	0	0	0	92	1	93	67	0	67	110	2	112	0	0	0	135	6	141	596	15	611
600-615	0	0	0	110	1	111	68	1	69	113	1	114	0	0	0	128	3	131	633	16	649
615-630	0	0	0	92	0	92	75	1	76	123	3	126	0	0	0	110	4	114	574	14	588
630-645	0	0	0	92	6	98	74	1	75	120	1	121	0	0	0	107	5	112	545	19	564
645-700	0	0	0	82	0	82	72	0	72	100	0	100	0	0	0	113	2	115	509	7	516
HOUR TOTALS																					
400-500	0	0	0	468	17	485	270	0	270	408	6	414	0	0	0	445	32	477	2018	81	2099
415-515	0	0	0	488	20	508	277	2	279	408	4	412	0	0	0	467	30	497	2112	77	2189
430-530	0	0	0	475	15	490	279	2	281	406	5	411	0	0	0	485	27	512	2166	73	2239
445-545	0	0	0	466	12	478	273	2	275	389	4	393	0	0	0	501	27	528	2162	70	2232
500-600	0	0	0	447	8	455	272	2	274	397	4	401	0	0	0	519	20	539	2266	58	2324
515-615	0	0	0	435	4	439	278	1	279	412	5	417	0	0	0	515	21	536	2348	61	2409
530-630	0	0	0	416	3	419	284	2	286	438	6	444	0	0	0	501	20	521	2367	59	2426
545-645	0	0	0	386	8	394	284	3	287	466	7	473	0	0	0	480	18	498	2348	64	2412
600-700	0	0	0	376	7	383	289	3	292	456	5	461	0	0	0	458	14	472	2261	56	2317

