

**Appendix C**  
**Transportation Analysis**

**Appendix C1**  
**Ground Transportation Analysis**

## C1.1 Environmental Setting

### Regional and Local Roadway Access

The project site is located in the West Basin Container Terminal, within an industrial area south of the Inner Harbor area of the Port of Los Angeles. The site is within the Port of Los Angeles Community Plan area in the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles south of downtown Los Angeles. The site is on the eastern side of John S. Gibson Boulevard.

Access to and from the Project site is provided by a network of freeways and arterial routes, as shown on Figure 3.4-1. The freeway network consists of the Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Terminal Island Freeway (SR-103/SR-47). The arterial street network that serves the proposed project area includes John S. Gibson Boulevard, Harry Bridges boulevard, Figueroa Street, Alameda Street, Anaheim Street, Henry Ford Avenue, Sepulveda Boulevard/Willow Street, Front Street, Harbor Boulevard, and Pacific Avenue.

- The *Harbor Freeway* (I-110) is a north-south highway that extends from Gaffey Street in San Pedro to downtown Los Angeles and Pasadena. It has six general-purpose lanes near the harbor and widens to eight lanes to the north.
- The *Long Beach Freeway* (I-710) is a north-south highway that extends from the port area in Long Beach to Valley Boulevard in Alhambra. It has six general-purpose lanes near the harbor and widens to eight lanes to the north.
- The *San Diego Freeway* (I-405) is a north-south highway that extends from I-5 in Irvine to I-5 in the Mission Hills district of Los Angeles. It has eight general-purpose lanes and two HOV lanes north of the harbor.
- The *Terminal Island Freeway* (SR-103/SR-47) is a short highway that begins at Ocean Boulevard on Terminal Island, where it overlaps with SR-47. It then crosses the Schuyler Heim Bridge, and travels north to its terminus at Willow Street in Long Beach. It has four general-purpose lanes north of Anaheim Street.
- *Alameda Street* extends north from Harry Bridges Boulevard and serves as a key truck route between the harbor area and downtown Los Angeles. Alameda Street is grade-separated at all major intersections south of SR-91. Alameda Street is striped variously as a four-lane and six-lane roadway in the Project area, and is planned to be striped in the future for six lanes over most of its length. Alameda Street is classified as a Major Highway Class II in the City of Los Angeles General Plan (City of Los Angeles 1999), and a Major Highway in the City of Carson General Plan.

- *Anaheim Street* is an east-west roadway that extends between Western Avenue (SR-213) in the City of Los Angeles and PCH (SR-1) in Long Beach. Anaheim Street is a four-lane roadway west of Henry Ford Avenue, a five-lane roadway (three eastbound lanes) between Henry Ford Avenue and West 9th Street/East I Street, and a six-lane facility from West 9th Street /East I Street to east of I-710. Anaheim Street is classified as a Major Highway Class II north of the Project site in the City of Los Angeles General Plan (City of Los Angeles 1999).
- *Henry Ford Avenue* provides a connection from the Terminal Island Freeway (SR-47) to Alameda Street. Henry Ford Avenue is a six-lane roadway from the SR-47 to Anaheim Street and a four-lane roadway from Anaheim Street to Alameda Street. Northbound traffic on Alameda Street must use the northern 205 feet of Henry Ford Avenue to continue north on Alameda Street via the intersection with Denni Street. Henry Ford Avenue is classified as a Major Highway Class II in the City of Los Angeles General Plan (City of Los Angeles 1999).
- *Ocean Boulevard/Seaside Avenue* is a four to six-lane roadway that extends east-west near the Project site. At the eastern Los Angeles city boundary, Seaside Avenue is renamed Ocean Boulevard in Long Beach. Ocean Boulevard/Seaside Avenue extends from Belmont Shore in Long Beach, over the Gerald Desmond Bridge, to its terminus at the Terminal Island Freeway. Ocean Boulevard/Seaside Avenue is designated as I-710 between I-710 and SR-47.
- *Sepulveda Boulevard/Willow Street* is a four-lane roadway that extends east-west north of the Project site. Trucks are prohibited on Sepulveda Boulevard east of the Terminal Island Freeway (SR-103). Sepulveda Boulevard is classified as a Major Highway Class II in the City of Los Angeles General Plan (City of Los Angeles 1999) and a Major Highway in the City of Carson General Plan. East of the Terminal Island Freeway (SR-103), Sepulveda Boulevard turns into Willow Street, and is classified as a Major Arterial in the City of Long Beach General Plan.
- *Front Street* is a four-lane street adjacent to the Project site that intersects with Pacific Avenue and runs along Knoll Hill. South of the Vincent Thomas Bridge (SR-47), Front Street is renamed to Harbor Boulevard, which continues south through San Pedro adjacent to the Los Angeles Harbor Main Channel.
- *Pacific Avenue* is a two-lane roadway that runs north-south west of the Project Site. Pacific Avenue has bike lanes running northbound and southbound south of Ofarrell Street. North of the I-110 northbound on-ramps, Pacific Avenue becomes John S Gibson Boulevard which continues north along the I-110 freeway.
- *Navy Way* is an internal Port roadway that provides local access to Pier 300 and Pier 400 from Seaside Avenue/Ocean Boulevard and the Terminal Island Freeway (SR-47/SR-103). Navy Way is generally a four-lane

north-south roadway, although south of the Terminal Way intersection, the southbound lanes turn into a single lane until the Seaside Way/Ocean Boulevard westbound off-ramp merges to form two southbound lanes. Navy Way is unclassified in the City of Los Angeles General Plan (City of Los Angeles 1999).

The traffic setting for the Revised Project includes those streets and intersections that would be used by both automobile and truck traffic to gain access to and from the project site or potentially affected by rail crossings. Twenty-nine (29) study intersections that are located near or on routes serving the project site were chosen for analysis (Figure 3.3-1). Project-related traffic on streets farther away from the project site would decrease due to expected dissipation, and it can be reasonably concluded that the project-related traffic would be less than the number of trips that would require analysis per the City of Los Angeles Department of Transportation (LADOT), City of Long Beach, or City of Carson traffic impact study guidelines. The study intersections include:

- 1) No Longer Exist (Harry Bridges Boulevard at Figueroa Street combined with intersection #8)
- 2) Harry Bridges Boulevard at Avalon Boulevard (City of Los Angeles)
- 3) Alameda Street at Anaheim Street (City of Los Angeles)
- 4) Henry Ford Avenue at Anaheim Street (City of Los Angeles)
- 5) Harbor Boulevard/Front Street at SR-47 WB Ramps (City of Los Angeles)
- 6) Harbor Boulevard at Swinford St/SR-47 EB Ramps (City of Los Angeles)
- 7) John S. Gibson Boulevard at I-110 NB Ramps (WBCT gate) (City of Los Angeles)
- 8) Figueroa Street/John S. Gibson Boulevard at I-110 Ramps/Harry Bridges Boulevard (City of Los Angeles)
- 9) Pacific Avenue at Front Street (City of Los Angeles)
- 10) Harry Bridges Boulevard at Fries Avenue (City of Los Angeles)
- 11) Harry Bridges Boulevard at Bay View Drive (City of Los Angeles)
- 12) Sepulveda Boulevard at ICTF Driveway No. 1 (City of Carson)
- 13) Sepulveda Boulevard at ICTF Driveway No. 2/Middle Road (City of Carson)
- 14) Santa Fe Avenue at Anaheim Street (City of Long Beach)
- 15) Pacific Avenue at Channel Street (City of Los Angeles)
- 16) Harry Bridges Boulevard at Broad Avenue (City of Los Angeles)
- 17) Seaside Avenue/SR-47 at Navy Way (City of Los Angeles)
- 18) Henry Bridges Boulevard at North Access Road (City of Los Angeles)
- 19) Henry Ford Avenue at Denni Street (City of Los Angeles)
- 20) Alameda Street at O Street (City of Los Angeles)
- 21) Pacific Coast Highway at O Street (City of Los Angeles)

- 22) Sepulveda Boulevard at Alameda Street Ramp (City of Carson)
- 23) Alameda Street at Sepulveda Boulevard Ramp (City of Carson)
- 24) Front Street at Knoll Drive (City of Los Angeles)
- 25) Gaffey Street at Miraflores Avenue / SB-110
- 26) SR-47 (Terminal Island Fwy) at Ocean Blvd WB Ramps (City of Long Beach)
- 27) Pier S Avenue at Ocean Blvd WB Ramps (City of Long Beach)
- 28) Henry Ford Avenue at Pier A Way / SR-27/103 Ramp (City of Los Angeles)
- 29) SR-103 Off-Ramp at S. Pacific / I Street (City of Los Angeles)

A traffic impact analysis is required at the following locations, pursuant to the Los Angeles County CMP (Metro 2010):

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the Revised Project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the Revised Project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

According to the CMP requirements, the Revised Project is only required to be compared to a future condition; i.e., growth in cargo at the terminal is permitted to be assumed (Metro 2010). However, to be conservative and in compliance with CEQA, the Revised Project is compared to the CEQA baseline, in which no growth in container volumes or traffic is assumed at the China Shipping Terminal.

Three CMP arterial monitoring stations are located either in or within five miles of the study area. However, only one CMP arterial monitoring station, the intersection of Alameda Street and PCH (study intersection #20 and #21), is projected to experience 50 or more Project-related trips during the A.M. or P.M. peak period. The three CMP arterial monitoring stations are:

- Pacific Coast Highway at Santa Fe Avenue (not a study intersection—less than 50 peak hour trips added by the Revised Project);
- Pacific Coast Highway at Figueroa Street (not a study intersection—less than 50 peak hour trips added by the Revised Project); and
- Pacific Coast Highway at Alameda Street (study intersections #20 and #21).

The closest freeway monitoring stations are SR-47 at the Vincent Thomas Bridge and I-110 at “C” Street. However, for a comprehensive and conservative assessment of potential impacts, the following CMP freeway monitoring stations and additional freeway segments were analyzed:

- 1) SR-47 at Vincent Thomas Bridge; and
- 2) SR-47 at Commodore Schuyler Heim Bridge.

- 3) I-110 south of C Street (CMP freeway monitoring station—south of “C” Street);
- 4) I-110 north of 223rd Street;
- 5) I-110 north of I-405;
- 6) I-710 north of PCH (CMP freeway monitoring station—north of Jct. SR-1 [PCH], Willow Street);
- 7) I-710 north of I-405 (CMP freeway monitoring station—north of Jct. I-405, south of Del Amo Boulevard);
- 8) I-710 at Alondra Boulevard;
- 9) I-710 north of Firestone Boulevard (CMP freeway monitoring station—north of Jct. I-105, north of Firestone Boulevard);
- 10) I-710 north of Florence Boulevard;
- 11) I-405 between I-110 and I-710 (CMP freeway monitoring station—at Santa Fe Avenue);
- 12) SR-91 west of I-710 (CMP freeway monitoring station—east of Alameda Street and Santa Fe Avenue interchange);
- 13) I-110 SB Off-Ramp at Gaffey Street/Miraflores Avenue;
- 14) SR-47/103 NB Off-Ramp at Pier A Way.

## **C1.2 Regional and Local Roadway Changes Since the 2008 FEIR**

Many changes in the regional and local ground transportation network have occurred since the completion of the 2008 FEIR.

The Los Angeles Department of Transportation implemented intersection signalization improvements throughout the study area in the Automated Traffic Surveillance and Control (ATSAC) programs in San Pedro and Wilmington, completed between 2009 and 2013. The computer-based, real-time traffic signal monitoring and control systems improve travel times, travel speeds, and traffic progression to reduce delay time at intersections. In addition to the signal improvements of the ATSAC program, lanes were restriped at some locations. Other area transportation improvement projects completed since the 2008 EIS/EIR are the Harry Bridges Boulevard Improvement Project and the I-110/C Street Interchange Project. The changes at each study intersection since the 2008 FEIR are described below by location:

- 1) John S. Gibson Boulevard at Figueroa Street and Harry Bridges Boulevard – Intersection combined with Figueroa Street/John S. Gibson Boulevard at I-110 Ramps/Harry Bridges Boulevard (Study intersection #8) as part of the C Street/I-110 Access Ramp Improvements Project.
- 2) Harry Bridges Boulevard at Avalon Boulevard – The intersection was modified to add lanes in all directions as part of the Harry Bridges

Boulevard Improvement Project. The intersection was modified from a shared through-left-turn lane and shared through-right-turn lane in all directions to one left-turn lane, two through lanes and a right-turn lane eastbound and westbound and one left-turn lane, a through lane and a right-turn lane northbound and southbound.

- 3) Alameda Street at Anaheim Street – The northbound approach was modified from a left-turn lane, through lane, shared through-right turn lane, and right turn lane to a left-turn lane, two through lanes, and right-turn lane.
- 4) Henry Ford Avenue at Anaheim Street – No changes
- 5) Harbor Boulevard/Front Street at SR-47 WB Ramps – No changes
- 6) Harbor Boulevard at Swinford St/SR-47 EB Ramps – The northbound approach was modified from a left-turn lane, two through lanes, and a shared through-right-turn lane to two left-turn lanes, a through lane, and a shared through-right turn lane. The southbound approach was modified from a left-turn lane, through lane, and shared through-right lane to a left-turn lane, two through lanes, and a right-turn lane. The eastbound approach was modified from a left-turn lane, shared left-through lane and right-turn lane to a left-turn lane, shared left-through-right lane and right-turn lane.
- 7) John S. Gibson Boulevard at I-110 NB Ramps (WBCT gate) – as part of the I-110/SR-47 Interchange & John S. Gibson Intersection/NB I-110 Ramp Access Project the westbound approach was modified from a shared left-through lane and shared through-right lane to a left-turn lane, through lane and shared through-right turn lane.
- 8) Figueroa Street/John S. Gibson Boulevard at I-110 Ramps/Harry Bridges Boulevard (City of Los Angeles) – as part of the C Street/I-110 Access Ramp Improvements Project this intersection was reconfigured from a stop-controlled intersection and moved south of its previous location. The northbound approach was modified from one left-turn lane and two through lanes to two left-turn lanes, two through lanes, and a right-turn lane. The southbound approach was modified from a through lane and shared through-right turn lane to a shared through-right turn lane, through lane and left-turn lane. The eastbound approach was modified from a left-turn lane and shared left-through-right turn lane to a left-turn lane, two through lanes, and a right-turn lane. The westbound approach was modified from a right-turn lane to two left-turn lanes, two through lanes and a shared through-right turn lane.
- 9) Pacific Avenue at Front Street – No changes
- 10) Harry Bridges Boulevard at Fries Avenue – The intersection was modified to add lanes in all directions as part of the Harry Bridges Boulevard Improvement Project. The intersection was modified from a shared through-left-turn lane and shared through-right-turn lane in all directions



to one left-turn lane, two through lanes and a right-turn lane eastbound and westbound and one left-turn lane, a through lane and a right-turn lane northbound and southbound.

- 11) Harry Bridges Boulevard at Bay View Drive – The intersection was modified to add lanes in all directions as part of the Harry Bridges Boulevard Improvement Project. The intersection was modified from a shared through-left-turn lane and shared through-right-turn lane in all directions to a left-turn lane, through lane and right-turn lane northbound; two through lanes and a right-turn lane eastbound and two through lanes and a right-turn lane westbound.
- 12) Sepulveda Boulevard at ICTF Driveway No. 1 – The intersection was modified to include an additional southbound left-turn lane.
- 13) Sepulveda Boulevard at ICTF Driveway No. 2/Middle Road – The intersection was modified convert a shared through-right-turn lane to a right-turn lane westbound.
- 14) Santa Fe Avenue at Anaheim Street – The intersection was modified to convert northbound and southbound shared through-right-turn lanes to a through lane and right-turn lane.
- 15) Pacific Avenue at Channel Street – The intersection was modified at the eastbound approach from a left-turn lane, shared left-right turn lane and right-turn lane to dual left-turn lanes
- 16) Harry Bridges Boulevard at Broad Avenue – The intersection was modified to add lanes in all directions as part of the Harry Bridges Boulevard Improvement Project. The intersection was modified from a shared through-left-turn lane and shared through-right-turn lane in all directions to one left-turn lane, two through lanes and a right-turn lane eastbound and westbound and one left-turn lane, a through lane and a right-turn lane northbound and southbound.
- 17) Seaside Avenue/SR-47 at Navy Way – No changes

Overall, thirteen of the seventeen intersections analyzed for potential impacts in the 2008 EIS/EIR had subsequent lane reconfigurations between the 2008 EIS/EIR baseline and SEIR mitigated baseline conditions.

## **C1.3 Travel Demand Model Forecasting**

### **Port Area Travel Demand Model**

The Port Area Travel Demand Model was originally developed for the *Ports of Long Beach and Los Angeles Transportation Study* (POLB and POLA 2001). It was subsequently revised and updated for several efforts including the *Port of Los Angeles Baseline Transportation Study* (POLA 2004). Further, this model was recently updated using SCAG's latest Regional Travel Demand Forecasting Model. Elements of the SCAG Heavy Duty Truck (HDT) model were also used.

The use of the SCAG model to account for sub-regional and regional traffic growth beyond the general proximity of the proposed project site is an accepted practice by agencies/ jurisdictions. The SCAG model is used for the region's federally required Regional Transportation Plan (RTP) (SCAG 2012). Also used are the State Implementation Plan and the South Coast Air Quality Management Plan (SCAQMD 2007). TransCAD is the software platform used for modeling. The Port Area Travel Demand Model data is owned by LAHD and is housed and operated at consultant offices.

### **SCAG Regional Model**

The SCAG Regional Model is the basis and “parent” of most subregional models in the Southern California six-county region, comprising Ventura, Los Angeles, Orange, San Bernardino, Riverside, and Imperial Counties. At the regional level, this model has the most comprehensive and current data—for both existing and future conditions—on housing, population, employment, and other socioeconomic input variables used to develop regional travel demand forecasts. The model has more than 4,200 zones, including 90 zones in the Port area, and a complete network of regional transportation infrastructure, including more than 3,520 miles of freeways and over 18,650 miles of major, primary, and secondary arterials.

For purposes of sub-regional transportation analysis (such as at the Port), the SCAG Regional Model provides the most comprehensive and dynamic tool to forecast the magnitude of trips and distribution of travel patterns anywhere in the region. However, by virtue of its design and function, the Regional Model is not (and cannot be) very detailed and precise in any specific area of the region. This is also the case in the Ports of Long Beach and Los Angeles focus area. Therefore, the Port Area Travel Demand Model has been comprehensively updated and detailed in the Port focus area. In addition, typical “post-processing” of model data is used to reflect local conditions.

The SCAG Regional HDT model was developed as an adjunct component to the SCAG Regional Travel Demand Model. The HDT model develops explicit forecasts for heavy duty vehicles with a gross vehicle weight (GVW) of 8,500 pounds and greater. The HDT model includes trip generation, trip distribution, and network traffic assignment modules for heavy duty trucks stratified by three heavy duty truck gross vehicle weight classifications, as follows:

- Light-Heavy—8,500 to 14,000 GVW
- Medium-Heavy—14,000 to 30,000 GVW
- Heavy-Heavy—over 30,000 GVW

The HDT Model utilizes the SCAG Regional Model network for its traffic assignment process without major refinements and additions to the network. However, several network modifications have been implemented, including link capacity enhancements, truck prohibitions, and incorporation of truck PCE factors. All of these were carried forward into the Port Area Travel Demand

Model focus area. The presence of vehicles other than passenger cars in the traffic stream affects traffic flow in two ways: (1) these vehicles, which are much larger than passenger cars, occupy more roadway space (and capacity) than individual passenger cars, and (2) the operational capabilities of these vehicles, including acceleration, deceleration, and maintenance of speed, are generally inferior to passenger cars and result in formation of large gaps in the traffic stream that reduce the highway capacity. On long, sustained grades and segments with impaired capacities, where trucks operate considerably slower, formation of these large gaps can have a profound impact on the traffic stream. The Port Area Travel Demand Model takes all of these factors into account.

The TransCAD model uses four periods to forecast traffic over a full 24-hour period: the A.M. period (6:00 A.M. to 9:00 A.M.), the M.D. period (9:00 A.M. to 3:00 P.M.), the P.M. period (3:00 P.M. to 7:00 P.M.), and the night period (7:00 P.M. to 6:00 A.M.). The outputs of the model include daily and peak-period roadway link volumes and speeds and peak-period intersection turning movement volumes.

The following steps describe the development of refined intersection turning movement volumes from model-produced raw forecasts used in the traffic analysis of the proposed Project and alternatives.

- The base year 2012 model scenario and future year model scenarios forecast peak-period intersection turning movement volumes were converted to peak-hour approach and departure volumes by summing the turning movements and applying peak-hour factors of 0.38, 0.18, and 0.28 for A.M., M.D., and P.M. peaks, respectively.
- For each leg (north, south, east, and west) of the study intersections, 2012 model-derived intersection approach and departure volumes were subtracted from the corresponding future-year approach and departure volumes. This calculation yielded a set of approach and departure volumes, which is representative of the growth volume between the base year and future years.
- This estimated growth between the base year and future years was added to ground-count data. This resulted in adjusted future-year approach and departure forecast auto volumes at each leg of the study intersections, which were used to determine the future-year turning movement volumes.
- The B-turn methodology is generally described in the *National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design*, Chapter 8. The B-turn method uses the base-year turning movement percentages of each approach volume (based on actual traffic counts) and proceeds through an iterative computational technique to produce a final set of future-year turning movement volumes. The computations involve alternatively balancing the rows (approaches) and the columns (departures) of a turning movement matrix until an acceptable

convergence is obtained. The results must be checked for reasonableness, and manual adjustments are sometimes necessary, such as when a change in the model network in a future scenario that would change travel patterns would not be comparable to the base-year model network volumes or existing traffic counts, in which case future raw model volumes would be used.

- Raw future-year model peak-hour trip generation was used to represent the proposed project driveway volumes.

**Detailed Intersection Calculation Sheets for**

**Table 3.3-6: Intersection Level of Service—2014 Mitigated Baseline Compared to 2014 Revised Project**

I/S #: **2**

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Harry Bridges BI

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	12	1	12	59	1	59
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	8	1	8	8	1	8	49	1	49
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	6	1	6	6	1	6	13	1	13
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	10	1	10	11	1	11
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	11	1	11	8	1	8	6	1	6
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	131	1	131	92	1	92	146	1	146
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	72	1	72	111	1	111	125	1	125
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	304	2	608	634	2	1268	821	2	1642
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	12	1	12	20	1	20	8	1	8
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	27	1	27	12	1	12	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	562	2	1124	417	2	834	555	2	1110
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	12	1	12	17	1	17	21	1	21
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 111			North-South: 49			North-South: 143		
		East-West: 353			East-West: 329			East-West: 415		
		SUM: 464			SUM: 378			SUM: 558		
VOLUME/CAPACITY (V/C) RATIO:		0.337			0.275			0.406		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.237			0.175			0.306		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR

North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: 2014 Mitigated

Baseline Count Date: 2012

Analyst: Iteris, Inc.

Date: 5/12/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	15	1	15
	Left-Through		0			0			0	
	Through	78	2	39	165	2	83	184	2	92
	Through-Right		0			0			0	
	Right	486	1	324	479	1	307	651	1	512
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	9	1	9	20	1	20	12	1	12
	Left-Through		0			0			0	
	Through	206	2	103	284	2	142	319	2	160
	Through-Right		0			0			0	
	Right	180	1	69	217	1	87	242	1	87
	Left-Through-Right		0			0			0	
EASTBOUND	Left	111	1	111	130	1	130	155	1	155
	Left-Through		0			0			0	
	Through	597	2	204	641	2	217	803	2	271
	Through-Right		1			1			1	
	Right	14	0	14	9	0	9	9	0	9
	Left-Through-Right		0			0			0	
WESTBOUND	Left	295	2	162	313	2	172	253	2	139
	Left-Through		0			0			0	
	Through	582	2	291	669	2	335	703	2	352
	Through-Right		0			0			0	
	Right	6	1	2	22	1	12	24	1	18
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 333			North-South: 327			North-South: 524		
		East-West: 495			East-West: 552			East-West: 623		
		SUM: 828			SUM: 879			SUM: 1147		
VOLUME/CAPACITY (V/C) RATIO:		0.602			0.639			0.834		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.502			0.539			0.734		
LEVEL OF SERVICE (LOS):		A			A			C		

Version: 1I Beta; 8/4/2011



I/S #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Anaheim Street

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed $\phi$ 'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4 1 0 0 2 0			4 1 0 0 2 0			4 1 0 0 2 0
	NB --	0		0	NB --	0	0	NB --	0	0
	EB --	1		0	EB --	1	0	EB --	0	0
	SB --			0	SB --		0	SB --		0
	WB --			0	WB --		0	WB --		0
NORTHBOUND	Left	113	1	70	217	1	115	164	1	84
	Left-Through		1			1			1	
	Through	98	1	70	129	1	115	89	1	84
	Through-Right		0			0			0	
	Right	58	1	17	96	1	55	67	1	30
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	94	1	94	94	1	94	128	1	128
	Left-Through		0			0			0	
	Through	225	2	87	215	2	86	220	2	96
	Through-Right		1			1			1	
	Right	35	0	35	43	0	43	67	0	67
	Left-Through-Right		0			0			0	
EASTBOUND	Left	75	1	75	91	1	91	83	1	83
	Left-Through		0			0			0	
	Through	656	2	328	784	2	392	711	2	356
	Through-Right		0			0			0	
	Right	162	1	0	129	1	0	195	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	82	1	82	82	1	82	74	1	74
	Left-Through		0			0			0	
	Through	785	2	393	799	2	400	678	2	339
	Through-Right		0			0			0	
	Right	90	1	43	133	1	86	141	1	77
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES				North-South: 164 East-West: 468 SUM: 632			North-South: 209 East-West: 491 SUM: 700			North-South: 212 East-West: 430 SUM: 642
VOLUME/CAPACITY (V/C) RATIO:				0.460			0.509			0.467
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.360			0.409			0.367
LEVEL OF SERVICE (LOS):				A			A			A

Version: 11 Beta; 8/4/2011





I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: SR47WB on-ramp

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	672	1	672	391	1	391	469	1	469
	Left-Through		0		0	0		0	0	
	Through	488	2	244	488	2	244	398	2	199
	Through-Right		0		0	0		0	0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0		0	0		0	0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0		0	0		0	0	
	Through	147	1	79	210	1	144	263	1	149
	Through-Right		1		1	1		1	1	
	Right	10	0	10	77	0	77	34	0	34
	Left-Through-Right		0		0	0		0	0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0		0	0		0	0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0		0	0		0	0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0		0	0		0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0		0	0		0	0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0		0	0		0	0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0		0	0		0	0	
CRITICAL VOLUMES		North-South: 751			North-South: 535			North-South: 618		
		East-West: 0			East-West: 0			East-West: 0		
		SUM: 751			SUM: 535			SUM: 618		
VOLUME/CAPACITY (V/C) RATIO:		0.546			0.389			0.449		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.446			0.289			0.349		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 6