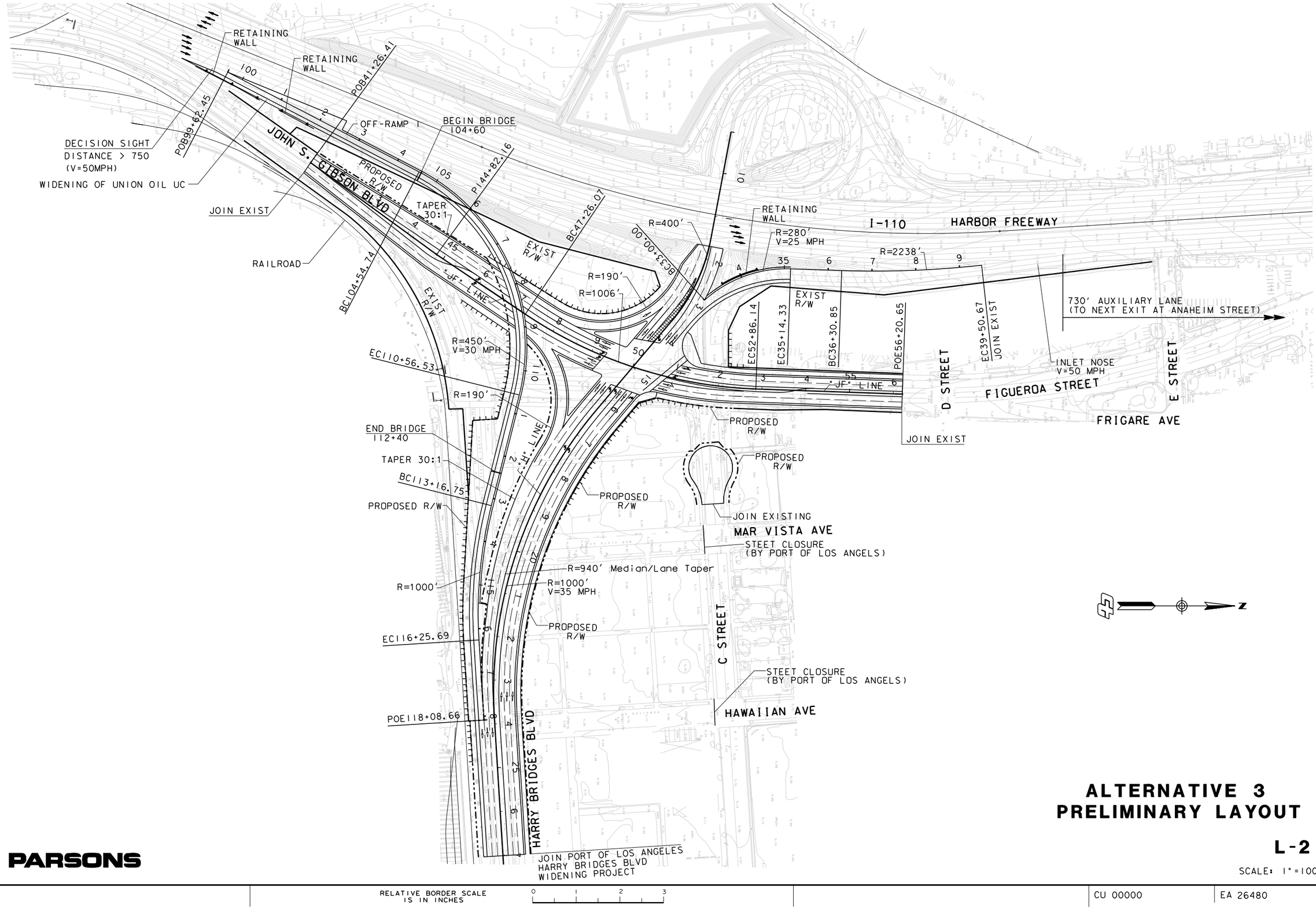
APPENDIX C

LEVEL OF SERVICE WORKSHEETS

(under separate cover)

APPENDIX D

CONCEPTUAL DRAWING OF
LAGOON AVENUE GRADE SEPARATION



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT ENGINEER

CALCULATED/ DESIGNED BY

CHECKED BY

DATE	REVISED BY	DATE REVISED

$FREQUEST

PARSONS

ALTERNATIVE 3
PRELIMINARY LAYOUT

L-2

SCALE: 1"=100'

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

CU 00000 | EA 26480

LAST REVISION 00-00-00

DATE PLOTTED => 1/29/2007
TIME PLOTTED => 9:36:34 AM

DGN FILE => S:\Road&Highway\Projects\645954.POLA\CADD\CStreet\SHT\C_Street_Layout_Alt3.dgn
USERNAME => USER=p0018488

HARRY BRIDGES BLVD.

NEPTUNE AVENUE

LAGOON AVENUE

FRIES AVENUE

A STREET

DWP

TRAPAC

CITY OF LA PORT OF LA

-96" DWP RGE (8-379)

2-96" DWP INTAKE (8-379)(11504)

WATER STREET

WATER STREET

PIER A ST.

POLA CONSTRUCTION AND MAINTENANCE FACILITY

MATCH LINE - STATION 59+00

PC = 43+74.36

PT = 47+16.28

PC = 59+28.06

PT = 62+28.84

R=450'