PROJECT TITLE: 0  
North-South Street: Harbor Bl/Front St East-West Street: SR47 ramps/Swinford  
Scenario: 2014 Mitigated  
Baseline Count Date: Analyst: Iteris, Inc. Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Turning: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0		EB -- 3	WB -- 0		EB -- 0	WB -- 0	
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	488	2	268	333	2	183	404	2	222
	Left-Through		0			0			0	
	Through	886	1	453	529	1	269	622	1	315
	Through-Right		1			1			1	
	Right	19	0	19	8	0	8	7	0	7
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	20	1	20	16	1	16	16	1	16
	Left-Through		0			0			0	
	Through	68	2	34	100	2	50	158	2	79
	Through-Right		0			0			0	
	Right	58	1	0	81	1	0	109	1	6
	Left-Through-Right		0			0			0	
EASTBOUND	Left	226	1	226	242	1	242	206	1	206
	Left-Through		0			0			0	
	Through	35	0	500	11	0	394	3	0	485
	Through-Right		0			0			0	
	Right	965	1	0	776	1	0	967	1	0
	Left-Through-Right		1			1			1	
WESTBOUND	Left	4	0	4	13	0	13	15	0	15
	Left-Through		1			1			1	
	Through	4	0	4	7	0	15	5	0	7
	Through-Right		1			1			1	
	Right	0	0	0	8	0	0	2	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 473			North-South: 285			North-South: 331		
		East-West: 504			East-West: 409			East-West: 500		
		SUM: 977			SUM: 694			SUM: 831		
VOLUME/CAPACITY (V/C) RATIO:		0.711			0.505			0.604		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.611			0.405			0.504		
LEVEL OF SERVICE (LOS):		B			A			A		

Version: 11 Beta; 8/4/2011



I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: I-110NB ramps/WBCT gate1

Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	728	2	400	540	2	297	432	2	238
	Left-Through		0			0			0	
	Through	462	1	244	387	1	196	473	1	257
	Through-Right		1			1			1	
	Right	26	0	26	4	0	4	40	0	40
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	66	1	66	36	1	36	100	1	100
	Left-Through		0			0			0	
	Through	432	2	216	327	2	164	487	2	244
	Through-Right		0			0			0	
	Right	10	1	0	8	1	0	27	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	47	0	47	66	0	66	72	0	72
	Left-Through		1			1			1	
	Through	9	0	20	1	0	24	5	0	27
	Through-Right		1			1			1	
	Right	11	0	0	23	0	0	22	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	1	1	1	43	1	43
	Left-Through		0			0			0	
	Through	54	1	40	140	1	135	91	1	91
	Through-Right		1			1			1	
	Right	26	0	26	129	0	129	112	0	62
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 616			North-South: 461			North-South: 482		
		East-West: 87			East-West: 201			East-West: 163		
		SUM: 703			SUM: 662			SUM: 645		
VOLUME/CAPACITY (V/C) RATIO:		0.511			0.481			0.469		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.411			0.381			0.369		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: C St/110NB ramps

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 1	WB -- 0	0	EB -- 1	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	0	2	0	0	2	0	6	2	3
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	82	2	41	122	2	61	91	2	46
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	422	1	211	469	1	283	643	1	400
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	31	1	31	36	1	36	37	1	37
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	102	1	102	80	1	63	82	1	75
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	120	0	102	46	0	46	68	0	68
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	37	1	37	43	1	43	60	1	60
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	127	2	64	122	2	61	148	2	74
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	23	1	0	22	1	0	17	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	383	2	211	339	2	186	441	2	243
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	246	2	87	208	2	81	335	2	125
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	14	0	14	36	0	36	39	0	39
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 313			North-South: 346			North-South: 475		
		East-West: 275			East-West: 247			East-West: 317		
		SUM: 588			SUM: 593			SUM: 792		
VOLUME/CAPACITY (V/C) RATIO:		0.428			0.431			0.576		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328			0.331			0.476		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 9

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Front St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed $\phi$ ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				3 1			3 1			3 1
	NB --	0		0	NB --	0	0	NB --	0	0
	EB --	0		0	EB --	0	0	EB --	0	0
	SB --			0	SB --		0	SB --		0
	WB --			3	WB --		3	WB --		3
				2			2			2
				0			0			0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	732	1	380	498	1	261	493	1	260
	Through-Right									
	Right	27	0	27	24	0	24	27	0	27
	Left-Through-Right									
SOUTHBOUND	Left	167	1	167	150	1	150	183	1	183
	Left-Through									
	Through	469	2	235	591	2	296	714	2	357
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	13	1	13	6	1	6	7	1	7
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	241	2	0	221	2	0	259	2	0
	Left-Through-Right									
CRITICAL VOLUMES				North-South: 615 East-West: 13 SUM: 628			North-South: 557 East-West: 6 SUM: 563			North-South: 617 East-West: 7 SUM: 624
VOLUME/CAPACITY (V/C) RATIO:				0.441			0.395			0.438
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.341			0.295			0.338
LEVEL OF SERVICE (LOS):				A			A			A

Version: 11 Beta; 8/4/2011



I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Harry Bridges Bl

Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	11	1	11	25	1	25	12	1	12
	Left-Through		0			0			0	
	Through	7	1	7	10	1	10	12	1	12
	Through-Right		0			0			0	
	Right	27	1	8	43	1	36	42	1	38
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
SOUTHBOUND	Left	9	1	9	9	1	9	9	1	9
	Left-Through		0			0			0	
	Through	13	1	13	1	1	1	2	1	2
	Through-Right		0			0			0	
	Right	43	1	33	31	1	24	34	1	23
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
EASTBOUND	Left	21	1	21	15	1	15	22	1	22
	Left-Through		0			0			0	
	Through	372	2	186	746	2	373	912	2	456
	Through-Right		0			0			0	
	Right	21	1	16	11	1	0	7	1	1
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
WESTBOUND	Left	39	1	39	14	1	14	8	1	8
	Left-Through		0			0			0	
	Through	611	3	204	505	3	168	767	3	256
	Through-Right		0			0			0	
	Right	18	1	14	17	1	13	14	1	10
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
CRITICAL VOLUMES		North-South: 44			North-South: 49			North-South: 47		
		East-West: 225			East-West: 387			East-West: 464		
		SUM: 269			SUM: 436			SUM: 511		
VOLUME/CAPACITY (V/C) RATIO:		0.179			0.291			0.341		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.090			0.191			0.241		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Harry Bridges Boulevard

Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	458	2	229	575	2	288	755	2	378
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	588	2	294	550	2	275	810	2	405
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1			North-South: 13			North-South: 57		
		East-West: 309			East-West: 297			East-West: 405		
		SUM: 310			SUM: 310			SUM: 462		
VOLUME/CAPACITY (V/C) RATIO:		0.207			0.207			0.308		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.107			0.107			0.208		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 12

PROJECT TITLE: China Shipping  
North-South Street: ICTF Driveway #1 (ICTF Customs)  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Sepulveda Boulevard

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	18	0	18	20	0	20	18	0	18
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	43	0	0	33	0	0	47
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	25	0	0	13	0	0	29	0	0
	Left-Through-Right	0	1	0	0	1	0	0	1	0
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	37	1	0	41	0	0	26
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	42	1	30	89	1	58	67	1	39
	Left-Through-Right	0	1	0	0	1	0	0	1	0
EASTBOUND	Left	24	1	24	63	1	63	56	1	56
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	585	1	304	922	1	474	###	1	571
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	22	0	22	26	0	26	14	0	14
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	25	1	25	0	1	0	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	875	2	292	650	2	217	687	2	229
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	2	0	2	2	0	2	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 80			North-South: 78			North-South: 73		
		East-West: 596			East-West: 691			East-West: 800		
		SUM: 676			SUM: 769			SUM: 873		
VOLUME/CAPACITY (V/C) RATIO:		0.474			0.540			0.613		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.374			0.440			0.513		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011





I/S #: 13

PROJECT TITLE: China Shipping  
North-South Street: ICTF DW #2 (Middle Road)  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Sepulveda Boulevard

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		3			3			3			
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	
Override Capacity		2			2			2			
		0			0			0			
MOVEMENT	Diagram	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND
NORTHBOUND	Left	12	1	12	44	1	44	62	1	62	
	Left-Through	0	0	0	0	0	0	0	0	0	
	Through	0	0	60	0	0	45	0	0	128	
	Through-Right	0	1	0	0	1	0	0	1	0	
	Right	60	0	0	45	0	0	128	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	3	1	3	6	1	6	3	1	3	
	Left-Through	0	0	0	0	0	0	0	0	0	
	Through	2	0	2	1	0	5	1	0	1	
	Through-Right	0	1	0	0	1	0	0	1	0	
	Right	0	0	0	4	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	1	1	1	1	1	1	1	1	1	
	Left-Through	0	0	0	0	0	0	0	0	0	
	Through	623	1	336	949	1	502	###	1	606	
	Through-Right	0	1	0	0	1	0	0	1	0	
	Right	48	0	48	54	0	54	40	0	40	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	70	1	70	56	1	56	55	1	55	
	Left-Through	0	0	0	0	0	0	0	0	0	
	Through	907	2	454	731	2	366	726	2	363	
	Through-Right	0	0	0	0	0	0	0	0	0	
	Right	6	1	5	8	1	5	2	1	1	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 63			North-South: 51			North-South: 131			
		East-West: 790			East-West: 868			East-West: 969			
		SUM: 853			SUM: 919			SUM: 1100			
VOLUME/CAPACITY (V/C) RATIO:		0.599			0.645			0.772			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.499			0.545			0.672			
LEVEL OF SERVICE (LOS):		A			A			B			

Version: 11 Beta; 8/4/2011

<b>Project:</b> China Shipping						
<b>Int #:</b> 14						
<b>North/South Street:</b> Santa Fe Avenue						
<b>East/West Street:</b> Anaheim Street						
<b>Scenario:</b> CEQA No Project						
Thru Lane: 1600 vph				N-S Split Phase : N		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 18		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.029	N-S(1): 0.154 *
	TH	2.00	140	3,200	0.044	N-S(2): 0.057
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.135
Westbound	RT	1.00	233	1,600	0.052	E-W(2): 0.215 *
	TH	3.00	914	4,800	0.190 *	
	LT	1.00	6	1,600	0.004	V/C: 0.369
Northbound	RT	1.00	27	1,600	0.013	Lost Time: 0.180
	TH	2.00	193	3,200	0.060 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.549
	TH	3.00	625	4,800	0.131	
	LT	1.00	40	1,600	0.025 *	LOS: A
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	89	1,600	0.000	N-S(1): 0.173 *
	TH	2.00	147	3,200	0.046	N-S(2): 0.057
	LT	1.00	192	1,600	0.120 *	E-W(1): 0.201
Westbound	RT	1.00	192	1,600	0.000	E-W(2): 0.220 *
	TH	3.00	748	4,800	0.156 *	
	LT	1.00	13	1,600	0.008	V/C: 0.393
Northbound	RT	1.00	32	1,600	0.012	Lost Time: 0.180
	TH	2.00	171	3,200	0.053 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.573
	TH	3.00	909	4,800	0.193	
	LT	1.00	102	1,600	0.064 *	LOS: A
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.011	N-S(1): 0.234 *
	TH	2.00	213	3,200	0.067	N-S(2): 0.085
	LT	1.00	228	1,600	0.143 *	E-W(1): 0.249 *
Westbound	RT	1.00	211	1,600	0.000	E-W(2): 0.212
	TH	3.00	656	4,800	0.137	
	LT	1.00	12	1,600	0.008 *	V/C: 0.483
Northbound	RT	1.00	43	1,600	0.019	Lost Time: 0.180
	TH	2.00	290	3,200	0.091 *	
	LT	1.00	29	1,600	0.018	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.663
	TH	3.00	1,143	4,800	0.241 *	
	LT	1.00	120	1,600	0.075	LOS: B

\* = Critical Movement



I/S #: 15

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave/JSG BI  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Channel St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	176	1	176	422	1	422	337	1	337
	Left-Through		0			0			0	
	Through	336	2	168	372	2	186	385	2	193
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	114	2	57	189	2	95	212	2	106
	Through-Right		0			0			0	
	Right	87	1	0	168	1	0	154	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	541	2	298	567	2	312	518	2	285
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	90	1	0	440	1	18	435	1	98
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 233			North-South: 517			North-South: 443		
		East-West: 298			East-West: 312			East-West: 285		
		SUM: 531			SUM: 829			SUM: 728		
VOLUME/CAPACITY (V/C) RATIO:		0.373			0.582			0.511		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.273			0.482			0.411		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 1i Beta; 8/4/2011



I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Harry Bridges Bl

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	3	1	3	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	22	1	4	40	1	34	83	1	77
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	13	1	13	3	1	3	61	1	61
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1	1	1	1	1	1	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	113	1	102	31	1	0	128	1	50
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	23	1	23	90	1	90	157	1	157
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	288	2	144	598	2	299	694	2	347
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	5	1	5	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	37	1	37	13	1	13	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	491	2	246	456	2	228	456	2	228
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	9	1	3	76	1	75	76	1	46
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 102			North-South: 37			North-South: 138		
		East-West: 269			East-West: 318			East-West: 385		
		SUM: 371			SUM: 355			SUM: 523		
VOLUME/CAPACITY (V/C) RATIO:		0.247			0.237			0.349		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.147			0.137			0.249		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 17

PROJECT TITLE: Everport Draft EIR/EIS  
North-South Street: Navy Way  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Seaside Avenue

Analyst: Iteris, Inc.

Date: 10/1/2015

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 1	SB -- 0	0	NB -- 1	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 1	0	EB -- 3	WB -- 1	0	EB -- 1	WB -- 1	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	2	40	178	2	98	316	2	174
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	174	1	0	572	1	0	726	1	0
	Left-Through-Right		0	0		0	0		0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	1,965	3	655	1,373	3	458	###	3	708
	Through-Right		0	0		0	0		0	0
	Right	338	1	298	80	1	0	191	1	17
	Left-Through-Right		0	0		0	0		0	0
WESTBOUND	Left	57	2	31	25	2	14	40	2	22
	Left-Through		0	0		0	0		0	0
	Through	2,034	3	678	1,266	3	422	###	3	628
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
CRITICAL VOLUMES		North-South: 40			North-South: 98			North-South: 174		
		East-West: 686			East-West: 472			East-West: 730		
		SUM: 726			SUM: 570			SUM: 904		
VOLUME/CAPACITY (V/C) RATIO:		0.484			0.380			0.603		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.384			0.280			0.503		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Harry Bridges Bl

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, EW-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	119	2	65	88	2	48	140	2	77
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	47	1	0	196	1	62	182	1	48
	Left-Through-Right		0	0		0	0		0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	368	2	184	490	2	245	744	2	372
	Through-Right		0	0		0	0		0	0
	Right	91	1	26	85	1	37	62	1	0
	Left-Through-Right		0	0		0	0		0	0
WESTBOUND	Left	190	1	190	134	1	134	134	1	134
	Left-Through		0	0		0	0		0	0
	Through	552	2	276	685	2	343	685	2	343
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
CRITICAL VOLUMES		North-South: 65			North-South: 62			North-South: 77		
		East-West: 374			East-West: 379			East-West: 506		
		SUM: 439			SUM: 441			SUM: 583		
VOLUME/CAPACITY (V/C) RATIO:		0.308			0.309			0.409		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.208			0.209			0.309		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Denni St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT	Diagram	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0
	Left-Through									
	Through	280	2	140	562	2	281	542	2	271
	Through-Right									
	Right	18	1	18	48	1	48	48	1	48
	Left-Through-Right									
SOUTHBOUND	Left	11	0	11	13	0	13	19	0	19
	Left-Through		1			1			1	
	Through	328	0	170	394	0	224	564	0	301
	Through-Right		1			1			1	
	Right	1	0	170	1	0	224	0	0	301
	Left-Through-Right									
EASTBOUND	Left	91	1	91	154	1	154	173	1	173
	Left-Through		0			0			0	
	Through	1	0	3	7	0	9	2	0	4
	Through-Right		1			1			1	
	Right	2	0	0	2	0	0	2	0	0
	Left-Through-Right									
WESTBOUND	Left	9	0	9	9	0	9	11	0	11
	Left-Through		0			0			0	
	Through	2	0	22	6	0	41	1	0	37
	Through-Right		0			0			0	
	Right	11	0	0	26	0	0	25	0	0
	Left-Through-Right		1			1			1	
CRITICAL VOLUMES		North-South: 170			North-South: 294			North-South: 301		
		East-West: 113			East-West: 195			East-West: 210		
		SUM: 283			SUM: 489			SUM: 511		
VOLUME/CAPACITY (V/C) RATIO:		0.199			0.343			0.359		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.099			0.243			0.259		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: O St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity										
		NB -- 0	SB -- 0		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
		EB -- 0	WB -- 0		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	289	2	145	624	2	312	681	2	341
	Through-Right									
	Right	129	1	74	172	1	120	160	1	123
	Left-Through-Right									
SOUTHBOUND	Left	322	1	322	278	1	278	396	1	396
	Left-Through									
	Through	778	2	389	786	2	393	###	2	615
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	111	1	111	104	1	104	75	1	75
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	298	1	0	294	1	16	337	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 534			North-South: 705			North-South: 956		
		East-West: 111			East-West: 104			East-West: 75		
		SUM: 645			SUM: 809			SUM: 1031		
VOLUME/CAPACITY (V/C) RATIO:		0.453			0.568			0.724		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.353			0.468			0.624		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011





I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Pacific Coast Highway

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	173	1	173	224	1	224	206	1	206
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	282	1	86	222	1	0	277	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	196	1	196	317	1	317	281	1	281
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	825	2	413	1,141	2	571	###	2	666
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	924	2	363	1,163	2	479	###	2	559
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	166	0	166	274	0	274	222	0	222
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 173			North-South: 224			North-South: 206		
		East-West: 776			East-West: 1050			East-West: 1225		
		SUM: 949			SUM: 1274			SUM: 1431		
VOLUME/CAPACITY (V/C) RATIO:		0.633			0.849			0.954		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.533			0.749			0.854		
LEVEL OF SERVICE (LOS):		A			C			D		

Version: 11 Beta; 8/4/2011

<b>Project: China Shipping SEIR</b> <b>Int #: 22</b> <b>North/South Street: ALAMEDA STREET</b> <b>East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>  <b>Scenario:</b>						
Thru Lane: 1600 vph Left-Turn Lane: 1600 vph Dual LT Penalty: 10 %			N-S Split Phase : N E-W Split Phase : N Lost Time (% of cycle) : 12			
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.320 *
	TH	3.00	1,062	4,800	0.221	N-S(2): 0.221
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.054 *
Westbound	RT	2.00	326	3,200	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	V/C: 0.374
	LT	1.00	87	1,600	0.054 *	Lost Time: 0.120
Northbound	RT	0.00	82	0	0.000	
	TH	3.00	509	4,800	0.123 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.494
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.335 *
	TH	3.00	1,027	4,800	0.214	N-S(2): 0.214
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.062
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091 *
	TH	0.00	0	0	0.000	V/C: 0.426
	LT	1.00	99	1,600	0.062 *	Lost Time: 0.120
Northbound	RT	0.00	137	0	0.000	
	TH	3.00	806	4,800	0.196 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.546
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.410 *
	TH	3.00	1,587	4,800	0.331	N-S(2): 0.331
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.063
Westbound	RT	2.00	539	3,200	0.072 *	E-W(2): 0.072 *
	TH	0.00	0	0	0.000	V/C: 0.482
	LT	1.00	100	1,600	0.063	Lost Time: 0.120
Northbound	RT	0.00	138	0	0.000	
	TH	3.00	905	4,800	0.217 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.602
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

<b>Project:</b> China Shipping SEIR <b>Int #:</b> 23 <b>North/South Street:</b> SEPULVEDA BOULEVARD-ALAMEDA RAMP <b>East/West Street:</b> SEPULVEDA BOULEVARD  <b>Scenario:</b>						
Thru Lane: 1600 vph Left-Turn Lane: 1600 vph Dual LT Penalty: 10 %			N-S Split Phase : Y E-W Split Phase : N Lost Time (% of cycle) : 18			
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	206	1,600	0.009	N-S(1): 0.074 * N-S(2): 0.000 E-W(1): 0.154 E-W(2): 0.584 *  V/C: 0.658 Lost Time: 0.180
	TH	0.19	19	310	0.061	
	LT	1.81	177	2,601	0.068 *	
Westbound	RT	1.00	202	1,600	0.065	
	TH	1.00	744	1,600	0.465 *	
	LT	1.00	8	1,600	0.005	
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	16	3,200	0.006 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.838
	TH	2.00	475	3,200	0.149	
	LT	1.00	191	1,600	0.119 *	LOS: D
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	130	1,600	0.000	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.266 E-W(2): 0.425 *  V/C: 0.509 Lost Time: 0.180
	TH	0.14	15	218	0.069	
	LT	1.86	205	2,684	0.076 *	
Westbound	RT	1.00	340	1,600	0.144	
	TH	1.00	426	1,600	0.266 *	
	LT	1.00	2	1,600	0.001	
Northbound	RT	0.00	8	0	0.000	
	TH	2.00	19	3,200	0.008 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.689
	TH	2.00	846	3,200	0.265	
	LT	1.00	254	1,600	0.159 *	LOS: B
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	198	1,600	0.000	N-S(1): 0.091 * N-S(2): 0.000 E-W(1): 0.296 E-W(2): 0.502 *  V/C: 0.593 Lost Time: 0.180
	TH	0.02	2	27	0.074	
	LT	1.98	236	2,856	0.083 *	
Westbound	RT	1.00	332	1,600	0.133	
	TH	1.00	514	1,600	0.321 *	
	LT	1.00	0	1,600	0.000	
Northbound	RT	0.00	5	0	0.000	
	TH	2.00	17	3,200	0.008 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.773
	TH	2.00	946	3,200	0.296	
	LT	1.00	290	1,600	0.181 *	LOS: C

\* = Critical Movement



I/S #: 24

PROJECT TITLE: Berths 97-109 SEIR  
North-South Street: Front St  
Scenario: 2014 Mitigated  
Baseline Count Date:

East-West Street: Knoll Dr/WBCT gate 2

Analyst: Iteris, Inc.

Date: 5/11/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	236	1	227	200	1	200	224	1	190
	Through-Right									
	Right	217	0	217	288	0	210	156	0	156
	Left-Through-Right									
SOUTHBOUND	Left	56	1	56	40	1	40	30	1	30
	Left-Through									
	Through	126	2	63	130	2	65	153	2	77
	Through-Right									
	Right	1	0	0	1	0	0	1	0	0
	Left-Through-Right									
EASTBOUND	Left	0	1	0	1	1	1	2	1	2
	Left-Through									
	Through	0	0	0	0	0	3	0	0	0
	Through-Right									
	Right	0	0	0	3	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	17	1	17	157	1	157	153	1	153
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	3	1	0	74	1	54	16	1	1
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 290			North-South: 275			North-South: 267		
		East-West: 17			East-West: 160			East-West: 155		
		SUM: 307			SUM: 435			SUM: 422		
VOLUME/CAPACITY (V/C) RATIO:		0.205			0.290			0.281		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.105			0.190			0.181		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 25

PROJECT TITLE: China Shipping  
North-South Street: Gaffey  
Scenario: Mitigated Baseline  
Count Date:  
East-West Street: Miraflores / SB 110 Off Ramp  
Analyst: Iteris, Inc.

Date: 7/31/2018

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NB --		0			0			0		
EB --		0			0			0		
SB --		0			0			0		
WB --		0			0			0		
NORTHBOUND	Left	20	1	20	8	1	8	12	1	12
	Left-Through		0			0			0	
	Through	793	2	397	752	2	376	699	2	350
	Through-Right		0			0			0	
	Right	152	1	132	34	1	0	67	1	11
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	393	1	393	251	1	251	417	1	417
	Left-Through		0			0			0	
	Through	391	1	206	721	1	372	732	1	381
	Through-Right		1			1			1	
	Right	20	0	20	23	0	23	30	0	30
	Left-Through-Right		0			0			0	
EASTBOUND	Left	13	0	13	20	0	20	20	0	20
	Left-Through		0			0			0	
	Through	15	0	46	1	0	38	12	0	45
	Through-Right		0			0			0	
	Right	18	0	0	17	0	0	13	0	0
	Left-Through-Right		1			1			1	
WESTBOUND	Left	41	0	41	78	0	78	113	0	113
	Left-Through		1			1			1	
	Through	8	0	49	16	0	94	15	0	128
	Through-Right		0			0			0	
	Right	565	1	369	589	1	464	711	1	503
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 790			North-South: 627			North-South: 767		
		East-West: 415			East-West: 502			East-West: 548		
		SUM: 1205			SUM: 1129			SUM: 1315		
VOLUME/CAPACITY (V/C) RATIO:		0.876			0.821			0.956		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.776			0.721			0.856		
LEVEL OF SERVICE (LOS):		C			C			D		

Version: 11 Beta; 8/4/2011

**I/S #:** 26      **PROJECT TITLE:** Yang Ming EIR Project - Port of Los Angeles  
**North-South Street:** Gaffey Street      **East-West Street:** Channel Street  
**Scenario:** Mitigated Baseline  
**Count Date:**      **Analyst:** Iteris, Inc.      **Date:** 7/31/2018

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	NB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	← Left	139	1	139	155	1	155	203	1	0
	↔ Left-Through		0			0			0	
	→ Through	895	2	448	907	2	454	898	2	272
	↔ Through-Right		0			0			0	
	→ Right	312	1	281	282	1	233	329	1	168
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0			0	
<b>SOUTHBOUND</b>	← Left	554	2	305	545	2	300	629	2	315
	↔ Left-Through		0			0			0	
	→ Through	597	1	303	781	1	408	939	1	266
	↔ Through-Right		1			1			1	
	→ Right	9	0	9	34	0	34	30	0	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>EASTBOUND</b>	← Left	39	1	39	50	1	50	41	1	0
	↔ Left-Through		0			0			0	
	→ Through	357	2	179	221	2	111	307	2	0
	↔ Through-Right		0			0			0	
	→ Right	130	1	61	107	1	30	135	1	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>WESTBOUND</b>	← Left	62	1	62	98	1	98	117	1	100
	↔ Left-Through		0			0			0	
	→ Through	125	1	125	86	1	86	147	1	0
	↔ Through-Right		0			0			0	
	→ Right	566	1	261	372	1	72	424	1	8
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 753			<i>North-South:</i> 754			<i>North-South:</i> 795		
		<i>East-West:</i> 300			<i>East-West:</i> 209			<i>East-West:</i> 271		
		<b>SUM:</b> 1053			<b>SUM:</b> 963			<b>SUM:</b> 1066		
VOLUME/CAPACITY (V/C) RATIO:		0.766			0.700			0.775		
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.666</b>			<b>0.600</b>			<b>0.675</b>		
LEVEL OF SERVICE (LOS):		<b>B</b>			<b>B</b>			<b>B</b>		

Version: 1i Beta; 8/4/2011

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	434	3,200	0.136 *	N-S(1): 0.076
	TH	2.00	173	3,200	0.054	N-S(2): 0.137 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.105 *
Westbound	RT	1.00	31	1,600	0.000	E-W(2): 0.095
	TH	1.37	207	2,189	0.095	
	LT	1.63	247	2,350	0.105 *	V/C: 0.242
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	239	3,200	0.075	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.362
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	416	3,200	0.130 *	N-S(1): 0.169 *
	TH	2.00	158	3,200	0.049	N-S(2): 0.131
	LT	0.00	0	0	0.000	E-W(1): 0.128 *
Westbound	RT	1.00	309	1,600	0.000	E-W(2): 0.115
	TH	1.62	299	2,591	0.115	
	LT	1.38	255	1,988	0.128 *	V/C: 0.297
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	541	3,200	0.169	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.417
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	448	3,200	0.140	N-S(1): 0.159 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.141
	LT	0.00	0	0	0.000 *	E-W(1): 0.102 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.092
	TH	1.64	241	2,629	0.092	
	LT	1.36	199	1,954	0.102 *	V/C: 0.261
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	508	3,200	0.159 *	
	LT	1.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.381
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.371 *
	TH	2.00	1,187	3,200	0.371 *	V/C: 0.555
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.655
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	279	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.341 *
	TH	2.00	1,092	3,200	0.341 *	V/C: 0.524
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	124	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.624
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.175	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.457 *
	TH	2.00	1,461	3,200	0.457 *	V/C: 0.655
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.755
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

\* = Critical Movement

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



**I/S #:**  
**29**

**PROJECT TITLE:** Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS

**North-South Street:** Henry Ford Avenue/SR **East-West Street:**

**Henry Ford Avenue/Pier A Way**

**Scenario:** Mitigated Baseline

**Count Date:**

**Analyst:** Iteris, Inc.

**Date:** 10/5/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 1	<i>SB</i> -- 2	2	<i>NB</i> -- 1	<i>SB</i> -- 2	2	<i>NB</i> -- 0	<i>SB</i> -- 2	2
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 1	1	<i>EB</i> -- 0	<i>NB</i> -- 1	1	<i>EB</i> -- 1	<i>WB</i> -- 1	1
Override Capacity				2			2			2
				0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	← Left	2	1	2	11	1	11	3	1	3
	← Left-Through		0			0			0	
	→ Through	39	2	20	303	2	152	292	2	146
	→ Through-Right		0			0			0	
	→ Right	45	1	0	82	1	0	50	1	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>SOUTHBOUND</b>	← Left	137	2	75	202	2	111	193	2	106
	← Left-Through		0			0			0	
	→ Through	326	1	168	394	1	217	384	1	210
	→ Through-Right		1			1			1	
	→ Right	10	0	10	40	0	40	35	0	35
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>EASTBOUND</b>	← Left	30	1	30	53	1	53	57	1	57
	← Left-Through		0			0			0	
	→ Through	0	0	5	1	0	19	0	0	7
	→ Through-Right		1			1			1	
	→ Right	5	0	0	18	0	0	7	0	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>WESTBOUND</b>	← Left	44	0	44	88	0	88	69	0	69
	← Left-Through		1			1			1	
	→ Through	0	0	44	3	0	91	0	0	69
	→ Through-Right		0			0			0	
	→ Right	92	1	0	188	1	0	349	1	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>CRITICAL VOLUMES</b>		<i>North-South:</i>		170	<i>North-South:</i>		263	<i>North-South:</i>		252
		<i>East-West:</i>		74	<i>East-West:</i>		144	<i>East-West:</i>		126
		<b>SUM:</b>		244	<b>SUM:</b>		407	<b>SUM:</b>		378
VOLUME/CAPACITY (V/C) RATIO:				0.177			0.296			0.275
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.089			0.196			0.175
LEVEL OF SERVICE (LOS):				A			A			A

Version: 1i Beta; 8/4/2011

**I/S #:**  
**30**

**PROJECT TITLE:** Yang Ming EIR Project - Port of Los Angeles  
**North-South Street:** SR-103 Off-Ramp      **East-West Street:**  
**Scenario:** Mitigated Baseline  
**Count Date:**

**S. Pacific / I Street**

**Analyst:** Iteris, Inc.

**Date:** 7/31/2018

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 1	1	EB -- 0	NB -- 1	1	EB -- 0	WB -- 1	1
Override Capacity					0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	272
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	168
	Left-Through-Right		0				0		0	
SOUTHBOUND	Left	164	2	90	170	2	94	210	2	315
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	266
	Through-Right		0			0			0	
	Right	20	1	20	19	1	19	18	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	3	0	3	5	0	5	13	0	0
	Left-Through		1			1			1	
	Through	54	0	57	51	0	56	42	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	100
	Left-Through		0			0			0	
	Through	24	1	24	33	1	33	25	1	0
	Through-Right		0			0			0	
	Right	32	1	0	29	1	0	33	1	8
	Left-Through-Right		0			0			0	
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 90			<i>North-South:</i> 94			<i>North-South:</i> 116		
		<i>East-West:</i> 57			<i>East-West:</i> 56			<i>East-West:</i> 55		
		<b>SUM:</b> 147			<b>SUM:</b> 150			<b>SUM:</b> 171		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.098			0.100			0.114		
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.098			0.100			0.114		
<b>LEVEL OF SERVICE (LOS):</b>		<b>A</b>			<b>A</b>			<b>A</b>		

Version: 1i Beta; 8/4/2011

I/S #: **2**

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Harry Bridges BI

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	12	1	12	59	1	59
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	8	1	8	8	1	8	49	1	49
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	6	1	6	6	1	6	13	1	13
Left-Through-Right	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	9	1	9	10	1	10	11	1	11
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	11	1	11	8	1	8	6	1	6
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	131	1	131	92	1	92	146	1	146
Left-Through-Right	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	72	1	72	111	1	111	125	1	125
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	304	2	608	634	2	1268	821	2	1642
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	12	1	12	20	1	20	8	1	8
Left-Through-Right	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	27	1	27	12	1	12	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	562	2	1124	417	2	834	555	2	1110
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	12	1	12	17	1	17	21	1	21
Left-Through-Right	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 111			North-South: 49			North-South: 143		
		East-West: 353			East-West: 329			East-West: 415		
		SUM: 464			SUM: 378			SUM: 558		
VOLUME/CAPACITY (V/C) RATIO:		0.337			0.275			0.406		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.237			0.175			0.306		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: **3**

PROJECT TITLE: China Shipping SEIR

North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: 2014 Revised

Project Count Date: 2013 Analyst: Iteris, Inc.

Date: 5/12/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3	3	NB -- 3	SB -- 3	3	NB -- 0	SB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0	0	EB -- 2	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	15	1	15
	Left-Through		0		0	0		0	0	
	Through	78	2	39	165	2	83	184	2	92
	Through-Right		0		0	0		0	0	
	Right	486	1	324	479	1	307	651	1	512
	Left-Through-Right		0		0	0		0	0	
	Left-Right		0		0	0		0	0	
SOUTHBOUND	Left	9	1	9	20	1	20	12	1	12
	Left-Through		0		0	0		0	0	
	Through	206	2	103	284	2	142	319	2	160
	Through-Right		0		0	0		0	0	
	Right	180	1	69	217	1	87	242	1	87
	Left-Through-Right		0		0	0		0	0	
	Left-Right		0		0	0		0	0	
EASTBOUND	Left	111	1	111	130	1	130	155	1	155
	Left-Through		0		0	0		0	0	
	Through	597	2	204	641	2	217	803	2	271
	Through-Right		1		1	1		1	1	
	Right	14	0	14	9	0	9	9	0	9
	Left-Through-Right		0		0	0		0	0	
	Left-Right		0		0	0		0	0	
WESTBOUND	Left	295	2	162	313	2	172	253	2	139
	Left-Through		0		0	0		0	0	
	Through	582	2	291	669	2	335	703	2	352
	Through-Right		0		0	0		0	0	
	Right	6	1	2	22	1	12	24	1	18
	Left-Through-Right		0		0	0		0	0	
	Left-Right		0		0	0		0	0	
CRITICAL VOLUMES		North-South: 333			North-South: 327			North-South: 524		
		East-West: 495			East-West: 552			East-West: 623		
		SUM: 828			SUM: 879			SUM: 1147		
VOLUME/CAPACITY (V/C) RATIO:		0.602			0.639			0.834		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.502			0.539			0.734		
LEVEL OF SERVICE (LOS):		A			A			C		

Version: 1I Beta; 8/4/2011



I/S #:  
4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Anaheim Street

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed $\emptyset$ ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity				4 1 0 0 2 0			4 1 0 0 2 0			4 1 0 0 2 0
	NB --	0		0	NB --	0	0	NB --	0	0
	EB --	1		0	EB --	1	0	EB --	0	0
	SB --			0	SB --		0	SB --		0
	WB --			0	WB --		0	WB --		0
NORTHBOUND	Left	113	1	70	217	1	115	164	1	84
	Left-Through		1			1			1	
	Through	98	1	70	129	1	115	89	1	84
	Through-Right		0			0			0	
	Right	58	1	17	96	1	55	67	1	30
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
SOUTHBOUND	Left	94	1	94	94	1	94	128	1	128
	Left-Through		0			0			0	
	Through	225	2	87	215	2	86	220	2	96
	Through-Right		1			1			1	
	Right	35	0	35	43	0	43	67	0	67
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
EASTBOUND	Left	75	1	75	91	1	91	83	1	83
	Left-Through		0			0			0	
	Through	656	2	328	784	2	392	711	2	356
	Through-Right		0			0			0	
	Right	162	1	0	129	1	0	195	1	0
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
WESTBOUND	Left	82	1	82	82	1	82	74	1	74
	Left-Through		0			0			0	
	Through	785	2	393	799	2	400	678	2	339
	Through-Right		0			0			0	
	Right	90	1	43	133	1	86	141	1	77
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
CRITICAL VOLUMES				North-South: 164 East-West: 468 SUM: 632			North-South: 209 East-West: 491 SUM: 700			North-South: 212 East-West: 430 SUM: 642
VOLUME/CAPACITY (V/C) RATIO:				0.460			0.509			0.467
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.360			0.409			0.367
LEVEL OF SERVICE (LOS):				A			A			A

Version: 11 Beta; 8/4/2011



I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: SR47WB on-ramp

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	672	1	672	391	1	391	469	1	469
	Left-Through		0			0			0	
	Through	488	2	244	488	2	244	398	2	199
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	147	1	79	210	1	144	263	1	149
	Through-Right		1			1			1	
	Right	10	0	10	77	0	77	34	0	34
	Left-Through-Right		0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 751			North-South: 535			North-South: 618		
		East-West: 0			East-West: 0			East-West: 0		
		SUM: 751			SUM: 535			SUM: 618		
VOLUME/CAPACITY (V/C) RATIO:		0.546			0.389			0.449		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.446			0.289			0.349		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 6

PROJECT TITLE: 0  
North-South Street: Harbor Bl/Front St East-West Street: SR47 ramps/Swinford  
Scenario: 2014 Revised  
Project Count Date: Analyst: Iteris, Inc. Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	488	2	268	333	2	183	404	2	222
	Left-Through		0		0	0		0	0	
	Through	886	1	453	529	1	269	622	1	315
	Through-Right		1		1	1		1	1	
	Right	19	0	19	8	0	8	7	0	7
	Left-Through-Right		0		0	0		0	0	
SOUTHBOUND	Left	20	1	20	16	1	16	16	1	16
	Left-Through		0		0	0		0	0	
	Through	68	2	34	100	2	50	158	2	79
	Through-Right		0		0	0		0	0	
	Right	58	1	0	81	1	0	109	1	6
	Left-Through-Right		0		0	0		0	0	
EASTBOUND	Left	226	1	226	242	1	242	206	1	206
	Left-Through		0		0	0		0	0	
	Through	35	0	500	11	0	394	3	0	485
	Through-Right		0		0	0		0	0	
	Right	965	1	0	776	1	0	967	1	0
	Left-Through-Right		1		1	1		1	1	
WESTBOUND	Left	4	0	4	13	0	13	15	0	15
	Left-Through		1		1	1		1	1	
	Through	4	0	4	7	0	15	5	0	7
	Through-Right		1		1	1		1	1	
	Right	0	0	0	8	0	0	2	0	0
	Left-Through-Right		0		0	0		0	0	
CRITICAL VOLUMES		North-South: 473			North-South: 285			North-South: 331		
		East-West: 504			East-West: 409			East-West: 500		
		SUM: 977			SUM: 694			SUM: 831		
VOLUME/CAPACITY (V/C) RATIO:		0.711			0.505			0.604		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.611			0.405			0.504		
LEVEL OF SERVICE (LOS):		B			A			A		

Version: 11 Beta; 8/4/2011

I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: I-110NB ramps/WBCT gate1

Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	728	2	400	540	2	297	432	2	238
	Left-Through		0			0			0	
	Through	462	1	244	387	1	196	473	1	257
	Through-Right		1			1			1	
	Right	26	0	26	4	0	4	40	0	40
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	66	1	66	36	1	36	100	1	100
	Left-Through		0			0			0	
	Through	432	2	216	327	2	164	487	2	244
	Through-Right		0			0			0	
	Right	10	1	0	8	1	0	27	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	47	0	47	66	0	66	72	0	72
	Left-Through		1			1			1	
	Through	9	0	20	1	0	24	5	0	27
	Through-Right		1			1			1	
	Right	11	0	0	23	0	0	22	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	1	1	1	43	1	43
	Left-Through		0			0			0	
	Through	54	1	40	140	1	135	91	1	91
	Through-Right		1			1			1	
	Right	26	0	26	129	0	129	112	0	62
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 616			North-South: 461			North-South: 482		
		East-West: 87			East-West: 201			East-West: 163		
		SUM: 703			SUM: 662			SUM: 645		
VOLUME/CAPACITY (V/C) RATIO:		0.511			0.481			0.469		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.411			0.381			0.369		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011





I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: C St/110NB ramps

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Turning: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 1	WB -- 0	0	EB -- 1	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	2	0	0	2	0	6	2	3
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	82	2	41	122	2	61	91	2	46
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	422	1	211	469	1	283	643	1	400
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	31	1	31	36	1	36	37	1	37
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	102	1	102	80	1	63	82	1	75
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	120	0	102	46	0	46	68	0	68
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	37	1	37	43	1	43	60	1	60
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	127	2	64	122	2	61	148	2	74
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	23	1	0	22	1	0	17	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	383	2	211	339	2	186	441	2	243
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	246	2	87	208	2	81	335	2	125
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	14	0	14	36	0	36	39	0	39
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 313			North-South: 346			North-South: 475		
		East-West: 275			East-West: 247			East-West: 317		
		SUM: 588			SUM: 593			SUM: 792		
VOLUME/CAPACITY (V/C) RATIO:		0.428			0.431			0.576		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328			0.331			0.476		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 9

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Front St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed $\phi$ 'ing: N/S-1, EW-2 or Both-3?			3			3		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			1			1		
		ATSAC-1 or ATSAC+ATCS-2?			2			2		
		Override Capacity			0			0		
		NB -- 0 SB -- 0			NB -- 0 SB -- 0			NB -- 0 SB -- 0		
		EB -- 0 WB -- 0			EB -- 0 WB -- 0			EB -- 0 WB -- 0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	732	1	380	498	1	261	493	1	260
	Through-Right									
	Right	27	0	27	24	0	24	27	0	27
	Left-Through-Right									
SOUTHBOUND	Left	167	1	167	150	1	150	183	1	183
	Left-Through									
	Through	469	2	235	591	2	296	714	2	357
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	13	1	13	6	1	6	7	1	7
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	241	2	0	221	2	0	259	2	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 615			North-South: 557			North-South: 617		
		East-West: 13			East-West: 6			East-West: 7		
		SUM: 628			SUM: 563			SUM: 624		
VOLUME/CAPACITY (V/C) RATIO:		0.441			0.395			0.438		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341			0.295			0.338		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Harry Bridges Bl

Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	11	25	1	25	12	1	12
	Left-Through		0			0			0	
	Through	7	1	7	10	1	10	12	1	12
	Through-Right		0			0			0	
	Right	27	1	8	43	1	36	42	1	38
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
SOUTHBOUND	Left	9	1	9	9	1	9	9	1	9
	Left-Through		0			0			0	
	Through	13	1	13	1	1	1	2	1	2
	Through-Right		0			0			0	
	Right	43	1	33	31	1	24	34	1	23
	Left-Through-Right		0			0			0	
	Left-Right		0			0		0		
EASTBOUND	Left	21	1	21	15	1	15	22	1	22
	Left-Through		0			0			0	
	Through	372	2	186	746	2	373	912	2	456
	Through-Right		0			0			0	
	Right	21	1	16	11	1	0	7	1	1
	Left-Through-Right		0			0			0	
	Left-Right		0			0		0		
WESTBOUND	Left	39	1	39	14	1	14	8	1	8
	Left-Through		0			0			0	
	Through	611	3	204	505	3	168	767	3	256
	Through-Right		0			0			0	
	Right	18	1	14	17	1	13	14	1	10
	Left-Through-Right		0			0			0	
	Left-Right		0			0		0		
CRITICAL VOLUMES		North-South: 44			North-South: 49			North-South: 47		
		East-West: 225			East-West: 387			East-West: 464		
		SUM: 269			SUM: 436			SUM: 511		
VOLUME/CAPACITY (V/C) RATIO:		0.179			0.291			0.341		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.090			0.191			0.241		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Harry Bridges Boulevard

Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	458	2	229	575	2	288	755	2	378
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	588	2	294	550	2	275	810	2	405
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1			North-South: 13			North-South: 57		
		East-West: 309			East-West: 297			East-West: 405		
		SUM: 310			SUM: 310			SUM: 462		
VOLUME/CAPACITY (V/C) RATIO:		0.207			0.207			0.308		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.107			0.107			0.208		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 12

PROJECT TITLE: China Shipping  
North-South Street: ICTF Driveway #1 (ICTF Customs)  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Sepulveda Boulevard

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Turning: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	18	0	18	20	0	20	18	0	18
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	43	0	0	33	0	0	47
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	25	0	0	13	0	0	29	0	0
	Left-Through-Right	0	1	0	0	1	0	0	1	0
	Left-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	37	1	0	41	0	0	26
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	42	1	30	89	1	58	67	1	39
	Left-Through-Right	0	1	0	0	1	0	0	1	0
Left-Right	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	24	1	24	63	1	63	56	1	56
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	585	1	304	922	1	474	###	1	571
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	22	0	22	26	0	26	14	0	14
	Left-Through-Right	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	25	1	25	0	1	0	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	875	2	292	650	2	217	687	2	229
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	2	0	2	2	0	2	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 80			North-South: 78			North-South: 73		
		East-West: 596			East-West: 691			East-West: 800		
		SUM: 676			SUM: 769			SUM: 873		
VOLUME/CAPACITY (V/C) RATIO:		0.474			0.540			0.613		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.374			0.440			0.513		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 13

PROJECT TITLE: China Shipping  
North-South Street: ICTF DW #2 (Middle Road)  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Sepulveda Boulevard

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		3			3			3			
Opposed Turning: N/S-1, EW-2 or Both-3?		2			2			2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	
Override Capacity		2			2			2			
		0			0			0			
MOVEMENT	Diagram	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND
NORTHBOUND	Left	12	1	12	44	1	44	62	1	62	
	Left-Through		0			0			0		
	Through	0	0	60	0	0	45	0	0	128	
	Through-Right		1			1			1		
	Right	60	0	0	45	0	0	128	0	0	
	Left-Through-Right		0			0			0		
SOUTHBOUND	Left	3	1	3	6	1	6	3	1	3	
	Left-Through		0			0			0		
	Through	2	0	2	1	0	5	1	0	1	
	Through-Right		1			1			1		
	Right	0	0	0	4	0	0	0	0	0	
	Left-Through-Right		0			0			0		
EASTBOUND	Left	1	1	1	1	1	1	1	1	1	
	Left-Through		0			0			0		
	Through	623	1	336	949	1	502	###	1	606	
	Through-Right		1			1			1		
	Right	48	0	48	54	0	54	40	0	40	
	Left-Through-Right		0			0			0		
WESTBOUND	Left	70	1	70	56	1	56	55	1	55	
	Left-Through		0			0			0		
	Through	907	2	454	731	2	366	726	2	363	
	Through-Right		0			0			0		
	Right	6	1	5	8	1	5	2	1	1	
	Left-Through-Right		0			0			0		
CRITICAL VOLUMES		North-South: 63			North-South: 51			North-South: 131			
		East-West: 790			East-West: 868			East-West: 969			
		SUM: 853			SUM: 919			SUM: 1100			
VOLUME/CAPACITY (V/C) RATIO:		0.599			0.645			0.772			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.499			0.545			0.672			
LEVEL OF SERVICE (LOS):		A			A			B			

Version: 11 Beta; 8/4/2011

<b>Project: China Shipping</b>						
<b>Int #: 14</b>						
<b>North/South Street: Santa Fe Avenue</b>						
<b>East/West Street: Anaheim Street</b>						
<b>Scenario: CEQA No Project</b>						
Thru Lane: 1600 vph				N-S Split Phase : N		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 18		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.029	N-S(1): 0.154 *
	TH	2.00	140	3,200	0.044	N-S(2): 0.057
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.135
Westbound	RT	1.00	233	1,600	0.052	E-W(2): 0.215 *
	TH	3.00	914	4,800	0.190 *	
	LT	1.00	6	1,600	0.004	V/C: 0.369
Northbound	RT	1.00	27	1,600	0.013	Lost Time: 0.180
	TH	2.00	193	3,200	0.060 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.549
	TH	3.00	625	4,800	0.131	
	LT	1.00	40	1,600	0.025 *	LOS: A
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	89	1,600	0.000	N-S(1): 0.173 *
	TH	2.00	147	3,200	0.046	N-S(2): 0.057
	LT	1.00	192	1,600	0.120 *	E-W(1): 0.201
Westbound	RT	1.00	192	1,600	0.000	E-W(2): 0.220 *
	TH	3.00	748	4,800	0.156 *	
	LT	1.00	13	1,600	0.008	V/C: 0.393
Northbound	RT	1.00	32	1,600	0.012	Lost Time: 0.180
	TH	2.00	171	3,200	0.053 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.573
	TH	3.00	909	4,800	0.193	
	LT	1.00	102	1,600	0.064 *	LOS: A
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.011	N-S(1): 0.234 *
	TH	2.00	213	3,200	0.067	N-S(2): 0.085
	LT	1.00	228	1,600	0.143 *	E-W(1): 0.249 *
Westbound	RT	1.00	211	1,600	0.000	E-W(2): 0.212
	TH	3.00	656	4,800	0.137	
	LT	1.00	12	1,600	0.008 *	V/C: 0.483
Northbound	RT	1.00	43	1,600	0.019	Lost Time: 0.180
	TH	2.00	290	3,200	0.091 *	
	LT	1.00	29	1,600	0.018	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.663
	TH	3.00	1,143	4,800	0.241 *	
	LT	1.00	120	1,600	0.075	LOS: B

\* = Critical Movement



I/S #: 15

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave/JSG BI  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Channel St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	176	1	176	422	1	422	337	1	337
	Left-Through		0			0			0	
	Through	336	2	168	372	2	186	385	2	193
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	114	2	57	189	2	95	212	2	106
	Through-Right		0			0			0	
	Right	87	1	0	168	1	0	154	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	541	2	298	567	2	312	518	2	285
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	90	1	0	440	1	18	435	1	98
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 233			North-South: 517			North-South: 443		
		East-West: 298			East-West: 312			East-West: 285		
		SUM: 531			SUM: 829			SUM: 728		
VOLUME/CAPACITY (V/C) RATIO:		0.373			0.582			0.511		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.273			0.482			0.411		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 1i Beta; 8/4/2011



I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Harry Bridges Bl

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	3	1	3	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	22	1	4	40	1	34	83	1	77
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	13	1	13	3	1	3	61	1	61
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1	1	1	1	1	1	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	113	1	102	31	1	0	128	1	50
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	23	1	23	90	1	90	157	1	157
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	288	2	144	598	2	299	694	2	347
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	5	1	5	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	37	1	37	13	1	13	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	491	2	246	456	2	228	456	2	228
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	9	1	3	76	1	75	76	1	46
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 102			North-South: 37			North-South: 138		
		East-West: 269			East-West: 318			East-West: 385		
		SUM: 371			SUM: 355			SUM: 523		
VOLUME/CAPACITY (V/C) RATIO:		0.247			0.237			0.349		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.147			0.137			0.249		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 17

PROJECT TITLE: Everport Draft EIR/EIS  
North-South Street: Navy Way  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Seaside Avenue

Analyst: Iteris, Inc.