PC = 45+00

PT = 49+50

PC = 31+50

PT = 28+00

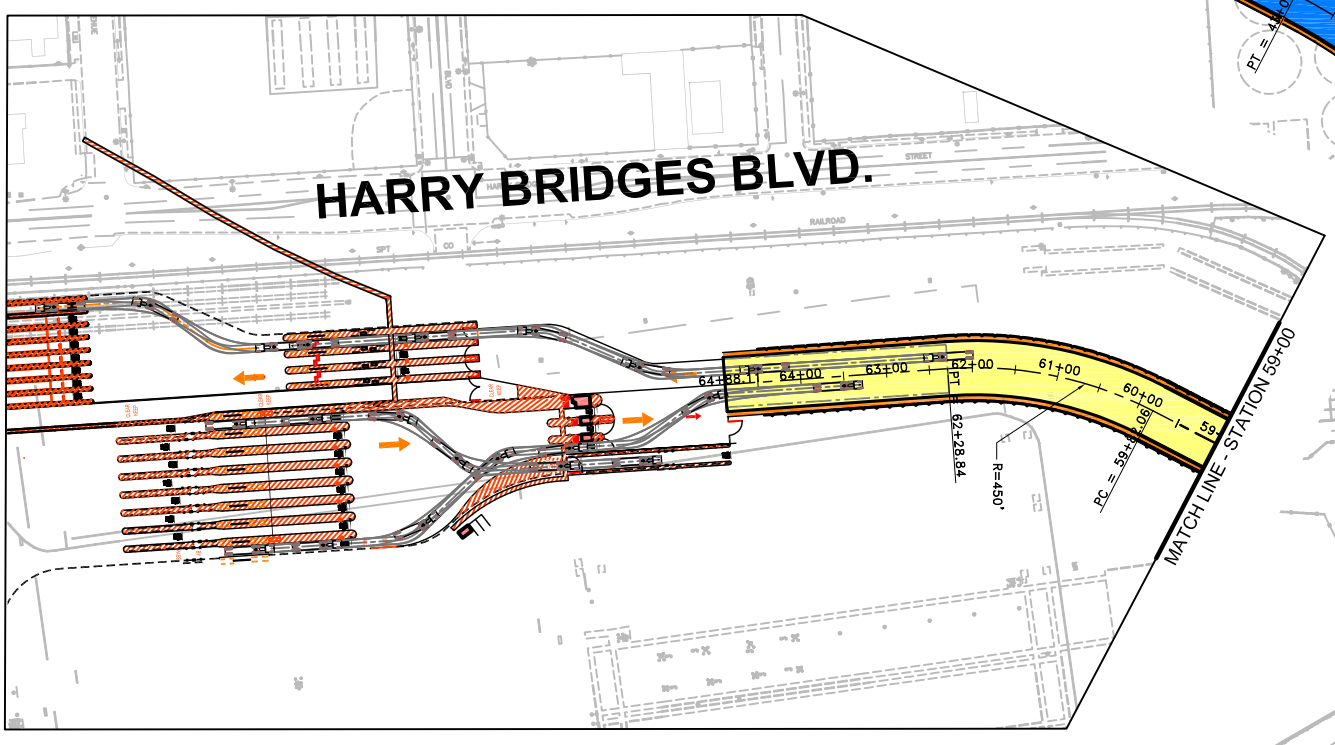
PC = 25+87.14

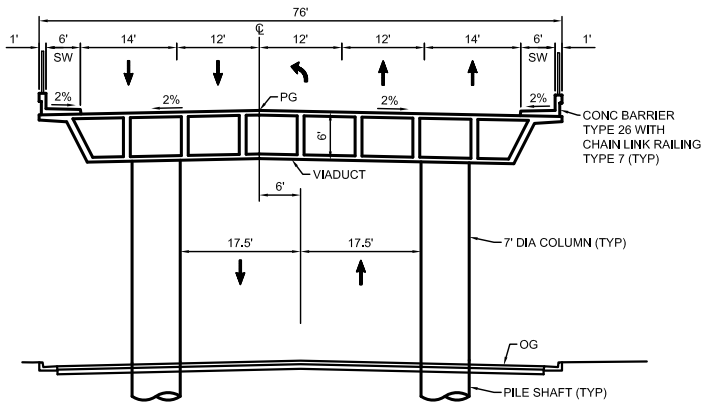
PT = 26+50

PC = 24+50

PT = 22+50

PC = 22+00





TYPICAL BRIDGE SECTION

N

0 80 160

SCALE,FEET

LEGEND

ROADWAY

SLOPE AREA

ELEVATED STRUCTURE

NEW SIDEWALK

URS
915 WILSHIRE BOULEVARD
SUITE 700
LOS ANGELES, CA 90017
TEL: (213) 996-2200
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URS PROJECT NO. 29403050

PLAN

WILMINGTON GRADE SEPARATION – CONCEPTUAL STUDY

LAGOON AVE TO PIER A STREET – SITE PLAN

THE PORT OF LOS ANGELES
ENGINEERING DIVISION P.O. BOX 151 SAN PEDRO, CA. 90733-0151

DRAWING NUMBER
1–

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