Date: 10/1/2015

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 1	SB -- 0	0	NB -- 1	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 1	0	EB -- 3	WB -- 1	0	EB -- 1	WB -- 1	0
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	2	40	178	2	98	316	2	174
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	174	1	0	572	1	0	726	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,965	3	655	1,373	3	458	###	3	708
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	338	1	298	80	1	0	191	1	17
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	57	2	31	25	2	14	40	2	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	2,034	3	678	1,266	3	422	###	3	628
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 40			North-South: 98			North-South: 174		
		East-West: 686			East-West: 472			East-West: 730		
		SUM: 726			SUM: 570			SUM: 904		
VOLUME/CAPACITY (V/C) RATIO:		0.484			0.380			0.603		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.384			0.280			0.503		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #:  
18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Harry Bridges Bl

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, EW-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	119	2	65	88	2	48	140	2	77
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	47	1	0	196	1	62	182	1	48
	Left-Through-Right		0	0		0	0		0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	368	2	184	490	2	245	744	2	372
	Through-Right		0	0		0	0		0	0
	Right	91	1	26	85	1	37	62	1	0
	Left-Through-Right		0	0		0	0		0	0
WESTBOUND	Left	190	1	190	134	1	134	134	1	134
	Left-Through		0	0		0	0		0	0
	Through	552	2	276	685	2	343	685	2	343
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
CRITICAL VOLUMES		North-South: 65			North-South: 62			North-South: 77		
		East-West: 374			East-West: 379			East-West: 506		
		SUM: 439			SUM: 441			SUM: 583		
VOLUME/CAPACITY (V/C) RATIO:		0.308			0.309			0.409		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.208			0.209			0.309		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Denni St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT	Diagram	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0
	Left-Through									
	Through	280	2	140	562	2	281	542	2	271
	Through-Right									
	Right	18	1	18	48	1	48	48	1	48
	Left-Through-Right									
SOUTHBOUND	Left	11	0	11	13	0	13	19	0	19
	Left-Through									
	Through	328	0	170	394	0	224	564	0	301
	Through-Right									
	Right	1	1	170	1	1	224	0	1	301
	Left-Through-Right									
EASTBOUND	Left	91	1	91	154	1	154	173	1	173
	Left-Through									
	Through	1	0	3	7	0	9	2	0	4
	Through-Right									
	Right	2	1	0	2	1	0	2	1	0
	Left-Through-Right									
WESTBOUND	Left	9	0	9	9	0	9	11	0	11
	Left-Through									
	Through	2	0	22	6	0	41	1	0	37
	Through-Right									
	Right	11	0	0	26	0	0	25	0	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 170			North-South: 294			North-South: 301		
		East-West: 113			East-West: 195			East-West: 210		
		SUM: 283			SUM: 489			SUM: 511		
VOLUME/CAPACITY (V/C) RATIO:		0.199			0.343			0.359		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.099			0.243			0.259		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: O St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed $\phi$ ing: N/S-1, EW-2 or Both-3?				3			3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	1	NB -- 0	SB -- 0	1	NB -- 0	SB -- 0	1
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity				2			2			2
				0			0			0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	289	2	145	624	2	312	681	2	341
	Through-Right									
	Right	129	1	74	172	1	120	160	1	123
	Left-Through-Right									
SOUTHBOUND	Left	322	1	322	278	1	278	396	1	396
	Left-Through									
	Through	778	2	389	786	2	393	###	2	615
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	111	1	111	104	1	104	75	1	75
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	298	1	0	294	1	16	337	1	0
	Left-Through-Right									
CRITICAL VOLUMES				North-South: 534			North-South: 705			North-South: 956
				East-West: 111			East-West: 104			East-West: 75
				SUM: 645			SUM: 809			SUM: 1031
VOLUME/CAPACITY (V/C) RATIO:				0.453			0.568			0.724
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.353			0.468			0.624
LEVEL OF SERVICE (LOS):				A			A			B

Version: 11 Beta; 8/4/2011



I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Pacific Coast Highway

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Turning: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	173	1	173	224	1	224	206	1	206
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	282	1	86	222	1	0	277	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	196	1	196	317	1	317	281	1	281
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	825	2	413	1,141	2	571	###	2	666
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	924	2	363	1,163	2	479	###	2	559
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	166	0	166	274	0	274	222	0	222
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 173			North-South: 224			North-South: 206		
		East-West: 776			East-West: 1050			East-West: 1225		
		SUM: 949			SUM: 1274			SUM: 1431		
VOLUME/CAPACITY (V/C) RATIO:		0.633			0.849			0.954		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.533			0.749			0.854		
LEVEL OF SERVICE (LOS):		A			C			D		

Version: 11 Beta; 8/4/2011

<b>Project: China Shipping SEIR</b> <b>Int #: 22</b> <b>North/South Street: ALAMEDA STREET</b> <b>East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>  <b>Scenario:</b>						
Thru Lane: 1600 vph Left-Turn Lane: 1600 vph Dual LT Penalty: 10 %			N-S Split Phase : N E-W Split Phase : N Lost Time (% of cycle) : 12			
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.320 *
	TH	3.00	1,062	4,800	0.221	N-S(2): 0.221
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.054 *
Westbound	RT	2.00	326	3,200	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	V/C: 0.374
	LT	1.00	87	1,600	0.054 *	Lost Time: 0.120
Northbound	RT	0.00	82	0	0.000	
	TH	3.00	509	4,800	0.123 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.494
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.335 *
	TH	3.00	1,027	4,800	0.214	N-S(2): 0.214
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.062
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091 *
	TH	0.00	0	0	0.000	V/C: 0.426
	LT	1.00	99	1,600	0.062 *	Lost Time: 0.120
Northbound	RT	0.00	137	0	0.000	
	TH	3.00	806	4,800	0.196 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.546
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.410 *
	TH	3.00	1,587	4,800	0.331	N-S(2): 0.331
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.063
Westbound	RT	2.00	539	3,200	0.072 *	E-W(2): 0.072 *
	TH	0.00	0	0	0.000	V/C: 0.482
	LT	1.00	100	1,600	0.063	Lost Time: 0.120
Northbound	RT	0.00	138	0	0.000	
	TH	3.00	905	4,800	0.217 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.602
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

<b>Project:</b> China Shipping SEIR						
<b>Int #:</b> 23						
<b>North/South Street:</b> SEPULVEDA BOULEVARD-ALAMEDA RAMP						
<b>East/West Street:</b> SEPULVEDA BOULEVARD						
<b>Scenario:</b>						
Thru Lane: 1600 vph				N-S Split Phase : Y		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 18		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	206	1,600	0.009	N-S(1): 0.074 *
	TH	0.19	19	310	0.061	N-S(2): 0.000
	LT	1.81	177	2,601	0.068 *	E-W(1): 0.154
Westbound	RT	1.00	202	1,600	0.065	E-W(2): 0.584 *
	TH	1.00	744	1,600	0.465 *	V/C: 0.658
	LT	1.00	8	1,600	0.005	Lost Time: 0.180
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	16	3,200	0.006 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.838
	TH	2.00	475	3,200	0.149	
	LT	1.00	191	1,600	0.119 *	LOS: D
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	130	1,600	0.000	N-S(1): 0.084 *
	TH	0.14	15	218	0.069	N-S(2): 0.000
	LT	1.86	205	2,684	0.076 *	E-W(1): 0.266
Westbound	RT	1.00	340	1,600	0.144	E-W(2): 0.425 *
	TH	1.00	426	1,600	0.266 *	V/C: 0.509
	LT	1.00	2	1,600	0.001	Lost Time: 0.180
Northbound	RT	0.00	8	0	0.000	
	TH	2.00	19	3,200	0.008 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.689
	TH	2.00	846	3,200	0.265	
	LT	1.00	254	1,600	0.159 *	LOS: B
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	198	1,600	0.000	N-S(1): 0.091 *
	TH	0.02	2	27	0.074	N-S(2): 0.000
	LT	1.98	236	2,856	0.083 *	E-W(1): 0.296
Westbound	RT	1.00	332	1,600	0.133	E-W(2): 0.502 *
	TH	1.00	514	1,600	0.321 *	V/C: 0.593
	LT	1.00	0	1,600	0.000	Lost Time: 0.180
Northbound	RT	0.00	5	0	0.000	
	TH	2.00	17	3,200	0.008 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.773
	TH	2.00	946	3,200	0.296	
	LT	1.00	290	1,600	0.181 *	LOS: C

\* = Critical Movement





I/S #: 24

PROJECT TITLE: Berths 97-109 SEIR  
North-South Street: Front St  
Scenario: 2014 Revised  
Project Count Date:

East-West Street: Knoll Dr/WBCT gate 2

Analyst: Iteris, Inc.

Date: 5/11/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	236	1	227	200	1	200	224	1	190
	Through-Right									
	Right	217	0	217	288	0	210	156	0	156
	Left-Through-Right									
SOUTHBOUND	Left	56	1	56	40	1	40	30	1	30
	Left-Through									
	Through	126	2	63	130	2	65	153	2	77
	Through-Right									
	Right	1	0	0	1	0	0	1	0	0
	Left-Through-Right									
EASTBOUND	Left	0	1	0	1	1	1	2	1	2
	Left-Through									
	Through	0	0	0	0	0	3	0	0	0
	Through-Right									
	Right	0	0	0	3	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	17	1	17	157	1	157	153	1	153
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	3	1	0	74	1	54	16	1	1
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 290			North-South: 275			North-South: 267		
		East-West: 17			East-West: 160			East-West: 155		
		SUM: 307			SUM: 435			SUM: 422		
VOLUME/CAPACITY (V/C) RATIO:		0.205			0.290			0.281		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.105			0.190			0.181		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 25

PROJECT TITLE: China Shipping  
North-South Street: Gaffey  
Scenario: 2014 Revised Project  
Count Date:

East-West Street: Miraflores / SB 110 Off Ramp

Analyst: Iteris, Inc.

Date: 7/31/2018

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	8	1	8	12	1	12
	Left-Through		0			0			0	
	Through	793	2	397	752	2	376	699	2	350
	Through-Right		0			0			0	
	Right	152	1	132	34	1	0	67	1	833
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
SOUTHBOUND	Left	393	1	393	251	1	251	417	1	417
	Left-Through		0			0			0	
	Through	391	1	206	721	1	372	732	1	381
	Through-Right		1			1			1	
	Right	20	0	730	23	0	23	30	0	30
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
EASTBOUND	Left	13	0	13	20	0	20	20	0	20
	Left-Through		0			0			0	
	Through	15	0	46	1	0	38	12	0	45
	Through-Right		0			0			0	
	Right	18	0	730	17	0	0	13	0	0
	Left-Through-Right		1			1			1	
	Left-Right		0			0			0	
WESTBOUND	Left	41	0	41	78	0	78	113	0	113
	Left-Through		1			1			1	
	Through	8	0	49	16	0	94	15	0	128
	Through-Right		0			0			0	
	Right	565	1	369	589	1	464	711	1	503
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
CRITICAL VOLUMES		North-South: 790			North-South: 627			North-South: 767		
		East-West: 415			East-West: 502			East-West: 548		
		SUM: 1205			SUM: 1129			SUM: 1315		
VOLUME/CAPACITY (V/C) RATIO:		0.876			0.821			0.956		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.776			0.721			0.856		
LEVEL OF SERVICE (LOS):		C			C			D		

Version: 1f Beta; 8/4/2011

**I/S #:** 26      **PROJECT TITLE:** Yang Ming EIR Project - Port of Los Angeles  
**North-South Street:** Gaffey Street      **East-West Street:** Channel Street  
**Scenario:** 2014 Revised Project  
**Count Date:**      **Analyst:** Iteris, Inc.      **Date:** 7/31/2018

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	NB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity				2			2			2
				0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	← Left	139	1	139	155	1	155	203	1	0
	↔ Left-Through		0			0			0	
	→ Through	895	2	448	907	2	454	898	2	272
	↔ Through-Right		0			0			0	
	→ Right	312	1	281	282	1	233	329	1	168
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>SOUTHBOUND</b>	← Left	554	2	305	545	2	300	629	2	315
	↔ Left-Through		0			0			0	
	→ Through	597	1	303	781	1	408	939	1	266
	↔ Through-Right		1			1			1	
	→ Right	9	0	9	34	0	34	30	0	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>EASTBOUND</b>	← Left	39	1	39	50	1	50	41	1	0
	↔ Left-Through		0			0			0	
	→ Through	357	2	179	221	2	111	307	2	0
	↔ Through-Right		0			0			0	
	→ Right	130	1	61	107	1	30	135	1	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>WESTBOUND</b>	← Left	62	1	62	98	1	98	117	1	100
	↔ Left-Through		0			0			0	
	→ Through	125	1	125	86	1	86	147	1	0
	↔ Through-Right		0			0			0	
	→ Right	566	1	261	372	1	72	424	1	8
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>CRITICAL VOLUMES</b>				North-South: 753 East-West: 300 <b>SUM: 1053</b>			North-South: 754 East-West: 209 <b>SUM: 963</b>			North-South: 795 East-West: 271 <b>SUM: 1066</b>
VOLUME/CAPACITY (V/C) RATIO:				0.766			0.700			0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.666</b>			<b>0.600</b>			<b>0.675</b>
LEVEL OF SERVICE (LOS):				<b>B</b>			<b>B</b>			<b>B</b>

Version: 1i Beta; 8/4/2011

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	434	3,200	0.136 *	N-S(1): 0.076
	TH	2.00	173	3,200	0.054	N-S(2): 0.137 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.105 *
Westbound	RT	1.00	31	1,600	0.000	E-W(2): 0.095
	TH	1.37	207	2,189	0.095	
	LT	1.63	247	2,350	0.105 *	V/C: 0.242
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	239	3,200	0.075	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.362
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	416	3,200	0.130 *	N-S(1): 0.169 *
	TH	2.00	158	3,200	0.049	N-S(2): 0.131
	LT	0.00	0	0	0.000	E-W(1): 0.128 *
Westbound	RT	1.00	309	1,600	0.000	E-W(2): 0.115
	TH	1.62	299	2,591	0.115	
	LT	1.38	255	1,988	0.128 *	V/C: 0.297
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	541	3,200	0.169	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.417
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	448	3,200	0.140	N-S(1): 0.159 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.141
	LT	0.00	0	0	0.000 *	E-W(1): 0.102 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.092
	TH	1.64	241	2,629	0.092	
	LT	1.36	199	1,954	0.102 *	V/C: 0.261
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	508	3,200	0.159 *	
	LT	1.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.381
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

<b>Peak Period:</b>	<b>AM PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.371 *
	TH	2.00	1,187	3,200	0.371 *	V/C: 0.555
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.655
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

<b>Peak Period:</b>	<b>MIDDAY PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	279	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.341 *
	TH	2.00	1,092	3,200	0.341 *	V/C: 0.524
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	124	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.624
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

<b>Peak Period:</b>	<b>PM PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.175	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.457 *
	TH	2.00	1,461	3,200	0.457 *	V/C: 0.655
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.755
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

\* = Critical Movement

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

**I/S #:**  
**29**

**PROJECT TITLE:** Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS

**North-South Street:** Henry Ford Avenue/SR **East-West Street:**

**Henry Ford Avenue/Pier A Way**

**Scenario:** Revised Project

**Count Date:**

**Analyst:** Iteris, Inc.

**Date:** 10/5/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 1	<i>SB</i> -- 2	2	<i>NB</i> -- 1	<i>SB</i> -- 2	2	<i>NB</i> -- 0	<i>SB</i> -- 2	2
ATSAC-1 or ATSAC+ATCS-2?		<i>EB</i> -- 0	<i>WB</i> -- 1	2	<i>EB</i> -- 0	<i>NB</i> -- 1	1	<i>EB</i> -- 1	<i>WB</i> -- 1	1
Override Capacity				2			2			2
				0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	← Left	2	1	2	11	1	11	3	1	3
	← Left-Through		0			0			0	
	→ Through	39	2	20	303	2	152	292	2	146
	→ Through-Right		0			0			0	
	→ Right	45	1	0	82	1	0	50	1	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>SOUTHBOUND</b>	← Left	137	2	75	202	2	111	193	2	106
	← Left-Through		0			0			0	
	→ Through	326	1	168	394	1	217	384	1	210
	→ Through-Right		1			1			1	
	→ Right	10	0	10	40	0	40	35	0	35
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>EASTBOUND</b>	← Left	30	1	30	53	1	53	57	1	57
	← Left-Through		0			0			0	
	→ Through	0	0	5	1	0	19	0	0	7
	→ Through-Right		1			1			1	
	→ Right	5	0	0	18	0	0	7	0	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>WESTBOUND</b>	← Left	44	0	44	88	0	88	69	0	69
	← Left-Through		1			1			1	
	→ Through	0	0	44	3	0	91	0	0	69
	→ Through-Right		0			0			0	
	→ Right	92	1	0	188	1	0	349	1	0
	↔ Left-Through-Right		0			0			0	
	↔ Left-Right		0			0		0		
<b>CRITICAL VOLUMES</b>		<i>North-South:</i>		170	<i>North-South:</i>		263	<i>North-South:</i>		252
		<i>East-West:</i>		74	<i>East-West:</i>		144	<i>East-West:</i>		126
		<b>SUM:</b>		244	<b>SUM:</b>		407	<b>SUM:</b>		378
VOLUME/CAPACITY (V/C) RATIO:				0.177			0.296			0.275
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.089			0.196			0.175
LEVEL OF SERVICE (LOS):				A			A			A

Version: 1i Beta; 8/4/2011

**I/S #:**  
**30**

**PROJECT TITLE:** Yang Ming EIR Project - Port of Los Angeles  
**North-South Street:** SR-103 Off-Ramp      **East-West Street:**  
**Scenario:** Revised Project  
**Count Date:**

**S. Pacific / I Street**

**Analyst:** Iteris, Inc.

**Date:** 7/31/2018

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases					2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB</i> -- 0 <i>SB</i> -- 0 <i>EB</i> -- 0 <i>WB</i> -- 1			<i>NB</i> -- 0 <i>SB</i> -- 0 <i>EB</i> -- 0 <i>NB</i> -- 1			<i>NB</i> -- 0 <i>SB</i> -- 0 <i>EB</i> -- 0 <i>WB</i> -- 1		
ATSAC-1 or ATSAC+ATCS-2?		0			0			0		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	← Left	0	0	0	0	0	0	0	0	0
	← Left-Through		0			0			0	
	→ Through	0	0	0	0	0	0	0	0	272
	→ Through-Right		0			0			0	
	→ Right	0	0	0	0	0	0	0	0	168
	↔ Left-Through-Right		0				0		0	
↔ Left-Right		0				0		0		
<b>SOUTHBOUND</b>	← Left	164	2	90	170	2	94	210	2	315
	← Left-Through		0			0			0	
	→ Through	0	0	0	0	0	0	0	0	266
	→ Through-Right		0			0			0	
	→ Right	20	1	20	19	1	19	18	1	0
	↔ Left-Through-Right		0			0			0	
↔ Left-Right		0				0		0		
<b>EASTBOUND</b>	← Left	3	0	3	5	0	5	13	0	0
	← Left-Through		1			1			1	
	→ Through	54	0	57	51	0	56	42	0	0
	→ Through-Right		0			0			0	
	→ Right	0	0	0	0	0	0	0	0	0
	↔ Left-Through-Right		0			0			0	
↔ Left-Right		0				0		0		
<b>WESTBOUND</b>	← Left	0	0	0	0	0	0	0	0	100
	← Left-Through		0			0			0	
	→ Through	24	1	24	33	1	33	25	1	0
	→ Through-Right		0			0			0	
	→ Right	32	1	0	29	1	0	33	1	8
	↔ Left-Through-Right		0			0			0	
↔ Left-Right		0				0		0		
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 90 <i>East-West:</i> 57 <b>SUM:</b> 147			<i>North-South:</i> 94 <i>East-West:</i> 56 <b>SUM:</b> 150			<i>North-South:</i> 116 <i>East-West:</i> 55 <b>SUM:</b> 171		
VOLUME/CAPACITY (V/C) RATIO:		0.098			0.100			0.114		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.100			0.114		
LEVEL OF SERVICE (LOS):		<b>A</b>			<b>A</b>			<b>A</b>		

Version: 1i Beta; 8/4/2011

**Detailed Intersection Calculation Sheets for**

**Table 3.3-7: Intersection Level of Service—2014 Mitigated Baseline Compared to Revised Project at Maximum Throughput (2030 and 2045)**





VS #: 2

PROJECT TITLE: China Shipping  
North-South Street: Avalon Bl

East-West Street: Harry Bridges Bl

Scenario: 2014 Revised Proj Max Throughput  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	12	1	12	59	1	59
	Left-Through		0		0	0		0	0	
	Through	8	1	8	8	1	8	49	1	49
	Through-Right		0		0	0		0	0	
	Right	6	1	0	6	1	0	13	1	833
	Left-Through-Right		0		0	0		0	0	
SOUTHBOUND	Left	9	1	9	10	1	10	11	1	11
	Left-Through		0		0	0		0	0	
	Through	11	1	11	8	1	8	6	1	6
	Through-Right		0		0	0		0	0	
	Right	131	1	730	92	1	37	146	1	84
	Left-Through-Right		0		0	0		0	0	
EASTBOUND	Left	72	1	72	111	1	111	125	1	125
	Left-Through		0		0	0		0	0	
	Through	365	2	183	654	2	327	842	2	421
	Through-Right		0		0	0		0	0	
	Right	12	1	730	20	1	14	8	1	0
	Left-Through-Right		0		0	0		0	0	
WESTBOUND	Left	27	1	27	12	1	12	4	1	4
	Left-Through		0		0	0		0	0	
	Through	574	2	287	417	2	209	555	2	278
	Through-Right		0		0	0		0	0	
	Right	12	1	8	17	1	12	21	1	16
	Left-Through-Right		0		0	0		0	0	
CRITICAL VOLUMES		North-South: 111			North-South: 49			North-South: 143		
		East-West: 359			East-West: 339			East-West: 425		
		SUM: 470			SUM: 388			SUM: 568		
VOLUME/CAPACITY (V/C) RATIO:		0.342			0.282			0.413		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.242			0.182			0.313		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: **3**

PROJECT TITLE: China Shipping SEIR  
North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: 2014 Revised Proj Max Throughput  
Count Date: 7/5/1905 Analyst: Iteris, Inc.

Date: 5/11/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3 EB -- 2	SB -- 3 WB -- 0	4	NB -- 3 EB -- 2	SB -- 3 WB -- 0	4	NB -- 3 EB -- 2	SB -- 3 WB -- 0	4
ATSAC-1 or ATSAC+ATCS-2?				2			2			2
Override Capacity				0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	15	1	15
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	105	2	53	177	2	89	191	2	96
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	486	1	324	479	1	307	651	1	833
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	20	1	20	12	1	12
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	218	2	109	284	2	142	319	2	160
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	180	1	730	217	1	87	242	1	87
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	111	1	111	130	1	130	155	1	155
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	598	2	299	641	2	321	803	2	402
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	14	1	730	9	1	9	9	1	9
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	295	2	162	313	2	172	253	2	139
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	582	2	291	669	2	335	703	2	352
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	6	1	2	22	1	12	24	1	18
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES				North-South: 333 East-West: 590 SUM: 923			North-South: 327 East-West: 656 SUM: 983			North-South: 524 East-West: 754 SUM: 1278
VOLUME/CAPACITY (V/C) RATIO:				0.671			0.715			0.929
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571			0.615			0.829
LEVEL OF SERVICE (LOS):				A			B			D

Version: 11 Beta; 8/4/2011



VS #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue

East-West Street: Anaheim Street

Scenario: 2014 Revised Proj Max Throughput  
Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			4			4		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			1			1		
		ATSAC-1 or ATSAC+ATCS-2?			0			0		
		Override Capacity			2			2		
					0			0		
NORTHBOUND	Left	113	1	70	217	1	115	164	1	84
	Left-Through									
	Through	98	1	70	129	1	115	89	1	84
	Through-Right									
	Right	58	1	17	96	1	55	67	1	833
	Left-Through-Right									
SOUTHBOUND	Left	94	1	94	94	1	94	128	1	128
	Left-Through									
	Through	246	2	94	222	2	88	226	2	98
	Through-Right									
	Right	35	0	730	43	0	43	67	0	67
	Left-Through-Right									
EASTBOUND	Left	75	1	75	91	1	91	83	1	83
	Left-Through									
	Through	656	2	328	784	2	392	711	2	356
	Through-Right									
	Right	197	1	730	137	1	0	210	1	0
	Left-Through-Right									
WESTBOUND	Left	82	1	82	82	1	82	74	1	74
	Left-Through									
	Through	785	2	393	799	2	400	678	2	339
	Through-Right									
	Right	90	1	43	133	1	86	141	1	77
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 164			North-South: 209			North-South: 212		
		East-West: 468			East-West: 491			East-West: 430		
		SUM: 632			SUM: 700			SUM: 642		
VOLUME/CAPACITY (V/C) RATIO:		0.460			0.509			0.467		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.360			0.409			0.367		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 5

PROJECT TITLE: China Shipping  
 North-South Street: Front St East-West Street: SR47WB on-ramp  
 Scenario: 2014 Revised Proj Max Throughput  
 Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	672	1	672	391	1	391	469	1	469
	Left-Through		0		0	0		0	0	
	Through	598	2	299	533	2	267	416	2	208
	Through-Right		0		0	0		0	0	
	Right	0	0	0	0	0	0	0	0	833
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0		0	0		0	0	
	Through	157	1	86	219	1	149	276	1	157
	Through-Right		1		0	1		0	1	
	Right	14	0	730	79	0	79	37	0	37
	Left-Through-Right		0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0		0	0		0	0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0		0	0		0	0	
	Right	0	0	730	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0		0	0		0	0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0		0	0		0	0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 758			North-South: 540			North-South: 626		
		East-West: 0			East-West: 0			East-West: 0		
		SUM: 758			SUM: 540			SUM: 626		
VOLUME/CAPACITY (V/C) RATIO:		0.551			0.393			0.455		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.451			0.293			0.355		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 6

PROJECT TITLE: 0  
North-South Street: Harbor Bl/Front St East-West Street: SR47 ramps/Swinford  
Scenario: 2014 Revised Proj Max Throughput  
Count Date: Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	488	2	268	333	2	183	404	2	222
	Left-Through		0			0			0	
	Through	896	1	458	532	1	270	626	1	317
	Through-Right		1			1			1	
	Right	19	0	19	8	0	8	7	0	833
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	20	1	20	16	1	16	16	1	16
	Left-Through		0			0			0	
	Through	70	2	35	102	2	51	165	2	83
	Through-Right		0			0			0	
	Right	67	1	730	88	1	0	115	1	833
	Left-Through-Right		0			0			0	
EASTBOUND	Left	277	1	277	265	1	265	216	1	216
	Left-Through		0			0			0	
	Through	35	0	500	11	0	394	3	0	485
	Through-Right		0			0			0	
	Right	965	1	730	776	1	0	967	1	833
	Left-Through-Right		1			1			1	
WESTBOUND	Left	4	0	4	13	0	13	15	0	15
	Left-Through		1			1			1	
	Through	4	0	4	7	0	15	5	0	7
	Through-Right		1			1			1	
	Right	0	0	0	8	0	0	2	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 478			North-South: 286			North-South: 333		
		East-West: 504			East-West: 409			East-West: 500		
		SUM: 982			SUM: 695			SUM: 833		
VOLUME/CAPACITY (V/C) RATIO:		0.714			0.505			0.606		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.614			0.405			0.506		
LEVEL OF SERVICE (LOS):		B			A			A		

Version: 11 Beta; 8/4/2011



VS #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2014 Revised Proj Max Throughput  
Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	728	2	400	540	2	297	432	2	238
	Left-Through		0		0	0		0	0	
	Through	462	1	247	387	1	197	473	1	258
	Through-Right		1			1			1	
	Right	32	0	32	6	0	6	42	0	833
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	79	1	79	37	1	37	100	1	100
	Left-Through		0		0	0		0	0	
	Through	432	1	221	327	1	168	487	1	257
	Through-Right		1			1			1	
	Right	10	0	730	8	0	8	27	0	27
	Left-Through-Right		0			0			0	
EASTBOUND	Left	47	1	47	66	1	66	72	1	72
	Left-Through		0		0	0		0	0	
	Through	109	0	120	49	0	72	36	0	58
	Through-Right		1			1			1	
	Right	11	0	730	23	0	0	22	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	22	1	22	18	1	18	75	1	75
	Left-Through		0		0	0		0	0	
	Through	56	1	41	142	1	136	99	1	99
	Through-Right		1			1			1	
	Right	26	0	26	129	0	129	112	0	62
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 621			North-South: 465			North-South: 495		
		East-West: 161			East-West: 208			East-West: 171		
		SUM: 782			SUM: 673			SUM: 666		
VOLUME/CAPACITY (V/C) RATIO:		0.569			0.489			0.484		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.469			0.389			0.384		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St

East-West Street: C St/110NB ramps

Scenario: 2014 Revised Proj Max Throughput  
Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases			4			4		
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0		
		ATSAC-1 or ATSAC+ATCS-2?			2			2		
		Override Capacity			0			0		
NORTHBOUND	Left	0	2	0	0	2	0	6	2	3
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	82	2	41	122	2	61	91	2	46
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	422	1	204	469	1	282	643	1	833
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	31	1	31	36	1	36	37	1	37
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	102	1	102	80	1	63	209	1	139
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	120	0	730	46	0	46	68	0	68
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	37	1	37	43	1	43	60	1	60
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	127	2	64	122	2	61	148	2	74
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	23	1	730	22	1	0	17	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	396	2	218	340	2	187	441	2	243
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	246	2	87	208	2	81	335	2	125
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	14	0	14	36	0	36	39	0	39
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 306			North-South: 345			North-South: 539		
		East-West: 282			East-West: 248			East-West: 317		
		SUM: 588			SUM: 593			SUM: 856		
VOLUME/CAPACITY (V/C) RATIO:		0.428			0.431			0.623		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328			0.331			0.523		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 9

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave East-West Street: Front St  
Scenario: 2014 Revised Proj Max Throughput  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	732	1	380	498	1	262	493	1	260
	Through-Right									
	Right	28	0	28	25	0	25	27	0	833
	Left-Through-Right									
SOUTHBOUND	Left	167	1	167	150	1	150	183	1	183
	Left-Through									
	Through	472	2	236	593	2	297	724	2	362
	Through-Right									
	Right	0	0	730	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	730	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	13	1	13	7	1	7	9	1	9
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	241	2	0	221	2	0	261	2	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 616			North-South: 559			North-South: 622		
		East-West: 13			East-West: 7			East-West: 9		
		SUM: 629			SUM: 566			SUM: 631		
VOLUME/CAPACITY (V/C) RATIO:		0.441			0.397			0.443		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341			0.297			0.343		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011





VS #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave

East-West Street: Harry Bridges Bl

Scenario: 2014 Revised Proj Max Throughput  
Count Date: Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0		
		ATSAC-1 or ATSAC+ATCS-2?			2			2		
		Override Capacity			0			0		
NORTHBOUND	Left	11	1	11	25	1	25	12	1	12
	Left-Through		0			0			0	
	Through	7	1	7	10	1	10	12	1	12
	Through-Right		0			0			0	
	Right	27	1	8	43	1	36	42	1	833
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	9	1	9	9	1	9	9	1	9
	Left-Through		0			0			0	
	Through	13	1	13	1	1	1	2	1	2
	Through-Right		0			0			0	
	Right	43	1	730	31	1	24	34	1	23
	Left-Through-Right		0			0			0	
EASTBOUND	Left	21	1	21	15	1	15	22	1	22
	Left-Through		0			0			0	
	Through	433	2	217	766	2	383	933	2	467
	Through-Right		0			0			0	
	Right	21	1	730	11	1	0	7	1	1
	Left-Through-Right		0			0			0	
WESTBOUND	Left	39	1	39	14	1	14	8	1	8
	Left-Through		0			0			0	
	Through	623	2	312	505	2	253	767	2	384
	Through-Right		0			0			0	
	Right	18	1	14	17	1	13	14	1	10
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 44			North-South: 49			North-South: 47		
		East-West: 333			East-West: 397			East-West: 475		
		SUM: 377			SUM: 446			SUM: 522		
VOLUME/CAPACITY (V/C) RATIO:		0.251			0.297			0.348		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.151			0.197			0.248		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive

East-West Street: Harry Bridges Boulevard

Scenario: 2014 Revised Proj Max Throughput  
Count Date:

Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			2			2		
		ATSAC-1 or ATSAC+ATCS-2?			2			2		
		Override Capacity			0			0		
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	833
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	730	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	520	2	260	596	2	298	776	2	388
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	730	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	600	2	300	550	2	275	810	2	405
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1			North-South: 13			North-South: 57		
		East-West: 340			East-West: 307			East-West: 410		
		SUM: 341			SUM: 320			SUM: 467		
VOLUME/CAPACITY (V/C) RATIO:		0.227			0.213			0.311		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.127			0.113			0.211		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 12

PROJECT TITLE: China Shipping  
 North-South Street: ICTF Driveway #1 (ICTF Customs) East-West Street: Sepulveda Boulevard  
 Scenario: 2014 Revised Proj Max Throughput  
 Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	18	0	18	20	0	20	18	0	18
	Left-Through		0			0			0	
	Through	0	0	43	0	0	33	0	0	47
	Through-Right		0			0			0	
	Right	25	0	0	13	0	0	29	0	833
	Left-Through-Right		1			1			1	
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through		0			0			0	
	Through	0	0	37	1	0	41	0	0	26
	Through-Right		0			0			0	
	Right	53	1	730	96	1	61	69	1	40
	Left-Through-Right		1			1			1	
EASTBOUND	Left	34	1	34	70	1	70	58	1	58
	Left-Through		0			0			0	
	Through	596	1	309	929	1	478	1,130	1	572
	Through-Right		1			1			1	
	Right	22	0	730	26	0	26	14	0	14
	Left-Through-Right		0			0			0	
WESTBOUND	Left	25	1	25	0	1	0	13	1	13
	Left-Through		0			0			0	
	Through	875	2	292	650	2	217	687	2	229
	Through-Right		1			1			1	
	Right	2	0	2	2	0	2	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 80			North-South: 81			North-South: 73		
		East-West: 601			East-West: 695			East-West: 801		
		SUM: 681			SUM: 776			SUM: 874		
VOLUME/CAPACITY (V/C) RATIO:		0.478			0.545			0.613		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.378			0.445			0.513		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 13

PROJECT TITLE: China Shipping  
North-South Street: ICTF DW #2 (Middle Road)

East-West Street: Sepulveda Boulevard

Scenario: 2014 Revised Proj Max Throughput  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3			3		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0		
		ATSAC-1 or ATSAC+ATCS-2?			2			2		
		Override Capacity			0			0		
NORTHBOUND	Left	12	1	12	44	1	44	62	1	62
	Left-Through		0			0			0	
	Through	0	0	60	0	0	45	0	0	128
	Through-Right		1			1			1	
	Right	60	0	0	45	0	0	128	0	833
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	3	1	3	6	1	6	3	1	3
	Left-Through		0			0			0	
	Through	2	0	2	1	0	4	0	0	0
	Through-Right		1			1			1	
	Right	0	0	730	3	0	0	0	0	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	1	1	1	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	634	1	341	956	1	505	1,174	1	607
	Through-Right		1			1			1	
	Right	48	0	730	54	0	54	40	0	40
	Left-Through-Right		0			0			0	
WESTBOUND	Left	70	1	70	56	1	56	55	1	55
	Left-Through		0			0			0	
	Through	907	2	454	731	2	366	726	2	363
	Through-Right		0			0			0	
	Right	6	1	5	8	1	5	2	1	1
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 63			North-South: 51			North-South: 131		
		East-West: 795			East-West: 871			East-West: 970		
		SUM: 858			SUM: 922			SUM: 1101		
VOLUME/CAPACITY (V/C) RATIO:		0.602			0.647			0.773		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.502			0.547			0.673		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011

**Project:** China Shipping  
**Int #:** 14  
**North/South Street:** Santa Fe Avenue  
**East/West Street:** Anaheim Street  
**Scenario:** CEQA No Project

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.029	N-S(1): 0.154 *
	TH	2.00	140	3,200	0.044	N-S(2): 0.057
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.135
Westbound	RT	1.00	233	1,600	0.052	E-W(2): 0.215 *
	TH	3.00	914	4,800	0.190 *	V/C: 0.369
	LT	1.00	6	1,600	0.004	Lost Time: 0.180
Northbound	RT	1.00	27	1,600	0.013	
	TH	2.00	193	3,200	0.060 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.549
	TH	3.00	625	4,800	0.131	
	LT	1.00	40	1,600	0.025 *	LOS: A

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	89	1,600	0.000	N-S(1): 0.173 *
	TH	2.00	147	3,200	0.046	N-S(2): 0.057
	LT	1.00	192	1,600	0.120 *	E-W(1): 0.201
Westbound	RT	1.00	192	1,600	0.000	E-W(2): 0.220 *
	TH	3.00	748	4,800	0.156 *	V/C: 0.393
	LT	1.00	13	1,600	0.008	Lost Time: 0.180
Northbound	RT	1.00	32	1,600	0.012	
	TH	2.00	171	3,200	0.053 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.573
	TH	3.00	909	4,800	0.193	
	LT	1.00	102	1,600	0.064 *	LOS: A

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.011	N-S(1): 0.234 *
	TH	2.00	213	3,200	0.067	N-S(2): 0.085
	LT	1.00	228	1,600	0.143 *	E-W(1): 0.249 *
Westbound	RT	1.00	211	1,600	0.000	E-W(2): 0.212
	TH	3.00	656	4,800	0.137	V/C: 0.483
	LT	1.00	12	1,600	0.008 *	Lost Time: 0.180
Northbound	RT	1.00	43	1,600	0.019	
	TH	2.00	290	3,200	0.091 *	
	LT	1.00	29	1,600	0.018	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.663
	TH	3.00	1,143	4,800	0.241 *	
	LT	1.00	120	1,600	0.075	LOS: B

\* = Critical Movement



I/S #: 15

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave/JSG BI East-West Street: Channel St  
Scenario: 2014 Revised Proj Max  
Throughput Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	177	1	177	422	1	422	339	1	339
	Left-Through		0	0		0	0		0	0
	Through	336	2	168	372	2	186	385	2	193
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	833
SOUTHBOUND	Left-Through-Right		0	0		0	0		0	0
	Left-Right		0	0		0	0		0	0
	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	117	2	59	190	2	95	221	2	111
EASTBOUND	Through-Right		0	0		0	0		0	0
	Right	106	1	730	183	1	0	176	1	0
	Left-Through-Right		0	0		0	0		0	0
	Left-Right		0	0		0	0		0	0
	Left	547	2	301	569	2	313	520	2	286
WESTBOUND	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	90	1	730	440	1	18	435	1	96
	Left-Through-Right		0	0		0	0		0	0
Left-Right		0	0		0	0		0	0	
CRITICAL VOLUMES		North-South: 236			North-South: 517			North-South: 450		
		East-West: 301			East-West: 313			East-West: 286		
		SUM: 537			SUM: 830			SUM: 736		
VOLUME/CAPACITY (V/C) RATIO:		0.377			0.582			0.516		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.277			0.482			0.416		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave

East-West Street: Harry Bridges Bl

Scenario: 2014 Revised Proj Max Throughput  
Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
EB -- 0		WB -- 0	0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	3	1	3	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	22	1	4	40	1	34	83	1	83
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	13	1	13	3	1	3	61	1	61
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1	1	1	1	1	1	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	113	1	730	31	1	0	128	1	50
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	23	1	23	90	1	90	157	1	157
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	349	2	175	618	2	309	715	2	358
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	5	1	730	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	37	1	37	13	1	13	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	503	2	252	456	2	228	456	2	228
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	9	1	3	76	1	75	76	1	46
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 102			North-South: 37			North-South: 138		
		East-West: 275			East-West: 322			East-West: 385		
		SUM: 377			SUM: 359			SUM: 523		
VOLUME/CAPACITY (V/C) RATIO:		0.251			0.239			0.349		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.151			0.139			0.249		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 17

PROJECT TITLE: Everport Draft EIR/EIS

North-South Street: Navy Way

East-West Street: Seaside Avenue

Scenario: 2014 Revised Proj Max Throughput

Count Date:

Analyst: Iteris, Inc.

Date: 10/1/2015

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	73	2	40	178	2	98	316	2	174
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	174	1	0	572	1	0	726	1	0
	Left-Through-Right		0	0		0	0		0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	0	0	730	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	1,986	3	662	1,389	3	463	2,144	3	715
	Through-Right		0	0		0	0		0	0
	Right	340	1	730	82	1	0	192	1	18
	Left-Through-Right		0	0		0	0		0	0
WESTBOUND	Left	57	2	31	25	2	14	40	2	22
	Left-Through		0	0		0	0		0	0
	Through	2,182	3	727	1,331	3	444	1,920	3	640
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
CRITICAL VOLUMES		North-South: 40			North-South: 98			North-South: 174		
		East-West: 727			East-West: 477			East-West: 737		
		SUM: 767			SUM: 575			SUM: 911		
VOLUME/CAPACITY (V/C) RATIO:		0.511			0.383			0.607		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.411			0.283			0.507		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011





VS #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road

East-West Street: Harry Bridges Bl

Scenario: 2014 Revised Proj Max Throughput  
Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	119	2	65	88	2	48	140	2	77
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	47	1	0	196	1	62	182	1	833
	Left-Through-Right		0	0		0	0		0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	0	0	730	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	429	2	215	510	2	255	765	2	383
	Through-Right		0	0		0	0		0	0
	Right	92	1	730	86	1	38	62	1	0
	Left-Through-Right		0	0		0	0		0	0
WESTBOUND	Left	190	1	190	134	1	134	134	1	134
	Left-Through		0	0		0	0		0	0
	Through	564	2	282	685	2	343	685	2	343
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
CRITICAL VOLUMES		North-South: 65			North-South: 62			North-South: 77		
		East-West: 405			East-West: 389			East-West: 517		
		SUM: 470			SUM: 451			SUM: 594		
VOLUME/CAPACITY (V/C) RATIO:		0.330			0.316			0.417		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.230			0.216			0.317		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave

East-West Street: Denni St

Scenario: 2014 Revised Proj Max Throughput  
Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0
	Left-Through									
	Through	280	2	140	562	2	281	542	2	271
	Through-Right									
	Right	18	1	18	48	1	48	48	1	833
	Left-Through-Right									
SOUTHBOUND	Left	11	0	11	13	0	13	19	0	19
	Left-Through									
	Through	336	0	174	398	0	226	565	0	302
	Through-Right									
	Right	1	0	730	1	0	226	0	0	302
	Left-Through-Right									
EASTBOUND	Left	105	1	105	163	1	163	176	1	176
	Left-Through									
	Through	1	0	3	7	0	9	2	0	4
	Through-Right									
	Right	2	0	730	2	0	0	2	0	0
	Left-Through-Right									
WESTBOUND	Left	9	0	9	9	0	9	11	0	11
	Left-Through									
	Through	2	0	22	6	0	41	1	0	37
	Through-Right									
	Right	11	0	0	26	0	0	25	0	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 174			North-South: 294			North-South: 302		
		East-West: 127			East-West: 204			East-West: 213		
		SUM: 301			SUM: 498			SUM: 515		
VOLUME/CAPACITY (V/C) RATIO:		0.211			0.349			0.361		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111			0.249			0.261		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



VS #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St

East-West Street: O St

Scenario: 2014 Revised Proj Max Throughput  
Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	303	2	152	633	2	317	684	2	342
	Through-Right									
	Right	129	1	74	172	1	120	160	1	833
	Left-Through-Right									
SOUTHBOUND	Left	322	1	322	278	1	278	396	1	396
	Left-Through									
	Through	798	2	399	790	2	395	1,230	2	615
	Through-Right									
	Right	0	0	730	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	730	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	111	1	111	104	1	104	75	1	75
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	298	1	0	294	1	16	337	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 551			North-South: 712			North-South: 957		
		East-West: 111			East-West: 104			East-West: 75		
		SUM: 662			SUM: 816			SUM: 1032		
VOLUME/CAPACITY (V/C) RATIO:		0.465			0.573			0.724		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.365			0.473			0.624		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011



VS #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St

East-West Street: Pacific Coast Highway

Scenario: 2014 Revised Proj Max Throughput  
Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3		NB -- 0	SB -- 3		NB -- 0	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3		EB -- 0	WB -- 3		EB -- 0	WB -- 3	
Override Capacity		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	833
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	173	1	173	224	1	224	206	1	206
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	282	1	730	222	1	0	277	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	196	1	196	317	1	317	281	1	281
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	825	2	413	1,141	2	571	1,332	2	666
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	730	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	924	2	363	1,163	2	479	1,454	2	559
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	166	0	166	274	0	274	222	0	222
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 173			North-South: 224			North-South: 206		
		East-West: 776			East-West: 1050			East-West: 1225		
		SUM: 949			SUM: 1274			SUM: 1431		
VOLUME/CAPACITY (V/C) RATIO:		0.633			0.849			0.954		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.533			0.749			0.854		
LEVEL OF SERVICE (LOS):		A			C			D		

Version: 11 Beta; 8/4/2011

<b>Project:</b> China Shipping SEIR						
<b>Int #:</b> 22						
<b>North/South Street:</b> ALAMEDA STREET						
<b>East/West Street:</b> SEPULVEDA BOULEVARD-ALAMEDA RAMP						
<b>Scenario:</b>						
Thru Lane: 1600 vph				N-S Split Phase : N		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 12		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.325 *
	TH	3.00	1,081	4,800	0.225	N-S(2): 0.225
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.054 *
Westbound	RT	2.00	326	3,200	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	V/C: 0.379
	LT	1.00	87	1,600	0.054 *	Lost Time: 0.120
Northbound	RT	0.00	92	0	0.000	
	TH	3.00	523	4,800	0.128 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.499
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.339 *
	TH	3.00	1,031	4,800	0.215	N-S(2): 0.215
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.062
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091 *
	TH	0.00	0	0	0.000	V/C: 0.430
	LT	1.00	99	1,600	0.062 *	Lost Time: 0.120
Northbound	RT	0.00	144	0	0.000	
	TH	3.00	814	4,800	0.200 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.550
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.411 *
	TH	3.00	1,588	4,800	0.331	N-S(2): 0.331
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.063
Westbound	RT	2.00	539	3,200	0.072 *	E-W(2): 0.072 *
	TH	0.00	0	0	0.000	V/C: 0.483
	LT	1.00	100	1,600	0.063	Lost Time: 0.120
Northbound	RT	0.00	140	0	0.000	
	TH	3.00	908	4,800	0.218 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.603
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

<b>Project:</b> China Shipping SEIR						
<b>Int #:</b> 23						
<b>North/South Street:</b> SEPULVEDA BOULEVARD-ALAMEDA RAMP						
<b>East/West Street:</b> SEPULVEDA BOULEVARD						
<b>Scenario:</b>						
Thru Lane: 1600 vph				N-S Split Phase : Y		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 18		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	206	1,600	0.009	N-S(1): 0.078 *
	TH	0.18	19	295	0.064	N-S(2): 0.000
	LT	1.82	187	2,614	0.072 *	E-W(1): 0.154
Westbound	RT	1.00	202	1,600	0.062	E-W(2): 0.584 *
	TH	1.00	744	1,600	0.465 *	V/C: 0.662
	LT	1.00	8	1,600	0.005	Lost Time: 0.180
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	16	3,200	0.006 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.842
	TH	2.00	475	3,200	0.149	
	LT	1.00	191	1,600	0.119 *	LOS: D
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	130	1,600	0.000	N-S(1): 0.087 *
	TH	0.13	15	211	0.071	N-S(2): 0.000
	LT	1.87	212	2,690	0.079 *	E-W(1): 0.266
Westbound	RT	1.00	340	1,600	0.142	E-W(2): 0.425 *
	TH	1.00	426	1,600	0.266 *	V/C: 0.512
	LT	1.00	2	1,600	0.001	Lost Time: 0.180
Northbound	RT	0.00	8	0	0.000	
	TH	2.00	19	3,200	0.008 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.692
	TH	2.00	846	3,200	0.265	
	LT	1.00	254	1,600	0.159 *	LOS: B
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	198	1,600	0.000	N-S(1): 0.091 *
	TH	0.02	2	27	0.075	N-S(2): 0.000
	LT	1.98	238	2,856	0.083 *	E-W(1): 0.296
Westbound	RT	1.00	332	1,600	0.133	E-W(2): 0.502 *
	TH	1.00	514	1,600	0.321 *	V/C: 0.593
	LT	1.00	0	1,600	0.000	Lost Time: 0.180
Northbound	RT	0.00	5	0	0.000	
	TH	2.00	17	3,200	0.008 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.773
	TH	2.00	946	3,200	0.296	
	LT	1.00	290	1,600	0.181 *	LOS: C

\* = Critical Movement



VS #: 24

PROJECT TITLE: Berths 97-109 SEIR  
 North-South Street: Front St East-West Street: Knoll Dr/WBCT gate 2  
 Scenario: 2014 Revised Proj Max Throughput  
 Count Date: Analyst: Iteris, Inc.

Date: 5/11/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	236	1	236	200	1	200	224	1	199
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	315	0	300	333	0	249	174	0	833
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	56	1	56	40	1	40	30	1	30
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	126	2	63	130	2	65	153	2	77
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	1	0	730	1	0	0	1	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	1	0	1	1	1	2	1	2
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	3	0	0	0
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	0	0	730	3	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	31	1	31	168	1	168	169	1	169
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	3	1	0	75	1	55	20	1	5
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 363			North-South: 314			North-South: 276		
		East-West: 31			East-West: 171			East-West: 171		
		SUM: 394			SUM: 485			SUM: 447		
VOLUME/CAPACITY (V/C) RATIO:		0.263			0.323			0.298		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.163			0.223			0.198		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	20	20	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	793	2	397	0	793	397	914	1707	2	854	0	1707	2	854	0	1707	2	854
	Through-Right		0							0				0				0	
	Right	152	1	132	0	152	132	48	200	1	36	0	200	1	36	0	200	1	36
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	393	1	393	0	393	393	310	703	1	703	0	703	1	703	0	703	1	703
	Left-Through		0							0				0				0	
	Through	391	1	206	0	391	206	98	489	1	255	0	489	1	255	0	489	1	255
	Through-Right		1							1				1				1	
	Right	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	15	0	46	0	15	46	0	15	0	46	0	15	0	46	0	15	0	46
	Through-Right		0							0				0				0	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
WESTBOUND	Left	41	0	41	0	41	41	287	328	0	328	0	328	0	328	0	328	0	328
	Left-Through		1							1				1				1	
	Through	8	0	49	0	8	49	0	8	0	336	0	8	0	336	0	8	0	336
	Through-Right		0							0				0				0	
	Right	565	1	369	0	565	369	169	734	1	383	0	734	1	383	0	734	1	383
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 790		North-South: 790		North-South: 1557		North-South: 1557		North-South: 1557		North-South: 1557		North-South: 1557		North-South: 1557		North-South: 1557	
		East-West: 415		East-West: 415		East-West: 429		East-West: 429		East-West: 429		East-West: 429		East-West: 429		East-West: 429		East-West: 429	
		SUM: 1205		SUM: 1205		SUM: 1986		SUM: 1986		SUM: 1986		SUM: 1986		SUM: 1986		SUM: 1986		SUM: 1986	
VOLUME/CAPACITY (V/C) RATIO:		0.876		0.876		1.444		1.444		1.444		1.444		1.444		1.444		1.444	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.776		0.776		1.344		1.344		1.344		1.344		1.344		1.344		1.344	
LEVEL OF SERVICE (LOS):		C		C		F		F		F		F		F		F		F	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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



I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>	Year of Count:		<b>2018</b>	Ambient Growth: (%):		<b>0</b>	Conducted by:		<b>SD</b>	Date:		<b>7/23/2018</b>						
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>	Projection Year:		<b>2045</b>	Peak Hour:		<b>MD</b>	Reviewed by:		<b>SD</b>	Project:		<b>China Shipping</b>						
No. of Phases					<b>4</b>			<b>4</b>			<b>4</b>			<b>4</b>			<b>4</b>			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					<b>2</b>			<b>2</b>			<b>2</b>			<b>2</b>			<b>2</b>			
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB--		<b>0</b>	SB--		<b>0</b>	NB--		<b>0</b>	SB--		<b>0</b>	NB--		<b>0</b>	SB--		<b>0</b>
			EB--		<b>0</b>	WB--		<b>0</b>	EB--		<b>0</b>	WB--		<b>0</b>	EB--		<b>0</b>	WB--		<b>0</b>
ATSAC-1 or ATSAC+ATCS-2?					<b>2</b>			<b>2</b>			<b>2</b>			<b>2</b>			<b>2</b>			<b>2</b>
Override Capacity					<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	8	1	8	
		Left-Through		0							0				0				0	
		Through	752	2	376	0	752	376	902	1654	2	827	0	1654	2	827	1654	2	827	
		Through-Right		0							0				0				0	
		Right	34	1	0	0	34	0	0	34	1	0	0	34	1	0	34	1	0	
SOUTHBOUND		Left	251	1	251	0	251	251	279	530	1	530	0	530	1	530	530	1	530	
		Left-Through		0							0				0				0	
		Through	721	1	372	0	721	372	223	944	1	484	0	944	1	484	944	1	484	
		Through-Right		1							1				1				1	
		Right	23	0	23	0	23	23	0	23	0	23	0	23	0	23	23	0	23	
EASTBOUND		Left	20	0	20	0	20	20	0	20	0	20	0	20	0	20	20	0	20	
		Left-Through		0							0				0				0	
		Through	1	0	38	0	1	38	0	1	0	38	0	1	0	38	1	0	38	
		Through-Right		0							0				0				0	
		Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	17	0	0	
WESTBOUND		Left	78	0	78	0	78	78	343	421	0	421	0	421	0	421	421	0	421	
		Left-Through		1							1				1				1	
		Through	16	0	94	0	16	94	0	16	0	437	0	16	0	437	16	0	437	
		Through-Right		0							0				0				0	
		Right	589	1	464	0	589	464	212	801	1	536	0	801	1	536	801	1	536	
CRITICAL VOLUMES			North-South:		627	North-South:		627	North-South:		1357	North-South:		1357	North-South:		1357	North-South:		1357
			East-West:		502	East-West:		502	East-West:		574	East-West:		574	East-West:		574	East-West:		574
			SUM:		1129	SUM:		1129	SUM:		1931	SUM:		1931	SUM:		1931	SUM:		1931
VOLUME/CAPACITY (V/C) RATIO:					0.821			0.821			1.404			1.404			1.404			1.404
V/C LESS ATSAC/ATCS ADJUSTMENT:					<b>0.721</b>			<b>0.721</b>			<b>1.304</b>			<b>1.304</b>			<b>1.304</b>			<b>1.304</b>
LEVEL OF SERVICE (LOS):					<b>C</b>			<b>C</b>			<b>F</b>			<b>F</b>			<b>F</b>			<b>F</b>

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12		12	1	12
	Left-Through		0							0				0				0	
	Through	699	2	350	0	699	350	702	1401	2	701	0	1401	2	701		1401	2	701
	Through-Right		0							0				0				0	
	Right	67	1	11	0	67	11	17	84	1	0	0	84	1	0		84	1	0
SOUTHBOUND	Left	417	1	417	0	417	417	210	627	1	627	0	627	1	627		627	1	627
	Left-Through		0							0				0				0	
	Through	732	1	381	0	732	381	363	1095	1	563	0	1095	1	563		1095	1	563
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	0	30	0	30	0	30	0	30		30	0	30
EASTBOUND	Left	20	0	20	0	20	20	0	20	0	20	0	20	0	20		20	0	20
	Left-Through		0							0				0				0	
	Through	12	0	45	0	12	45	0	12	0	45	0	12	0	45		12	0	45
	Through-Right		0							0				0				0	
	Right	13	0	0	0	13	0	0	13	0	0	0	13	0	0		13	0	0
WESTBOUND	Left	113	0	113	0	113	113	158	271	0	271	0	271	0	271		271	0	271
	Left-Through		1							1				1				1	
	Through	15	0	128	0	15	128	0	15	0	286	0	15	0	286		15	0	286
	Through-Right		0							0				0				0	
	Right	711	1	503	0	711	503	301	1012	1	699	0	1012	1	699		1012	1	699
CRITICAL VOLUMES		North-South: 767		North-South: 767		North-South: 1328		North-South: 1328		North-South: 1328		North-South: 1328		North-South: 1328		North-South: 1328			
		East-West: 548		East-West: 548		East-West: 744		East-West: 744		East-West: 744		East-West: 744		East-West: 744		East-West: 744			
		SUM: 1315		SUM: 1315		SUM: 2072		SUM: 2072		SUM: 2072		SUM: 2072		SUM: 2072		SUM: 2072			
VOLUME/CAPACITY (V/C) RATIO:		0.956		0.956		1.507		1.507		1.507		1.507		1.507		1.507			
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.856</b>		<b>0.856</b>		<b>1.407</b>		<b>1.407</b>		<b>1.407</b>		<b>1.407</b>		<b>1.407</b>		<b>1.407</b>			
LEVEL OF SERVICE (LOS):		<b>D</b>		<b>D</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>26</b>	North-South Street:	<b>Gaffey Street</b>		Year of Count:	<b>2017</b>	Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>								
	East-West Street:	<b>Channel Street</b>		Projection Year:	<b>2045</b>	Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>								
No. of Phases			4		4		4		4		4		4		4		4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0				
		EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3				
ATSAC-1 or ATSAC+ATCS-2?			2		2		2		2		2		2		2		2				
Override Capacity			0		0		0		0		0		0		0		0				
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	139	1	139	0	139	139	255	394	1	394	0	394	1	394	0	394	1	394	
		Left-Through		0							0			0		0		0		0	
		Through	895	2	448	0	895	448	383	1278	2	639	0	1278	2	639	0	1278	2	639	0
		Through-Right		0							0			0		0		0		0	
		Right	312	1	281	0	312	281	574	886	1	846	0	886	1	846	0	886	1	846	0
			0							0			0		0		0		0		
			0							0			0		0		0		0		
SOUTHBOUND		Left	554	2	305	3	557	306	127	681	2	375	3	684	2	376	0	684	2	376	0
		Left-Through		0							0			0		0		0		0	
		Through	597	1	303	0	597	303	284	881	1	445	0	881	1	445	0	881	1	445	0
		Through-Right		1							1				1				1		
		Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9	0
			0							0			0		0		0		0		
			0							0			0		0		0		0		
EASTBOUND		Left	39	1	39	0	39	39	0	39	1	39	0	39	1	39	0	39	1	39	0
		Left-Through		0							0			0		0		0		0	
		Through	357	2	179	0	357	179	624	981	2	491	0	981	2	491	0	981	2	491	0
		Through-Right		0							0			0		0		0		0	
		Right	130	1	61	0	130	61	147	277	1	80	0	277	1	80	0	277	1	80	0
			0							0			0		0		0		0		
			0							0			0		0		0		0		
WESTBOUND		Left	62	1	62	0	62	62	18	80	1	80	0	80	1	80	0	80	1	80	0
		Left-Through		0							0			0		0		0		0	
		Through	125	1	125	0	125	125	73	198	1	198	0	198	1	198	0	198	1	198	0
		Through-Right		0							0			0		0		0		0	
		Right	566	1	261	2	568	262	195	761	1	386	2	763	1	387	0	763	1	387	0
			0							0			0		0		0		0		
			0							0			0		0		0		0		
CRITICAL VOLUMES			North-South:	753	North-South:	754	North-South:	1221	North-South:	1222	North-South:	1222	North-South:	1222	North-South:	1222	North-South:	1222			
			East-West:	300	East-West:	301	East-West:	571	East-West:	571	East-West:	571	East-West:	571	East-West:	571	East-West:	571			
			SUM:	1053	SUM:	1055	SUM:	1792	SUM:	1793	SUM:	1793	SUM:	1793	SUM:	1793	SUM:	1793			
VOLUME/CAPACITY (V/C) RATIO:				0.766		0.767		1.303		1.304		1.304		1.304		1.304		1.304			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666		0.667		1.203		1.204		1.204		1.204		1.204		1.204			
LEVEL OF SERVICE (LOS):				<b>B</b>		<b>B</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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



I/S #: <b>26</b>	North-South Street:	<b>Gaffey Street</b>	Year of Count:		<b>2017</b>	Ambient Growth: (%):		<b>0</b>	Conducted by:		<b>SD</b>	Date:		<b>7/23/2018</b>				
	East-West Street:	<b>Channel Street</b>	Projection Year:		<b>2045</b>	Peak Hour:		<b>PM</b>	Reviewed by:		<b>SD</b>	Project:		<b>China Shipping</b>				
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			4		4		4		4		4		4		4			
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3			
ATSAC-1 or ATSAC+ATCS-2?			2		2		2		2		2		2		2			
Override Capacity			0		0		0		0		0		0		0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	203	0	203	203	427	630	1	630	0	630	1	630	630		1	630
	Left-Through	0							0				0				0	
	Through	2	449	0	898	449	228	1126	2	563	0	1126	2	563	1126		2	563
	Through-Right	0							0				0				0	
	Right	1	271	0	329	271	530	859	1	728	0	859	1	728	859		1	728
Left-Through-Right	0							0				0				0		
Left-Right	0							0				0				0		
SOUTHBOUND	Left	2	346	2	631	347	394	1023	2	563	2	1025	2	564	1025		2	564
	Left-Through	0							0				0				0	
	Through	1	485	0	939	485	343	1282	1	656	0	1282	1	656	1282		1	656
	Through-Right	1							1				1				1	
	Right	0	30	0	30	30	0	30	0	30	0	30	0	30	30		0	30
Left-Through-Right	0							0				0				0		
Left-Right	0							0				0				0		
EASTBOUND	Left	1	41	0	41	41	0	41	1	41	0	41	1	41	41		1	41
	Left-Through	0							0				0				0	
	Through	2	154	0	307	154	425	732	2	366	0	732	2	366	732		2	366
	Through-Right	0							0				0				0	
	Right	1	34	0	135	34	117	252	1	0	0	252	1	0	252		1	0
Left-Through-Right	0							0				0				0		
Left-Right	0							0				0				0		
WESTBOUND	Left	1	117	0	117	117	145	262	1	262	0	262	1	262	262		1	262
	Left-Through	0							0				0				0	
	Through	1	147	1	148	148	369	516	1	516	1	517	1	517	517		1	517
	Through-Right	0							0				0				0	
	Right	1	78	8	432	85	727	1151	1	588	8	1159	1	595	1159		1	595
Left-Through-Right	0							0				0				0		
Left-Right	0							0				0				0		
CRITICAL VOLUMES			North-South: 795 East-West: 271 SUM: 1066	North-South: 796 East-West: 271 SUM: 1067	North-South: 1291 East-West: 629 SUM: 1920	North-South: 1292 East-West: 636 SUM: 1928	North-South: 1292 East-West: 636 SUM: 1928	North-South: 1292 East-West: 636 SUM: 1928									North-South: 1292 East-West: 636 SUM: 1928	
VOLUME/CAPACITY (V/C) RATIO:			0.775		0.776		1.396		1.402		1.402		1.402		1.402		1.402	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.675		0.676		1.296		1.302		1.302		1.302		1.302		1.302	
LEVEL OF SERVICE (LOS):			<b>B</b>		<b>B</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	434	3,200	0.136 *	N-S(1): 0.076
	TH	2.00	173	3,200	0.054	N-S(2): 0.137 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.105 *
Westbound	RT	1.00	31	1,600	0.000	E-W(2): 0.095
	TH	1.37	207	2,189	0.095	
	LT	1.63	247	2,350	0.105 *	V/C: 0.242
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	239	3,200	0.075	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.362
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	416	3,200	0.130 *	N-S(1): 0.169 *
	TH	2.00	158	3,200	0.049	N-S(2): 0.131
	LT	0.00	0	0	0.000	E-W(1): 0.128 *
Westbound	RT	1.00	309	1,600	0.000	E-W(2): 0.115
	TH	1.62	299	2,591	0.115	
	LT	1.38	255	1,988	0.128 *	V/C: 0.297
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	541	3,200	0.169	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.417
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	448	3,200	0.140	N-S(1): 0.159 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.141
	LT	0.00	0	0	0.000 *	E-W(1): 0.102 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.092
	TH	1.64	241	2,629	0.092	
	LT	1.36	199	1,954	0.102 *	V/C: 0.261
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	508	3,200	0.159 *	
	LT	1.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.381
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	463	3,200	0.145 *	N-S(1): 0.078
	TH	2.00	173	3,200	0.054	N-S(2): 0.146 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.105 *
Westbound	RT	1.00	31	1,600	0.000	E-W(2): 0.095
	TH	1.37	207	2,189	0.095	
	LT	1.63	247	2,350	0.105 *	V/C: 0.251
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	246	3,200	0.077	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.371
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	435	3,200	0.136 *	N-S(1): 0.172 *
	TH	2.00	158	3,200	0.049	N-S(2): 0.137
	LT	0.00	0	0	0.000	E-W(1): 0.128 *
Westbound	RT	1.00	309	1,600	0.000	E-W(2): 0.115
	TH	1.62	299	2,591	0.115	
	LT	1.38	255	1,988	0.128 *	V/C: 0.300
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	550	3,200	0.172	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.420
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	471	3,200	0.147	N-S(1): 0.162 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.148
	LT	0.00	0	0	0.000 *	E-W(1): 0.102 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.092
	TH	1.64	241	2,629	0.092	
	LT	1.36	199	1,954	0.102 *	V/C: 0.264
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	518	3,200	0.162 *	
	LT	1.00	2	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.384
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.371 *
	TH	2.00	1,187	3,200	0.371 *	
	LT	0.00	0	0	0.000	V/C: 0.555
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.655
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	279	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.341 *
	TH	2.00	1,092	3,200	0.341 *	
	LT	0.00	0	0	0.000	V/C: 0.524
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	124	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.624
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.175	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.457 *
	TH	2.00	1,461	3,200	0.457 *	
	LT	0.00	0	0	0.000	V/C: 0.655
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.755
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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



<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

<b>Peak Period:</b>	<b>AM PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.380 *
	TH	2.00	1,217	3,200	0.380 *	
	LT	0.00	0	0	0.000	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.664
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period:</b>	<b>MIDDAY PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	280	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.347 *
	TH	2.00	1,111	3,200	0.347 *	
	LT	0.00	0	0	0.000	V/C: 0.530
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	125	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.630
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period:</b>	<b>PM PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.176	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.464 *
	TH	2.00	1,485	3,200	0.464 *	
	LT	0.00	0	0	0.000	V/C: 0.662
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.762
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2045 No Project</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,496	3,200	0.468 *	N-S(1): 0.469
	TH	2.00	558	3,200	0.175	N-S(2): 0.543 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.191 *
Westbound	RT	1.00	183	1,600	0.000	E-W(2): 0.146
	TH	1.00	234	1,600	0.146	
	LT	2.00	549	2,880	0.191 *	V/C: 0.734
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,497	3,200	0.468	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.854
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,425	3,200	0.445 *	N-S(1): 0.504
	TH	2.00	527	3,200	0.165	N-S(2): 0.536 *
	LT	0.00	0	0	0.000	E-W(1): 0.186 *
Westbound	RT	1.00	153	1,600	0.000	E-W(2): 0.168
	TH	1.00	268	1,600	0.168	
	LT	2.00	536	2,880	0.186 *	V/C: 0.722
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,613	3,200	0.504	
	LT	1.00	145	1,600	0.091 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.842
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,897	3,200	0.593	N-S(1): 0.713 *
	TH	2.00	436	3,200	0.136	N-S(2): 0.712
	LT	0.00	0	0	0.000 *	E-W(1): 0.172 *
Westbound	RT	1.00	196	1,600	0.000	E-W(2): 0.151
	TH	1.00	241	1,600	0.151	
	LT	2.00	495	2,880	0.172 *	V/C: 0.885
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,283	3,200	0.713 *	
	LT	1.00	190	1,600	0.119	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.005
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2045 Project</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,526	3,200	0.477 *	N-S(1): 0.471
	TH	2.00	558	3,200	0.175	N-S(2): 0.552 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.191 *
Westbound	RT	1.00	183	1,600	0.000	E-W(2): 0.146
	TH	1.00	234	1,600	0.146	
	LT	2.00	549	2,880	0.191 *	V/C: 0.743
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,504	3,200	0.470	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.863
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,443	3,200	0.451 *	N-S(1): 0.507
	TH	2.00	527	3,200	0.165	N-S(2): 0.542 *
	LT	0.00	0	0	0.000	E-W(1): 0.186 *
Westbound	RT	1.00	153	1,600	0.000	E-W(2): 0.168
	TH	1.00	268	1,600	0.168	
	LT	2.00	536	2,880	0.186 *	V/C: 0.728
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,622	3,200	0.507	
	LT	1.00	146	1,600	0.091 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.848
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,920	3,200	0.600 *	N-S(1): 0.717
	TH	2.00	436	3,200	0.136	N-S(2): 0.719 *
	LT	0.00	0	0	0.000	E-W(1): 0.172 *
Westbound	RT	1.00	196	1,600	0.000	E-W(2): 0.151
	TH	1.00	241	1,600	0.151	
	LT	2.00	495	2,880	0.172 *	V/C: 0.891
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,293	3,200	0.717	
	LT	1.00	191	1,600	0.119 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.011
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

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

**Project:** China Shipping SEIR  
**Int #:** 28  
**North/South Street:** PIER S WAY  
**East/West Street:** OCEAN BOULEVARD RAMPS WESTBOUND  
  
**Scenario:** Year 2045 No Project

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.371 *
	TH	2.00	1,187	3,200	0.371 *	
	LT	0.00	0	0	0.000	V/C: 0.555
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.655
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	279	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.341 *
	TH	2.00	1,092	3,200	0.341 *	
	LT	0.00	0	0	0.000	V/C: 0.524
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	124	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.624
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.175	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.457 *
	TH	2.00	1,461	3,200	0.457 *	
	LT	0.00	0	0	0.000	V/C: 0.655
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.755
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>		
<b>Int #:</b>	<b>28</b>		
<b>North/South Street:</b>	<b>PIER S WAY</b>		
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>		
<b>Scenario:</b>	<b>Year 2045 Project</b>		

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

<b>Peak Period:</b>	<b>AM PEAK HOUR</b>					
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.380 *
	TH	2.00	1,217	3,200	0.380 *	
	LT	0.00	0	0	0.000	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.664
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period:</b>	<b>MIDDAY PEAK HOUR</b>					
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	280	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.347 *
	TH	2.00	1,111	3,200	0.347 *	
	LT	0.00	0	0	0.000	V/C: 0.530
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	125	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.630
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period:</b>	<b>PM PEAK HOUR</b>					
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.176	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.464 *
	TH	2.00	1,485	3,200	0.464 *	
	LT	0.00	0	0	0.000	V/C: 0.662
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.762
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		2018		Ambient Growth: (%)				Conducted by:				Date:	10/5/2016				
	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:		2045		Peak Hour:		AM		Reviewed by:				Project:	APL Analysis				
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			4			4			4				4			4			
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 SB-- 2 EB-- 0 WB-- 1		2			2			2			2				2			
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2			2			2			2				2			
				0			0			0			0				0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	2	0	2	2	-1	1	1	1	0	1	1	1	0	1	1	1		
	Left-Through	2	0	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2		
	Through	3	2	20	0	39	20	706	745	2	373	0	745	2	373	0	745	2	373	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	0	45	0	-8	37	1	0	0	37	1	0	0	37	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	2	75	0	137	75	316	453	2	249	0	453	2	249	0	453	2	249	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	1	168	17	343	177	822	1148	1	607	17	1165	1	615	0	1165	1	615	
	Through-Right	11	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	12	0	10	0	10	10	55	65	0	65	0	65	0	65	0	65	0	65	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	1	30	0	30	30	26	56	1	56	0	56	1	56	0	56	1	56	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	5	0	0	5	0	0	0	5	0	0	0	0	0	0	0	5	
	Through-Right	18	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	44	0	44	44	18	62	0	62	0	62	0	62	0	62	0	62	
	Left-Through	23	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	
	Through	24	0	44	0	0	44	0	0	0	62	0	0	0	0	0	0	0	62	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	1	0	0	92	0	319	411	1	0	0	411	1	0	0	411	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 170 East-West: 74 SUM: 244	North-South: 179 East-West: 74 SUM: 253	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740											
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.177 0.089 A	0.184 0.092 A	0.538 0.438 A	0.538 0.438 A	0.538 0.438 A	0.538 0.438 A	0.538 0.438 A	0.538 0.438 A											

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/5/2016					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2045		Peak Hour:	MD		Reviewed by:	0		Project:	APL Analysis					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2							
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2							
Override Capacity		0		0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	11	0	11	11	-1	10	1	10	0	10	1	10		10	1	10	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through	3	303	152	0	303	152	427	730	2	365	0	730	2	365		730	2	365
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Right	5	82	0	0	82	0	-15	67	1	0	0	67	1	0		67	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
SOUTHBOUND	Left	8	202	111	0	202	111	220	422	2	232	0	422	2	232		422	2	232
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Through	10	394	217	5	399	220	380	774	1	424	5	779	1	426		779	1	426
	Through-Right	11	1	1	0	1	1	0	1	1	0	1	1	0		1	1	0	1
	Right	12	40	40	0	40	40	33	73	0	73	0	73	0	73		73	0	73
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
EASTBOUND	Left	15	53	53	0	53	53	39	92	1	92	0	92	1	92		92	1	92
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Through	17	1	19	0	1	19	0	1	0	19	0	1	0	19		1	0	19
	Through-Right	18	1	1	0	1	1	0	1	1	0	1	1	0	1		1	1	0
	Right	19	18	0	0	18	0	0	18	0	0	0	18	0	0		18	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
WESTBOUND	Left	22	88	88	0	88	88	0	88	0	88	0	88	0	88		88	0	88
	Left-Through	23	1	1	0	1	1	0	1	1	0	1	1	0	1		1	1	0
	Through	24	3	91	0	3	91	0	3	0	91	0	3	0	91		3	0	91
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Right	26	188	0	0	188	0	259	447	1	0	0	447	1	0		447	1	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
CRITICAL VOLUMES		North-South: 263 East-West: 144 SUM: 407	North-South: 263 East-West: 144 SUM: 407	North-South: 597 East-West: 183 SUM: 780	North-South: 597 East-West: 183 SUM: 780	North-South: 597 East-West: 183 SUM: 780	North-South: 597 East-West: 183 SUM: 780												
VOLUME/CAPACITY (V/C) RATIO:		0.296		0.296		0.567		0.567		0.567		0.567							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.196		0.196		0.467		0.467		0.467		0.467							
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A							

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/5/2016					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2045		Peak Hour:	PM		Reviewed by:	0		Project:	APL Analysis					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	3	0	3	3	-2	1	1	1	0	1	1	1	1	1	1	1	1
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	292	146	0	292	146	1013	1305	2	653	0	1305	2	653	1305	2	653	653
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	50	0	0	50	0	-9	41	1	0	0	41	1	0	41	1	0	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	193	106	0	193	106	110	303	2	167	0	303	2	167	303	2	167	167
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	384	210	11	395	215	652	1036	1	570	11	1047	1	575	1047	1	575	575
	Through-Right	11	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	12	35	35	0	35	35	68	103	0	103	0	103	0	103	103	0	103	103
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	57	57	0	57	57	49	106	1	106	0	106	1	106	106	1	106	106
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0	7	7
	Through-Right	18	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	19	7	0	0	7	0	0	7	0	0	0	7	0	0	7	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	69	69	0	69	69	6	75	0	75	0	75	0	75	75	0	75	75
	Left-Through	23	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Through	24	0	69	0	0	69	4	4	0	79	0	4	0	79	4	0	79	79
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	349	0	0	349	0	219	568	1	0	0	568	1	0	568	1	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	252	North-South:	252	North-South:	820	North-South:	820	North-South:	820	North-South:	820	North-South:	820	North-South:	820	North-South:	820
		East-West:	126	East-West:	126	East-West:	185	East-West:	185	East-West:	185	East-West:	185	East-West:	185	East-West:	185	East-West:	185
		SUM:	378	SUM:	378	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005
VOLUME/CAPACITY (V/C) RATIO:		0.275		0.275		0.731		0.731		0.731		0.731		0.731		0.731		0.731	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.175		0.175		0.631		0.631		0.631		0.631		0.631		0.631		0.631	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

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

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



I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2017</b>	Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>						
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2045</b>	Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>						
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	164	2	90	0	164	90	80	244	2	134	0	244	2	134	0	244	2	134
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	20	1	20	0	20	20	-6	14	1	14	0	14	1	14	0	14	1	14
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	3	0	3	0	3	3	9	12	0	12	0	12	0	12	0	12	0	12
	Left-Through	54	1	57	0	54	57	2	56	0	68	0	56	0	68	0	56	0	68
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	24	1	24	0	24	24	9	33	1	33	0	33	1	33	0	33	1	33
	Through	32	1	0	0	32	0	103	135	1	0	0	135	1	0	0	135	1	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 90		North-South: 90		North-South: 134		North-South: 134		North-South: 134		North-South: 134		North-South: 134		North-South: 134			
		East-West: 57		East-West: 57		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68			
		SUM: 147		SUM: 147		SUM: 202		SUM: 202		SUM: 202		SUM: 202		SUM: 202		SUM: 202			
VOLUME/CAPACITY (V/C) RATIO:		0.098		0.098		0.135		0.135		0.135		0.135		0.135		0.135			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098		0.098		0.135		0.135		0.135		0.135		0.135		0.135			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2017</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>MD</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	170	2	94	0	170	94	81	251	2	138	0	251	2	138	251	2	138	138
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	19	1	19	0	19	19	-3	16	1	16	0	16	1	16	16	1	16	16
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	5	0	5	0	5	5	12	17	0	17	0	17	0	17	17	0	17	17
	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0
	Through	51	0	56	0	51	56	1	52	0	69	0	52	0	69	52	0	69	69
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	33	1	33	0	33	33	6	39	1	39	0	39	1	39	39	1	39	39
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	29	1	0	0	29	0	270	299	1	0	0	299	1	0	299	1	0	0
CRITICAL VOLUMES		North-South: 94		North-South: 94		North-South: 138		North-South: 138		North-South: 138		North-South: 138		North-South: 138		North-South: 138		North-South: 138	
		East-West: 56		East-West: 56		East-West: 69		East-West: 69		East-West: 69		East-West: 69		East-West: 69		East-West: 69		East-West: 69	
		SUM: 150		SUM: 150		SUM: 207		SUM: 207		SUM: 207		SUM: 207		SUM: 207		SUM: 207		SUM: 207	
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.100		0.138		0.138		0.138		0.138		0.138		0.138		0.138	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.100		0.138		0.138		0.138		0.138		0.138		0.138		0.138	
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2017</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	210	2	116	0	210	116	77	287	2	158	0	287	2	158	287	2	158	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	18	1	18	0	18	18	-2	16	1	16	0	16	1	16	16	1	16	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	13	0	13	0	13	13	6	19	0	19	0	19	0	19	19	0	19	
	Left-Through	42	1	55	0	42	55	0	42	0	61	0	42	0	61	42	0	61	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	25	1	25	0	25	25	95	120	1	120	0	120	1	120	120	1	120	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	33	1	0	0	33	0	379	412	1	0	0	412	1	0	412	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 116		North-South: 116		North-South: 158		North-South: 158		North-South: 158		North-South: 158		North-South: 158		North-South: 158			
		East-West: 55		East-West: 55		East-West: 139		East-West: 139		East-West: 139		East-West: 139		East-West: 139		East-West: 139			
		SUM: 171		SUM: 171		SUM: 297		SUM: 297		SUM: 297		SUM: 297		SUM: 297		SUM: 297			
VOLUME/CAPACITY (V/C) RATIO:		0.114		0.114		0.198		0.198		0.198		0.198		0.198		0.198			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.114		0.114		0.198		0.198		0.198		0.198		0.198		0.198			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

## 2008 China Shipping EIS/EIR Proposed Project With Mitigation Tables

**Table 3.6-8. 2015 Intersection Level of Service Analysis – 2015 Proposed Project vs. 2015 Future Baseline**

Study Intersection	Year 2015 Baseline				Year 2015 With Proposed Project				Year 2015 With Mitigation			
	a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay
Figueroa Street and Harry Bridges Boulevard <sup>(b)</sup>	—	—	—	—	—	—	—	—	—	—	—	—
Avalon Boulevard and Harry Bridges Boulevard	A	0.485	A	0.569	A	0.529	C	0.746	A	0.509	A	0.527
Alameda Street and Anaheim Street	C	0.767	C	0.760	D	0.804	C	0.788	B	0.667	B	0.699
Henry Ford Avenue and Anaheim Street	A	0.582	D	0.821	A	0.583	D	0.825	—	—	—	—
Harbor Boulevard and SR-47 WB On-Ramp <sup>(a)</sup>	A	0.329	A	0.433	A	0.337	A	0.457	—	—	—	—
Harbor Boulevard and Swinford Street/ SR-47 Ramps	B	0.688	D	0.868	B	0.690	D	0.870	—	—	—	—
John S. Gibson Boulevard and I-110 NB Ramps	A	0.595	B	0.611	B	0.631	C	0.728	A	0.585	A	0.587
Figueroa Street/C Street/I-110 Ramps <sup>(b)</sup>	A	0.478	A	0.481	A	0.523	A	0.517	—	—	—	—
Pacific Avenue and Front Street	A	0.538	A	0.472	A	0.544	A	0.477	—	—	—	—
Fries Avenue and Harry Bridges Boulevard	D	0.809	C	0.788	D	0.852	D	0.868	C	0.718	C	0.730
Neptune Avenue and Harry Bridges Boulevard	A	0.360	A	0.422	A	0.376	A	0.517	—	—	—	—
ICTF Driveway No. 1 and Sepulveda Boulevard	A	0.316	A	0.551	A	0.319	A	0.560	—	—	—	—
ICTF Driveway No. 2 and Sepulveda Boulevard	A	0.358	A	0.408	A	0.360	A	0.418	—	—	—	—
Santa Fe Avenue and Anaheim Street	A	0.390	A	0.548	A	0.391	A	0.550	—	—	—	—
John S. Gibson Boulevard and Channel Street	A	0.590	B	0.691	A	0.591	B	0.692	—	—	—	—
Broad Avenue and Harry Bridges Boulevard	A	0.350	A	0.526	A	0.390	C	0.781	A	0.353	A	0.438
Navy Way and Seaside Avenue	B	0.687	C	0.748	B	0.691	C	0.762	—	—	—	—
Notes: <sup>(a)</sup> Signalized intersection in the future due to Harbor Boulevard Interchange Improvement <sup>(b)</sup> Signalized intersection in the future due to C Street Interchange Improvement, future analyses assume new intersection of John S. Gibson Boulevard/Harry Bridges Boulevard/ Figueroa Street/I-110 ramps per current design plans *City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology. Unsignalized intersections were analyzed using the Highway Capacity Manual methodology, which is based on estimated vehicle delay.												

**Table 3.6-9. 2030 Intersection Level of Service Analysis – 2030 Proposed Project vs. 2030 Future Baseline**

Study Intersection	Year 2030 Baseline				Year 2030 With Project				Year 2030 with Mitigation			
	a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay
Figueroa Street and Harry Bridges Boulevard <sup>(b)</sup>	—	—	—	—	—	—	—	—	—	—	—	—
Avalon Boulevard and Harry Bridges Boulevard	A	0.570	B	0.603	B	0.607	C	0.780	A	0.536	A	0.555
Alameda Street and Anaheim Street	E	0.963	E	0.927	E	0.981	E	0.952	D	0.808	D	0.848
Henry Ford Avenue and Anaheim Street	C	0.740	F	1.034	C	0.742	F	1.037	—	—	—	—
Harbor Boulevard and SR-47 WB On-Ramp <sup>(a)</sup>	A	0.388	A	0.547	A	0.402	A	0.569	—	—	—	—
Harbor Boulevard and Swinford Street/ SR-47 Ramps	D	0.807	F	1.113	D	0.809	F	1.115	—	—	—	—
John S. Gibson Boulevard and I-110 NB Ramps	B	0.671	B	0.634	C	0.738	C	0.738	B	0.672	B	0.610
Figueroa Street/C Street/I-110 Ramps <sup>(b)</sup>	A	0.525	A	0.531	A	0.564	A	0.563	—	—	—	—
Pacific Avenue and Front Street	A	0.593	A	0.521	A	0.599	A	0.525	—	—	—	—
Fries Avenue and Harry Bridges Boulevard	E	0.904	D	0.837	E	0.942	D	0.880	D	0.822	C	0.766
Neptune Avenue and Harry Bridges Boulevard	A	0.406	A	0.460	A	0.433	A	0.562	—	—	—	—
ICTF Driveway No. 1 and Sepulveda Boulevard	A	0.321	A	0.547	A	0.327	A	0.555	—	—	—	—
ICTF Driveway No. 2 and Sepulveda Boulevard	A	0.363	A	0.404	A	0.368	A	0.413	—	—	—	—
Santa Fe Avenue and Anaheim Street	A	0.435	B	0.606	A	0.437	B	0.607	—	—	—	—
John S. Gibson Boulevard and Channel Street	B	0.654	C	0.765	B	0.655	C	0.766	—	—	—	—
Broad Avenue and Harry Bridges Boulevard	A	0.376	A	0.585	A	0.411	B	0.615	—	—	—	—
Navy Way and Seaside Avenue	E	0.910	E	0.970	E	0.918	E	0.983	C	0.795	E	0.913
Notes: <sup>(a)</sup> Signalized intersection in the future due to Harbor Boulevard Interchange Improvement <sup>(b)</sup> Signalized intersection in the future due to C Street Interchange Improvement, future analyses assume new intersection of John S. Gibson Boulevard/Harry Bridges Boulevard/ Figueroa Street/I-110 ramps per current design plans *City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology. Unsignalized intersections were analyzed using the Highway Capacity Manual methodology, which is based on estimated vehicle delay.												

1

**Table 3.6-10. 2045 Intersection Level of Service Analysis – 2045 Proposed Project vs. 2045 Future Baseline**

Study Intersection	Year 2045 Baseline				Year 2045 With Project				Year 2045 with Mitigation			
	a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay
Figueroa Street and Harry Bridges Boulevard <sup>(b)</sup>	—	—	—	—	—	—	—	—	—	—	—	—
Avalon Boulevard and Harry Bridges Boulevard	B	0.614	C	0.776	B	0.651	D	0.833	A	0.576	A	0.595
Alameda Street and Anaheim Street	F	1.091	F	1.053	F	1.109	F	1.078	E	0.919	E	0.945
Henry Ford Avenue and Anaheim Street	D	0.812	F	1.150	D	0.814	F	1.154	—	—	—	—
Harbor Boulevard and SR-47 WB On-Ramp <sup>(a)</sup>	A	0.454	B	0.641	A	0.468	B	0.663	—	—	—	—
Harbor Boulevard and Swinford Street/ SR-47 Ramps	E	0.917	F	1.263	E	0.919	F	1.265	—	—	—	—
John S. Gibson Boulevard and I-110 NB Ramps	C	0.773	C	0.713	D	0.840	D	0.817	C	0.772	B	0.681
Figueroa Street/C Street/I-110 Ramps <sup>(b)</sup>	A	0.595	B	0.606	B	0.638	B	0.641	—	—	—	—
Pacific Avenue and Front Street	B	0.652	A	0.572	B	0.658	A	0.576	—	—	—	—
Fries Avenue and Harry Bridges Boulevard	E	0.973	E	0.945	F	1.250	F	1.032	C	0.886	D	0.824
Neptune Avenue and Harry Bridges Boulevard	A	0.440	A	0.575	A	0.467	B	0.608	—	—	—	—
ICTF Driveway No. 1 and Sepulveda Boulevard	A	0.360	B	0.601	A	0.365	B	0.610	—	—	—	—
ICTF Driveway No. 2 and Sepulveda Boulevard	A	0.398	A	0.444	A	0.404	A	0.453	—	—	—	—
Santa Fe Avenue and Anaheim Street	A	0.477	B	0.665	A	0.479	B	0.667	—	—	—	—
John S. Gibson Boulevard and Channel Street	C	0.749	D	0.869	C	0.749	D	0.869	—	—	—	—
Broad Avenue and Harry Bridges Boulevard	A	0.404	B	0.638	A	0.492	D	0.869	A	0.395	A	0.495
Navy Way and Seaside Avenue	F	1.007	F	1.068	F	1.015	F	1.081	D	0.873	F	1.001

Notes:

<sup>(a)</sup> Signalized intersection in the future due to Harbor Boulevard Interchange Improvement

<sup>(b)</sup> Signalized intersection in the future due to C Street Interchange Improvement, future analyses assume new intersection of John S. Gibson Boulevard/Harry Bridges Boulevard/ Figueroa Street/I-110 ramps per current design plans

\*City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology. Unsignalized intersections were analyzed using the Highway Capacity Manual methodology, which is based on estimated vehicle delay.

**Table 4-11. 2015 Intersection Level of Service Analysis – Proposed Project vs. 2015 Future Baseline**

Study Intersection	Year 2015 without Project				Year 2015 with Project				Year 2015 with Mitigation			
	a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay
Figueroa Street/Harry Bridges Boulevard (b)	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Avalon Boulevard and Harry Bridges Boulevard	A	0.485	A	0.569	A	0.529	C	0.746	A	0.509	A	0.527
Alameda Street and Anaheim Street	C	0.767	C	0.760	D	0.804	C	0.788	B	0.667	B	0.699
Henry Ford Avenue and Anaheim Street	A	0.582	D	0.821	A	0.583	D	0.825	-----	-----	-----	-----
Harbor Boulevard and SR-47 WB On-Ramp (a)	A	0.329	A	0.433	A	0.337	A	0.457	-----	-----	-----	-----
Harbor Boulevard and Swinford Street/SR-47 Ramps	B	0.688	D	0.868	B	0.690	D	0.870	-----	-----	-----	-----
John S. Gibson Boulevard/I-110 NB Ramps	A	0.595	B	0.611	B	0.631	C	0.728	A	0.585	A	0.587
Figueroa Street/C Street/I-110 Ramps (b)	A	0.478	A	0.481	A	0.523	A	0.517	-----	-----	-----	-----
Pacific Avenue and Front Street	A	0.538	A	0.472	A	0.544	A	0.477	-----	-----	-----	-----
Fries Avenue and Harry Bridges Boulevard	D	0.809	C	0.788	D	0.852	D	0.868	C	0.718	C	0.730
Neptune Avenue and Harry Bridges Boulevard	A	0.360	A	0.422	A	0.376	A	0.517	-----	-----	-----	-----
ICTF Driveway #1/Sepulveda Boulevard	A	0.316	A	0.551	A	0.319	A	0.560	-----	-----	-----	-----
ICTF Driveway #2/Sepulveda Boulevard	A	0.358	A	0.408	A	0.360	A	0.418	-----	-----	-----	-----
Santa Fe Avenue and Anaheim Street	A	0.390	A	0.548	A	0.391	A	0.550	-----	-----	-----	-----
John S. Gibson Boulevard/Channel Street	A	0.590	B	0.691	A	0.591	B	0.692	-----	-----	-----	-----
Broad Avenue/Harry Bridges Boulevard	A	0.350	A	0.526	A	0.390	C	0.781	A	0.353	A	0.438
Navy Way/Seaside Avenue	B	0.687	C	0.748	B	0.691	C	0.762	-----	-----	-----	-----
Notes:												
(a) Signalized intersection in the future due to Harbor Boulevard Interchange Improvement												
(b) Signalized intersection in the future due to C Street Interchange Improvement, future analyses assume new intersection of John S. Gibson Boulevard/Harry Bridges Boulevard/Figueroa Street/I-110 ramps per current design plans												
*City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology. Unsignalized intersections were analyzed using the Highway Capacity Manual methodology that is based on estimated vehicle delay.												



**Table 4-12. 2030 Intersection Level of Service Analysis – Proposed Project vs. 2030 Future Baseline**

Study Intersection	Year 2030 without Project				Year 2030 with Project				Year 2030 with Mitigation			
	a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay
Figueroa Street/Harry Bridges Boulevard (b)	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Avalon Boulevard and Harry Bridges Boulevard	A	0.570	B	0.603	B	0.607	C	0.780	A	0.539	A	0.555
Alameda Street and Anaheim Street	E	0.963	E	0.927	E	0.981	E	0.952	D	0.808	D	0.848
Henry Ford Avenue and Anaheim Street	C	0.740	F	1.034	C	0.742	F	1.037	-----	-----	-----	-----
Harbor Boulevard and SR-47 WB On-Ramp (a)	A	0.388	A	0.547	A	0.402	A	0.569	-----	-----	-----	-----
Harbor Boulevard and Swinford Street/SR-47 Ramps	D	0.807	F	1.113	D	0.809	F	1.115	-----	-----	-----	-----
John S. Gibson Boulevard/I-110 NB Ramps	B	0.671	B	0.634	C	0.738	C	0.738	B	0.672	B	0.610
Figueroa Street/C Street/I-110 Ramps (b)	A	0.525	A	0.531	A	0.564	A	0.563	-----	-----	-----	-----
Pacific Avenue and Front Street	A	0.593	A	0.521	A	0.599	A	0.525	-----	-----	-----	-----
Fries Avenue and Harry Bridges Boulevard	E	0.904	D	0.837	E	0.942	D	0.880	D	0.822	C	0.766
Neptune Avenue and Harry Bridges Boulevard	A	0.406	A	0.460	A	0.433	A	0.562	-----	-----	-----	-----
ICTF Driveway #1/Sepulveda Boulevard	A	0.321	A	0.547	A	0.327	A	0.555	-----	-----	-----	-----
ICTF Driveway #2/Sepulveda Boulevard	A	0.363	A	0.404	A	0.368	A	0.413	-----	-----	-----	-----
Santa Fe Avenue and Anaheim Street	A	0.435	B	0.606	A	0.437	B	0.607	-----	-----	-----	-----
John S. Gibson Boulevard/Channel Street	B	0.654	C	0.765	B	0.655	C	0.766	-----	-----	-----	-----
Broad Avenue/Harry Bridges Boulevard	A	0.376	A	0.585	A	0.411	B	0.615	-----	-----	-----	-----
Navy Way/Seaside Avenue	E	0.910	E	0.970	E	0.918	E	0.983	C	0.795	E	0.913
Notes: (a) Signalized intersection in the future due to Harbor Boulevard Interchange Improvement (b) Signalized intersection in the future due to C Street Interchange Improvement, future analyses assume new intersection of John S. Gibson Boulevard/Harry Bridges Boulevard/Figueroa Street/I-110 ramps per current design plans *City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology. Unsignalized intersections were analyzed using the Highway Capacity Manual methodology, which is based on estimated vehicle delay.												

**Table 4-13. 2045 Intersection Level of Service Analysis – Proposed Project vs. 2045 Future Baseline**

Study Intersection	Year 2045 without Project				Year 2045 with Project				Year 2045 with Mitigation			
	a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay
Figueroa Street/Harry Bridges Boulevard (b)	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Avalon Boulevard and Harry Bridges Boulevard	B	0.614	C	0.776	B	0.651	D	0.833	A	0.576	A	0.595
Alameda Street and Anaheim Street	F	1.091	F	1.053	F	1.109	F	1.078	E	0.919	E	0.945
Henry Ford Avenue and Anaheim Street	D	0.812	F	1.150	D	0.814	F	1.154	-----	-----	-----	-----
Harbor Boulevard and SR-47 WB On-Ramp (a)	A	0.454	B	0.641	A	0.468	B	0.663	-----	-----	-----	-----
Harbor Boulevard and Swinford Street/SR-47 Ramps	E	0.917	F	1.263	E	0.919	F	1.265	-----	-----	-----	-----
John S. Gibson Boulevard/I-110 NB Ramps	C	0.773	C	0.713	D	0.840	D	0.817	C	0.772	B	0.681
Figueroa Street/C Street/I-110 Ramps (b)	A	0.595	B	0.606	B	0.638	B	0.641	-----	-----	-----	-----
Pacific Avenue and Front Street	B	0.652	A	0.572	B	0.658	A	0.576	-----	-----	-----	-----
Fries Avenue and Harry Bridges Boulevard	E	0.973	E	0.945	F	1.250	F	1.032	C	0.886	D	0.824
Neptune Avenue and Harry Bridges Boulevard	A	0.440	A	0.575	A	0.467	B	0.608	-----	-----	-----	-----
ICTF Driveway #1/Sepulveda Boulevard	A	0.360	B	0.601	A	0.365	B	0.610	-----	-----	-----	-----
ICTF Driveway #2/Sepulveda Boulevard	A	0.398	A	0.444	A	0.404	A	0.453	-----	-----	-----	-----
Santa Fe Avenue and Anaheim Street	A	0.477	B	0.665	A	0.479	B	0.667	-----	-----	-----	-----
John S. Gibson Boulevard/Channel Street	C	0.749	D	0.869	C	0.749	D	0.869	-----	-----	-----	-----
Broad Avenue/Harry Bridges Boulevard	A	0.404	B	0.638	A	0.492	D	0.869	A	0.395	A	0.495
Navy Way/Seaside Avenue	F	1.007	F	1.068	F	1.015	F	1.081	D	0.873	F	1.001
Notes: (a) Signalized intersection in the future due to Harbor Boulevard Interchange Improvement (b) Signalized intersection in the future due to C Street Interchange Improvement, future analyses assume new intersection of John S. Gibson Boulevard/Harry Bridges Boulevard/Figueroa Street/I-110 ramps per current design plans *City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology. Unsignalized intersections were analyzed using the Highway Capacity Manual methodology, which is based on estimated vehicle delay.												

**Detailed Intersection Calculation Sheets for**

**Table 4-8: Intersection Level of Service— Year 2030 Remodeled Future Mitigated  
Baseline Compared to Year 2030 Revised Project Cumulative Conditions**

I/S #: 2

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI

East-West Street: Harry Bridges BI

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		4			4			4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			
Override Capacity		0			0			0			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0	
	Left-Through		0			0			0		
	Through	2	1	2	12	1	12	34	1	34	
	Through-Right		0			0			0		
	Right	12	1	0	46	1	26	76	1	41	
	Left-Through-Right		0			0			0		
SOUTHBOUND	Left	49	1	49	15	1	15	85	1	85	
	Left-Through		0			0			0		
	Through	10	1	10	9	1	9	19	1	19	
	Through-Right		0			0			0		
	Right	195	1	156	121	1	84	246	1	150	
	Left-Through-Right		0			0			0		
EASTBOUND	Left	79	1	79	75	1	75	192	1	192	
	Left-Through		0			0			0		
	Through	912	2	456	931	2	466	1,094	2	547	
	Through-Right		0			0			0		
	Right	0	1	0	0	1	0	0	1	0	
	Left-Through-Right		0			0			0		
WESTBOUND	Left	43	1	43	40	1	40	70	1	70	
	Left-Through		0			0			0		
	Through	1,050	2	525	891	2	446	1,122	2	561	
	Through-Right		0			0			0		
	Right	37	1	13	12	1	5	21	1	0	
	Left-Through-Right		0			0			0		
CRITICAL VOLUMES		North-South: 156		North-South: 84		North-South: 150		East-West: 753		East-West: 903	
		East-West: 604		East-West: 521		East-West: 753		SUM: 903		SUM: 903	
		SUM: 760		SUM: 605		SUM: 605		SUM: 903		SUM: 903	
VOLUME/CAPACITY (V/C) RATIO:		0.553			0.440			0.657			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.453			0.340			0.557			
LEVEL OF SERVICE (LOS):		A			A			A			

Version: 11 Beta; 8/4/2011

I/S #: 2

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI

East-West Street: Harry Bridges BI

Scenario: 2030 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through									
	Through	2	1	2	12	1	12	34	1	34
	Through-Right									
	Right	12	1	0	46	1	26	76	1	41
	Left-Through-Right									
SOUTHBOUND	Left	49	1	49	15	1	15	85	1	85
	Left-Through									
	Through	10	1	10	9	1	9	19	1	19
	Through-Right									
	Right	195	1	156	121	1	84	246	1	150
	Left-Through-Right									
EASTBOUND	Left	79	1	79	75	1	75	192	1	192
	Left-Through									
	Through	972	2	486	951	2	476	1,115	2	558
	Through-Right									
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right									
WESTBOUND	Left	43	1	43	40	1	40	70	1	70
	Left-Through									
	Through	1,062	2	531	891	2	446	1,122	2	561
	Through-Right									
	Right	37	1	13	12	1	5	21	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 156 East-West: 610 SUM: 766			North-South: 84 East-West: 521 SUM: 605			North-South: 150 East-West: 753 SUM: 903		
VOLUME/CAPACITY (V/C) RATIO:		0.557			0.440			0.657		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.457			0.340			0.557		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR  
North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: Revised Project

Count Date: 1/0/1900 Analyst: Iteris, Inc.

Date: 5/13/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
		0			0			0		
DIRECTION	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	44	1	44
	Left-Through		0			0			0	
	Through	419	2	210	342	2	171	0	2	0
	Through-Right		0			0			0	
	Right	486	1	67	509	1	258	29	1	22
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	9	1	9	23	1	23	26	1	26
	Left-Through		0			0			0	
	Through	507	2	254	468	2	234	0	2	0
	Through-Right		0			0			0	
	Right	282	1	165	310	1	180	300	1	72
	Left-Through-Right		0			0			0	
EASTBOUND	Left	117	1	117	130	1	130	228	1	228
	Left-Through		0			0			0	
	Through	654	2	327	662	2	331	1,335	2	668
	Through-Right		0			1			1	
	Right	15	1	15	9	0	9	26	0	26
	Left-Through-Right		0			0			0	
WESTBOUND	Left	761	2	419	456	2	251	13	2	7
	Left-Through		0			0			0	
	Through	582	2	291	669	2	335	1,089	2	545
	Through-Right		0			0			0	
	Right	10	1	6	30	1	19	0	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 273			North-South: 281			North-South: 116		
		East-West: 746			East-West: 666			East-West: 1213		
		SUM: 1019			SUM: 947			SUM: 1329		
VOLUME/CAPACITY (V/C) RATIO:		0.741			0.689			0.967		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.641			0.589			0.867		
LEVEL OF SERVICE (LOS):		B			A			D		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR  
North-South Street: Alameda St East-West Street: Anaheim St  
Scenario: 2030 Revised Project With Mitigation  
Count Date: #### Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	44	1	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	419	2	210	342	2	171	0	2	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	486	1	67	509	1	258	29	1	22
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	23	1	23	26	1	26
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	507	2	254	468	2	234	0	2	0
	Through-Right	1	1	1	0	0	0	0	0	0
	Right	282	0	165	310	1	180	300	1	72
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	117	1	117	130	1	130	228	1	228
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	654	2	223	662	2	224	1,335	2	454
	Through-Right	1	1	1	1	1	1	1	1	1
	Right	15	0	15	9	0	9	26	0	26
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	761	2	419	456	2	251	13	2	7
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	582	2	291	669	2	335	1,089	2	545
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	6	30	1	19	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 273			North-South: 281			North-South: 116		
		East-West: 642			East-West: 559			East-West: 999		
		SUM: 915			SUM: 840			SUM: 1115		
VOLUME/CAPACITY (V/C) RATIO:		0.665			0.611			0.811		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.565			0.511			0.711		
LEVEL OF SERVICE (LOS):		A			A			C		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR

North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: 2030 Mitigated Baseline Count Date:

### Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	19	1	19
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	392	2	196	330	2	165	475	2	238
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	486	1	67	509	1	258	651	1	192
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	23	1	23	14	1	14
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	495	2	248	468	2	234	448	2	224
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	282	1	165	310	1	180	361	1	206
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	117	1	117	130	1	130	155	1	155
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	653	2	223	662	2	224	803	2	272
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	15	1	15	9	1	9	14	1	14
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	761	2	419	456	2	251	835	2	459
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	582	2	291	669	2	335	940	2	470
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	6	30	1	19	25	1	18
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 267			North-South: 281			North-South: 252		
		East-West: 642			East-West: 559			East-West: 742		
		SUM: 909			SUM: 840			SUM: 994		
VOLUME/CAPACITY (V/C) RATIO:		0.661			0.611			0.723		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.561			0.511			0.623		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011





I/S #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue

East-West Street: Anaheim Street

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		4			4			4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0		NB -- 0	SB -- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB -- 1	WB -- 0		EB -- 1	WB -- 0		EB -- 1	WB -- 0		
Override Capacity		2			2			2			
		0			0			0			
NORTHBOUND	Left	544	1	383	353	1	353	731	1	555	
	Left-Through		1			1			1		
	Through	606	1	383	761	1	381	933	1	555	
	Through-Right		0			0			0		
	Right	61	1	0	96	1	28	164	1	93	
	Left-Through-Right		0			0			0		
SOUTHBOUND	Left	194	1	194	167	1	167	189	1	189	
	Left-Through		0			0			0		
	Through	691	2	243	705	2	253	797	2	288	
	Through-Right		1			1			1		
	Right	38	0	38	55	0	55	67	0	67	
	Left-Through-Right		0			0			0		
EASTBOUND	Left	79	1	79	122	1	122	120	1	120	
	Left-Through		0			0			0		
	Through	841	2	421	866	2	433	853	2	427	
	Through-Right		0			0			0		
	Right	694	1	0	371	1	0	552	1	0	
	Left-Through-Right		0			0			0		
WESTBOUND	Left	171	1	171	137	1	137	143	1	143	
	Left-Through		0			0			0		
	Through	881	2	441	799	2	400	1,143	2	572	
	Through-Right		0			0			0		
	Right	159	1	62	166	1	83	248	1	154	
	Left-Through-Right		0			0			0		
CRITICAL VOLUMES		North-South: 626		North-South: 634		North-South: 843		East-West: 692		East-West: 1535	
		East-West: 592		East-West: 570		East-West: 692		SUM: 1204		SUM: 1535	
		SUM: 1218		SUM: 1204		SUM: 1535					
VOLUME/CAPACITY (V/C) RATIO:		0.886		0.876		1.116					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.786		0.776		1.016					
LEVEL OF SERVICE (LOS):		C		C		F					

Version: 1I Beta; 8/4/2011



I/S #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue East-West Street: Anaheim Street  
Scenario: 2030 Revised Project  
Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4			4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	544	1	383	353	1	353	731	1	555
	Left-Through		1			1			1	
	Through	606	1	383	761	1	381	933	1	555
	Through-Right		0			0			0	
	Right	61	1	0	96	1	28	164	1	93
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	194	1	194	167	1	167	189	1	189
	Left-Through		0			0			0	
	Through	711	2	250	712	2	256	803	2	290
	Through-Right		1			1			1	
	Right	38	0	38	55	0	55	67	0	67
	Left-Through-Right		0			0			0	
EASTBOUND	Left	79	1	79	122	1	122	120	1	120
	Left-Through		0			0			0	
	Through	841	2	421	866	2	433	853	2	427
	Through-Right		0			0			0	
	Right	728	1	0	379	1	0	567	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	171	1	171	137	1	137	143	1	143
	Left-Through		0			0			0	
	Through	881	2	441	799	2	400	1,143	2	572
	Through-Right		0			0			0	
	Right	159	1	62	166	1	83	248	1	154
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 633 East-West: 592 SUM: 1225			North-South: 637 East-West: 570 SUM: 1207			North-South: 845 East-West: 692 SUM: 1537		
VOLUME/CAPACITY (V/C) RATIO:		0.891			0.878			1.118		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.791			0.778			1.018		
LEVEL OF SERVICE (LOS):		C			C			F		

Version: 11 Beta; 8/4/2011



I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St East-West Street: SR47WB on-ramp  
Scenario: 2030 Mitigated Baseline  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,629	2	815	1,516	2	758	1,738	2	869
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	860	2	430	1,211	1	606	1,895	1	948
	Through-Right	0	0	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 815		815	North-South: 758		758	North-South: 948		948
		East-West: 0		0	East-West: 0		0	East-West: 0		0
		SUM: 815		815	SUM: 758		758	SUM: 948		948
VOLUME/CAPACITY (V/C) RATIO:		0.593			0.551			0.689		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493			0.451			0.589		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St East-West Street: SR47WB on-ramp  
Scenario: 2030 Revised Project  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	1,689	2	845	1,541	2	771	1,751	2	876
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	872	2	436	1,220	1	610	1,908	1	954
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 845 East-West: 0 SUM: 845			North-South: 771 East-West: 0 SUM: 771			North-South: 954 East-West: 0 SUM: 954		
VOLUME/CAPACITY (V/C) RATIO:		0.615			0.561			0.694		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.515			0.461			0.594		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

# Level of Service Worksheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			MITIGATED BASELINE			2030 REVISED PROJECT			FUTURE W/ PROJECT W/ MITIGATION		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
	RT	LT		RT	LT		RT	LT		RT	LT		RT	LT	
	N-S	473	473	N-S	478	478	N-S	758	758	N-S	759	759	N-S	759	759
	EB	217	226	EB	217	276	EB	221	88	EB	221	138	EB	221	138
	WB	4	4	WB	4	4	WB	59	59	WB	59	59	WB	59	59
	Sum	694	703	Sum	699	758	Sum	1038	905	Sum	1039	956	Sum	1039	956
	<b>V/C</b>	0.505	0.511	<b>V/C</b>	0.508	0.551	<b>V/C</b>	0.755	0.658	<b>V/C</b>	0.756	0.695	<b>V/C</b>	0.756	0.695
	Less	0.405	0.411	Less A	0.408	0.451	Less AT	0.655	0.558	Less AT	0.656	0.595	Less AT	0.656	0.595
	LOS A		A	LOS A		A	LOS B		A	LOS B		A	LOS B		A
	<b>Int V/C</b>	<b>0.411</b>		<b>Int V/C</b>	<b>0.451</b>		<b>Int V/C</b>	<b>0.655</b>		<b>Int V/C</b>	<b>0.656</b>		<b>Int V/C</b>	<b>0.656</b>	
		A			A			B			B			B	
<b>PROJECT IMPACT</b>															
Change in v/c due to project:										<b>0.001</b>	Δv/c after mitigation:			<b>0.001</b>	
Significant impacted?										<b>NO</b>	Fully mitigated?			<b>NO</b>	

# Level of Service Workheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			MITIGATED BASELINE 2030 REVISED PROJECT					
	EB Critical Move			EB Critical Move			EB Critical Move					
	RT	LT		RT	LT		RT	LT				
	N-S	285	285	N-S	286	286	N-S	759	759	N-S	761	761
	EB	175	242	EB	175	265	EB	169	151	EB	169	174
	WB	15	15	WB	15	15	WB	42	42	WB	42	42
	Sum	475	542	Sum	476	566	Sum	970	952	Sum	972	977
	<b>V/C</b>	0.345	0.394	<b>V/C</b>	0.346	0.412	<b>V/C</b>	0.705	0.692	<b>V/C</b>	0.707	0.711
	Less	0.245	0.294	Less A	0.246	0.312	Less ATE	0.605	0.592	Less ATE	0.607	0.611
	LOS A	A	A	LOS A	A	A	LOS B	A	A	LOS B	B	B
	<b>Int V/C</b>	<b>0.294</b>		<b>Int V/C</b>	<b>0.312</b>		<b>Int V/C</b>	<b>0.605</b>		<b>Int V/C</b>	<b>0.611</b>	
		A			A			B			B	
<b>PROJECT IMPACT</b>												
Change in v/c due to project:										<b>0.005</b>		
Significant impacted?										<b>NO</b>		

# Level of Service Workheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			MITIGATED BASELINE			2030 REVISED PROJECT		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
		RT	LT		RT	LT		RT	LT		RT	LT
	N-S	331	331	N-S	333	333	N-S	1193	1193	N-S	1197	1197
	EB	218	206	EB	218	216	EB	150	121	EB	150	131
	WB	15	15	WB	15	15	WB	19	19	WB	19	19
	Sum	564	552	Sum	566	564	Sum	1362	1333	Sum	1366	1347
	<b>V/C</b>	0.410	0.401	<b>V/C</b>	0.412	0.410	<b>V/C</b>	0.991	0.969	<b>V/C</b>	0.993	0.980
	Less	0.310	0.301	Less A	0.312	0.310	Less ATE	0.891	0.869	Less ATE	0.893	0.880
	LOS A	A	A	LOS	A	A	LOS	D	D	LOS	D	D
<b>Int V/C</b>	<b>0.310</b>	A	<b>Int V/C</b>	<b>0.312</b>	A	<b>Int V/C</b>	<b>0.891</b>	D	<b>Int V/C</b>	<b>0.893</b>	D	
<b>PROJECT IMPACT</b>												
Change in v/c due to project: <b>0.003</b>												
Significant impacted? <b>NO</b>												



I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2030 Revised Project With Additional Mitigation  
Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	914	2	503	629	2	346	681	2	375
	Left-Through		0			0			0	
	Through	399	1	237	281	1	177	346	1	192
	Through-Right		1			1			1	
	Right	74	0	74	73	0	73	37	0	37
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	593	2	326	576	1	317	782	1	430
	Left-Through		0			0			0	
	Through	563	1	287	558	2	286	443	2	236
	Through-Right		1			0			0	
	Right	10	0	10	13	1	13	29	1	29
	Left-Through-Right		0			0			0	
EASTBOUND	Left	44	1	44	59	0	59	54	0	54
	Left-Through		0			1			1	
	Through	134	0	252	76	0	193	67	0	362
	Through-Right		1			1			1	
	Right	118	0	0	117	0	0	295	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	56	1	56	66	1	66	163	1	163
	Left-Through		0			0			0	
	Through	301	2	151	446	1	223	512	1	256
	Through-Right		0			1			1	
	Right	137	1	0	156	0	0	137	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 790			North-South: 632			North-South: 622		
		East-West: 403			East-West: 416			East-West: 618		
		SUM: 1193			SUM: 1048			SUM: 1240		
VOLUME/CAPACITY (V/C) RATIO:		0.868			0.762			0.902		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.768			0.662			0.802		
LEVEL OF SERVICE (LOS):		C			B			D		

Version: 11 Beta; 8/4/2011





IS #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR					
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?	NB -- EB --	SB -- WB --	No. of Lanes	No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?	NB -- EB --	SB -- WB --	No. of Lanes	No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?	NB -- EB --	SB -- WB --	No. of Lanes
		Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0	0	0	0	0	0	0
		ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2	2	2	2	2	2	2
		Override Capacity	0	0	0	0	0	0	0	0	0	0	0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	914	2	503	629	2	346	681	2	375			
	Left-Through		0		0	0		0	0				
	Through	399	1	234	281	1	176	346	1	191			
	Through-Right		1		1	1		1	1				
	Right	68	0	68	71	0	71	35	0	35			
	Left-Through-Right		0		0	0		0	0				
SOUTHBOUND	Left	580	1	580	575	1	575	782	1	782			
	Left-Through		0		0	0		0	0				
	Through	563	2	282	558	2	279	443	2	222			
	Through-Right		0		0	0		0	0				
	Right	10	1	0	13	1	0	29	1	2			
	Left-Through-Right		0		0	0		0	0				
EASTBOUND	Left	44	0	44	59	0	59	54	0	54			
	Left-Through		1		1	1		1	1				
	Through	35	0	121	28	0	145	36	0	90			
	Through-Right		1		1	1		1	1				
	Right	118	0	121	117	0	0	295	0	108			
	Left-Through-Right		0		0	0		0	0				
WESTBOUND	Left	35	1	35	49	1	49	132	1	132			
	Left-Through		0		0	0		0	0				
	Through	299	1	218	444	1	300	504	1	321			
	Through-Right		1		1	1		1	1				
	Right	137	0	137	156	0	156	137	0	137			
	Left-Through-Right		0		0	0		0	0				
CRITICAL VOLUMES		North-South:		814	North-South:		751	North-South:		973			
		East-West:		339	East-West:		445	East-West:		429			
		SUM:		1153	SUM:		1196	SUM:		1402			
VOLUME/CAPACITY (V/C) RATIO:				0.839			0.870			1.020			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.739			0.770			0.920			
LEVEL OF SERVICE (LOS):				C			C			E			

Version: 11 Beta; 8/4/2011



I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson  
Scenario: CEQA Baseline  
Count Date:

East-West Street: I-110NB ramps/WBCT gate1

Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	728	2	400	540	2	297	432	2	238
	Left-Through		0			0			0	
	Through	462	1	244	387	1	196	473	1	257
	Through-Right		1			1			1	
	Right	26	0	26	4	0	4	40	0	40
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	66	1	66	36	1	36	100	1	100
	Left-Through		0			0			0	
	Through	432	2	216	327	2	164	487	2	244
	Through-Right		0			0			0	
	Right	10	1	0	8	1	0	27	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	47	0	47	66	0	66	72	0	72
	Left-Through		1			1			1	
	Through	9	0	20	1	0	24	5	0	27
	Through-Right		1			1			1	
	Right	11	0	0	23	0	0	22	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	1	1	1	43	1	43
	Left-Through		0			0			0	
	Through	54	1	40	140	1	135	91	1	91
	Through-Right		1			1			1	
	Right	26	0	26	129	0	129	112	0	62
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 616			North-South: 461			North-South: 482		
		East-West: 87			East-West: 201			East-West: 163		
		SUM: 703			SUM: 662			SUM: 645		
VOLUME/CAPACITY (V/C) RATIO:		0.511			0.481			0.469		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.411			0.381			0.369		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



IS #: **7**

PROJECT TITLE: China Shipping

North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: CEQA Baseline Plus Project

Count Date:

Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	728	2	400	540	2	297	432	2	238
	Left-Through		0			0			0	
	Through	462	1	247	387	1	197	473	1	258
	Through-Right		1			1			1	
	Right	32	0	32	6	0	6	42	0	833
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	79	1	79	37	1	37	100	1	100
	Left-Through		0			0			0	
	Through	432	2	216	327	2	164	487	2	244
	Through-Right		0			0			0	
	Right	10	1	730	8	1	0	27	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	47	0	47	66	0	66	72	0	72
	Left-Through		1			1			1	
	Through	108	0	83	49	0	69	36	0	58
	Through-Right		1			1			1	
	Right	11	0	730	23	0	69	22	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	21	1	21	18	1	18	74	1	74
	Left-Through		0			0			0	
	Through	56	1	41	142	1	136	99	1	99
	Through-Right		1			1			1	
	Right	26	0	26	129	0	129	112	0	62
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 616			North-South: 461			North-South: 482		
		East-West: 124			East-West: 205			East-West: 171		
		SUM: 740			SUM: 666			SUM: 653		
VOLUME/CAPACITY (V/C) RATIO:		0.538			0.484			0.475		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.438			0.384			0.375		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2030 Revised Project With Mitigation  
Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	914	2	503	629	2	346	681	2	375
	Left-Through		0			0			0	
	Through	399	1	237	281	1	177	346	1	192
	Through-Right		1			1			1	
	Right	74	0	74	73	0	73	37	0	37
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	593	1	593	576	1	576	782	1	782
	Left-Through		0			0			0	
	Through	563	1	287	558	2	286	443	2	236
	Through-Right		1			0			0	
	Right	10	0	10	13	1	13	29	1	29
	Left-Through-Right		0			0			0	
EASTBOUND	Left	44	1	44	59	0	59	54	0	54
	Left-Through		0			1			1	
	Through	134	0	252	76	0	193	67	0	362
	Through-Right		1			1			1	
	Right	118	0	0	117	0	0	295	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	56	1	56	66	1	66	163	1	163
	Left-Through		0			0			0	
	Through	301	2	151	446	1	223	512	1	256
	Through-Right		0			1			1	
	Right	137	1	0	156	0	0	137	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 830		830	North-South: 753		753	North-South: 974		974
		East-West: 403		403	East-West: 416		416	East-West: 618		618
		SUM: 1233		1233	SUM: 1169		1169	SUM: 1592		1592
VOLUME/CAPACITY (V/C) RATIO:		0.897		0.897	0.850		0.850	1.158		1.158
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.797		0.797	0.750		0.750	1.058		1.058
LEVEL OF SERVICE (LOS):		C		C	C		C	F		F

Version: 11 Beta; 8/4/2011



I/S #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2030 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	914	2	503	629	2	346	681	2	375
	Left-Through		0			0			0	
	Through	399	1	237	281	1	177	346	1	192
	Through-Right		1			1			1	
	Right	74	0	74	73	0	73	37	0	37
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	593	1	593	576	1	576	782	1	782
	Left-Through		0			0			0	
	Through	563	1	287	558	2	286	443	2	236
	Through-Right		1			0			0	
	Right	10	0	10	13	1	13	29	1	29
	Left-Through-Right		0			0			0	
EASTBOUND	Left	44	1	44	59	0	59	54	0	54
	Left-Through		0			1			1	
	Through	134	0	252	76	0	193	67	0	362
	Through-Right		1			1			1	
	Right	118	0	0	117	0	0	295	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	56	1	56	66	1	66	163	1	163
	Left-Through		0			0			0	
	Through	301	1	219	446	1	301	512	1	325
	Through-Right		1			1			1	
	Right	137	0	137	156	0	156	137	0	137
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 830			North-South: 753			North-South: 974		
		East-West: 471			East-West: 494			East-West: 687		
		SUM: 1301			SUM: 1247			SUM: 1661		
VOLUME/CAPACITY (V/C) RATIO:		0.946			0.907			1.208		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.846			0.807			1.108		
LEVEL OF SERVICE (LOS):		D			D			F		

Version: 11 Beta; 8/4/2011

I/S #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2030 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 2/1/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	914	2	503	629	2	346	681	2	375
	Left-Through		0			0			0	
	Through	399	1	237	281	1	177	346	1	192
	Through-Right		1			1			1	
	Right	74	0	74	73	0	73	37	0	37
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	593	1	593	576	1	576	782	1	782
	Left-Through		0			0			0	
	Through	563	1	287	558	1	286	443	1	236
	Through-Right		1			1			1	
	Right	10	0	10	13	0	13	29	0	29
	Left-Through-Right		0			0			0	
EASTBOUND	Left	44	1	44	59	1	59	54	1	54
	Left-Through		0			0			0	
	Through	134	0	252	76	0	193	67	0	362
	Through-Right		1			1			1	
	Right	118	0	0	117	0	0	295	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	56	1	56	66	1	66	163	1	163
	Left-Through		0			0			0	
	Through	301	1	219	446	1	301	512	1	325
	Through-Right		1			1			1	
	Right	137	0	137	156	0	156	137	0	137
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 830			North-South: 753			North-South: 974		
		East-West: 471			East-West: 494			East-West: 687		
		SUM: 1301			SUM: 1247			SUM: 1661		
VOLUME/CAPACITY (V/C) RATIO:		0.946			0.907			1.208		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.846			0.807			1.108		
LEVEL OF SERVICE (LOS):		D			D			F		

Version: 11 Beta; 8/4/2011

I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St

East-West Street: C St/I110NB ramps

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								
		Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3 EB -- 1	SB -- 0 WB -- 0	NB -- 3 EB -- 1	SB -- 0 WB -- 0	NB -- 3 EB -- 1	SB -- 0 WB -- 0		
		ATSAC-1 or ATSAC+ATCS-2?								
		Override Capacity								
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	2	0	4	2	2	6	2	3
	Left-Through		0		0	0		0	0	
	Through	82	2	41	122	2	61	91	2	46
	Through-Right		0			0			0	
	Right	491	1	66	469	1	44	643	1	66
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	86	1	86	66	1	66	96	1	96
	Left-Through		0			0			0	
	Through	141	1	134	115	1	91	0	1	0
	Through-Right		1			1			1	
	Right	127	0	127	67	0	67	68	0	26
	Left-Through-Right		0			0			0	
EASTBOUND	Left	42	1	42	52	1	52	85	1	85
	Left-Through		0			0			0	
	Through	424	2	212	482	2	241	573	2	287
	Through-Right		0			0			0	
	Right	210	1	0	203	1	0	197	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	772	2	425	772	2	425	1,049	2	577
	Left-Through		0			0			0	
	Through	455	2	157	589	2	208	696	2	261
	Through-Right		1			1			1	
	Right	17	0	17	36	0	36	87	0	87
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES				North-South: 200 East-West: 637 SUM: 837			North-South: 152 East-West: 666 SUM: 818			North-South: 162 East-West: 864 SUM: 1026
VOLUME/CAPACITY (V/C) RATIO:				0.609			0.595			0.746
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.509			0.495			0.646
LEVEL OF SERVICE (LOS):				A			A			B

Version: 11 Beta; 8/4/2011



I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St

East-West Street: C St/I110NB ramps

Scenario: 2030 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	2	0	4	2	2	6	2	3
	Left-Through		0		0	0		0	0	
	Through	82	2	41	122	2	61	91	2	46
	Through-Right		0		0	0		0	0	
	Right	491	1	59	469	1	44	643	1	66
	Left-Through-Right		0		0	0		0	0	
SOUTHBOUND	Left	86	1	86	66	1	66	96	1	96
	Left-Through		0		0	0		0	0	
	Through	141	1	134	115	1	91	82	1	75
	Through-Right		1		1	1		1	1	
	Right	127	0	127	67	0	67	68	0	68
	Left-Through-Right		0		0	0		0	0	
EASTBOUND	Left	42	1	42	52	1	52	85	1	85
	Left-Through		0		0	0		0	0	
	Through	424	2	212	482	2	241	573	2	287
	Through-Right		0		0	0		0	0	
	Right	210	1	0	203	1	0	197	1	0
	Left-Through-Right		0		0	0		0	0	
WESTBOUND	Left	785	2	432	773	2	425	1,049	2	577
	Left-Through		0		0	0		0	0	
	Through	455	2	157	589	2	208	696	2	261
	Through-Right		1		1	1		1	1	
	Right	17	0	17	36	0	36	87	0	87
	Left-Through-Right		0		0	0		0	0	
CRITICAL VOLUMES		North-South: 193			North-South: 152			North-South: 162		
		East-West: 644			East-West: 666			East-West: 864		
		SUM: 837			SUM: 818			SUM: 1026		
VOLUME/CAPACITY (V/C) RATIO:		0.609			0.595			0.746		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.509			0.495			0.646		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011





I/S #: 9

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave East-West Street: Front St  
Scenario: MITIGATED BASELINE  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	958	1	493	608	1	334	624	1	329
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	27	0	27	60	0	60	34	0	34
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	167	1	167	183	1	183	183	1	183
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	596	2	298	727	2	364	728	2	364
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	35	1	35	33	1	33	194	1	194
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	287	2	0	303	2	0	350	2	10
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 791			North-South: 698			North-South: 693		
		East-West: 35			East-West: 33			East-West: 194		
		SUM: 826			SUM: 731			SUM: 887		
VOLUME/CAPACITY (V/C) RATIO:		0.580			0.513			0.622		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.480			0.413			0.522		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 9

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave East-West Street: Front St  
Scenario: 2030 Revised Project  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3			3		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			1			1		
		ATSAC-1 or ATSAC+ATCS-2?			3			3		
		Override Capacity			2			2		
		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	958	1	493	608	1	334	624	1	329
	Through-Right									
	Right	27	1	27	60	1	60	34	1	34
	Left-Through-Right									
SOUTHBOUND	Left	167	1	167	183	1	183	183	1	183
	Left-Through									
	Through	599	2	300	729	2	365	738	2	369
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	35	1	35	34	1	34	196	1	196
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	288	2	0	303	2	0	352	2	11
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 793			North-South: 699			North-South: 698		
		East-West: 35			East-West: 34			East-West: 196		
		SUM: 828			SUM: 733			SUM: 894		
VOLUME/CAPACITY (V/C) RATIO:		0.581			0.514			0.627		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.481			0.414			0.527		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave East-West Street: Harry Bridges BI  
Scenario: 2030 Mitigated Baseline  
Count Date: Analyst: Iteris, Inc. Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	53	1	53	119	1	119	133	1	133
	Left-Through		0			0			0	
	Through	7	1	7	10	1	10	1	1	1
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
SOUTHBOUND	Left	0	1	0	7	1	7	1	1	1
	Left-Through		0			0			0	
	Through	14	1	14	5	1	5	2	1	2
	Through-Right		0			0			0	
	Right	89	1	55	87	1	58	100	1	50
	Left-Through-Right		0			0			0	
	Left-Right		0			0		0		
EASTBOUND	Left	69	1	69	59	1	59	101	1	101
	Left-Through		0			0			0	
	Through	1,016	2	508	872	2	436	1,101	2	551
	Through-Right		0			0			0	
	Right	53	1	27	45	1	0	86	1	20
	Left-Through-Right		0			0		0		
	Left-Right		0			0		0		
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,113	3	371	970	3	323	1,365	3	455
	Through-Right		0			0			0	
	Right	16	1	16	12	1	9	6	1	6
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
CRITICAL VOLUMES		North-South: 108			North-South: 177			North-South: 183		
		East-West: 508			East-West: 436			East-West: 556		
		SUM: 616			SUM: 613			SUM: 739		
VOLUME/CAPACITY (V/C) RATIO:		0.411			0.409			0.493		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.311			0.309			0.393		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave East-West Street: Harry Bridges BI  
Scenario: 2030 Revised Project  
Count Date: Analyst: Iteris, Inc. Date: 1/0/1900

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	119	1	119	133	1	133
	Left-Through		0			0			0	
	Through	7	1	7	10	1	10	1	1	1
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0				0		0	
SOUTHBOUND	Left	0	1	0	7	1	7	1	1	1
	Left-Through		0			0			0	
	Through	14	1	14	5	1	5	2	1	2
	Through-Right		0			0			0	
	Right	89	1	55	87	1	58	100	1	50
	Left-Through-Right		0			0			0	
EASTBOUND	Left	69	1	69	59	1	59	101	1	101
	Left-Through		0			0			0	
	Through	1,076	2	538	892	2	446	1,122	2	561
	Through-Right		0			0			0	
	Right	53	1	27	45	1	0	86	1	20
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,125	2	563	970	2	485	1,365	2	683
	Through-Right		0			0			0	
	Right	16	1	16	12	1	9	6	1	6
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 108			North-South: 177			North-South: 183		
		East-West: 632			East-West: 544			East-West: 784		
		SUM: 740			SUM: 721			SUM: 967		
VOLUME/CAPACITY (V/C) RATIO:		0.493			0.481			0.645		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.393			0.381			0.545		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 1I Beta; 8/4/2011



I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive

East-West Street: Harry Bridges Boulevard

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
DIRECTION	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,091	2	546	921	2	461	979	2	490
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,023	2	512	1,103	2	552	1,432	2	716
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1			North-South: 13			North-South: 57		
		East-West: 626			East-West: 552			East-West: 716		
		SUM: 627			SUM: 565			SUM: 773		
VOLUME/CAPACITY (V/C) RATIO:		0.418			0.377			0.515		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.318			0.277			0.415		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive

East-West Street: Harry Bridges Boulevard

Scenario: 2030 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,152	2	576	942	2	471	1,000	2	500
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,035	2	518	1,103	2	552	1,432	2	716
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1 East-West: 656 SUM: 657			North-South: 13 East-West: 552 SUM: 565			North-South: 57 East-West: 716 SUM: 773		
VOLUME/CAPACITY (V/C) RATIO:		0.438			0.377			0.515		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.338			0.277			0.415		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 12

PROJECT TITLE: China Shipping

North-South Street: ICTF Driveway #1 (ICTF Customs)

East-West Street: Sepulveda Boulevard

Scenario: 2030 Mitigated Baseline

Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	21	41	0	41	44	0	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	50	0	0	59	0	0	73
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	29	0	0	18	0	0	29	0	0
	Left-Through-Right	0	1	0	0	1	0	0	1	0
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	37	6	0	46	0	0	26
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	217	1	133	308	1	194	298	1	185
	Left-Through-Right	0	1	0	0	1	0	0	1	0
EASTBOUND	Left	168	1	168	229	1	229	226	1	226
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	784	1	406	915	1	471	1,333	1	680
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	28	0	28	26	0	26	26	0	26
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	25	1	25	35	1	35	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,236	2	413	915	2	306	1,089	2	363
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	2	0	2	2	0	2	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:		154	North-South:		235	North-South:		229
		East-West:		819	East-West:		777	East-West:		1043
		SUM:		973	SUM:		1012	SUM:		1272
VOLUME/CAPACITY (V/C) RATIO:		0.683			0.710			0.893		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.583			0.610			0.793		
LEVEL OF SERVICE (LOS):		A			B			C		

Version: 11 Beta; 8/4/2011

I/S #: 12

PROJECT TITLE: China Shipping

North-South Street: ICTF Driveway #1 (ICTF Customs)

East-West Street: Sepulveda Boulevard

Scenario: 2030 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0		
		3	2	2	3	2	2	3	2	2
		0	0	0	0	0	0	0	0	0
		2	2	2	2	2	2	2	2	2
		0	0	0	0	0	0	0	0	0
NORTHBOUND	Left	21	0	21	41	0	41	44	0	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	50	0	0	59	0	0	73
	Through-Right	29	0	0	18	0	0	29	0	0
	Right		1	0		1	0		1	0
	Left-Through-Right		0	0		0	0		0	0
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through	0	0	0	6	0	46	0	0	26
	Through	228	1	139	315	1	197	300	1	186
	Through-Right		1	0		1	0		1	0
	Right		0	0		0	0		0	0
	Left-Through-Right		0	0		0	0		0	0
EASTBOUND	Left	178	1	178	236	1	236	228	1	228
	Left-Through	795	1	412	922	1	474	1,335	1	681
	Through	28	0	28	26	0	26	26	0	26
	Through-Right		0	0		0	0		0	0
	Right		0	0		0	0		0	0
	Left-Through-Right		0	0		0	0		0	0
WESTBOUND	Left	25	1	25	35	1	35	13	1	13
	Left-Through	1,236	2	413	915	2	306	1,089	2	363
	Through	2	0	2	2	0	2	0	0	0
	Through-Right		0	0		0	0		0	0
	Right		0	0		0	0		0	0
	Left-Through-Right		0	0		0	0		0	0
CRITICAL VOLUMES		North-South: 160 East-West: 825 SUM: 985			North-South: 238 East-West: 780 SUM: 1018			North-South: 230 East-West: 1044 SUM: 1274		
VOLUME/CAPACITY (V/C) RATIO:		0.691			0.714			0.894		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.591			0.614			0.794		
LEVEL OF SERVICE (LOS):		A			B			C		

Version: 11 Beta; 8/4/2011



I/S #: 13

PROJECT TITLE: China Shipping  
North-South Street: ICTF DW #2 (Middle Road)  
Scenario: 2030 Mitigated Baseline  
Count Date:

East-West Street: Sepulveda Boulevard

Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		3			3			3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			
Override Capacity		0			0			0			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0	
	Left-Through		0			0			0		
	Through	0	0	0	0	0	0	0	0	0	
	Through-Right		1			1			1		
	Right	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0				0			0	
SOUTHBOUND	Left	3	1	3	12	1	12	7	1	7	
	Left-Through		0			0			0		
	Through	2	0	3	0	0	3	1	0	3	
	Through-Right		1			1			1		
	Right	1	0	0	3	0	0	2	0	0	
	Left-Through-Right		0			0			0		
EASTBOUND	Left	1	1	1	3	1	3	1	1	1	
	Left-Through		0			0			0		
	Through	849	1	425	970	1	485	1,387	1	694	
	Through-Right		1			1			1		
	Right	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0			0			0		
WESTBOUND	Left	0	1	0	0	1	0	0	1	0	
	Left-Through		0			0			0		
	Through	1,262	2	631	949	2	475	1,100	2	550	
	Through-Right		0			0			0		
	Right	7	1	6	8	1	2	2	1	0	
	Left-Through-Right		0			0			0		
CRITICAL VOLUMES		North-South: 3		North-South: 12		North-South: 7		East-West: 1244		East-West: 1251	
		East-West: 1056		East-West: 960		East-West: 1244		SUM: 1251		SUM: 1251	
		SUM: 1059		SUM: 972		SUM: 972					
VOLUME/CAPACITY (V/C) RATIO:		0.743		0.682		0.682		0.878		0.878	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.643		0.582		0.582		0.778		0.778	
LEVEL OF SERVICE (LOS):		B		A		A		C		C	

Version: 11 Beta; 8/4/2011



I/S #: 13

PROJECT TITLE: China Shipping  
North-South Street: ICTF DW #2 (Middle Road)  
Scenario: 2030 Revised Project  
Count Date:

East-West Street: Sepulveda Boulevard

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	3	1	3	12	1	12	7	1	7
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	2	0	3	0	0	3	1	0	3
	Through-Right	1	1	0	3	1	0	2	1	0
	Right	1	0	0	3	0	0	2	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	1	1	1	3	1	3	1	1	1
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	860	1	430	977	1	489	1,389	1	695
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,262	2	631	949	2	475	1,100	2	550
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	7	1	6	8	1	2	2	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 3 East-West: 1061 SUM: 1064			North-South: 12 East-West: 964 SUM: 976			North-South: 7 East-West: 1245 SUM: 1252		
VOLUME/CAPACITY (V/C) RATIO:		0.747			0.685			0.879		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.647			0.585			0.779		
LEVEL OF SERVICE (LOS):		B			A			C		

Version: 11 Beta; 8/4/2011

<b>Project: China Shipping</b>						
<b>Int #: 14</b>						
<b>North/South Street: Santa Fe Avenue</b>						
<b>East/West Street: Anaheim Street</b>						
<b>Scenario: Future 2030 Mitigated Baseline</b>						
Thru Lane: 1600 vph				N-S Split Phase : N		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 18		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	92	1,600	0.018	N-S(1): 0.266 *
	TH	2.00	166	3,200	0.052	N-S(2): 0.065
	LT	1.00	329	1,600	0.206 *	E-W(1): 0.181
Westbound	RT	1.00	291	1,600	0.000	E-W(2): 0.231 *
	TH	3.00	922	4,800	0.192 *	V/C: 0.497
	LT	1.00	9	1,600	0.006	Lost Time: 0.180
Northbound	RT	1.00	27	1,600	0.011	
	TH	2.00	193	3,200	0.060 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	11	0	0.000	ICU: 0.677
	TH	3.00	829	4,800	0.175	
	LT	1.00	63	1,600	0.039 *	LOS: B
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.000	N-S(1): 0.299 *
	TH	2.00	147	3,200	0.046	N-S(2): 0.057
	LT	1.00	390	1,600	0.244 *	E-W(1): 0.222
Westbound	RT	1.00	302	1,600	0.000	E-W(2): 0.299 *
	TH	3.00	1,006	4,800	0.210 *	V/C: 0.598
	LT	1.00	23	1,600	0.014	Lost Time: 0.180
Northbound	RT	1.00	32	1,600	0.006	
	TH	2.00	175	3,200	0.055 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.778
	TH	3.00	979	4,800	0.208	
	LT	1.00	142	1,600	0.089 *	LOS: C
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.000	N-S(1): 0.285 *
	TH	2.00	213	3,200	0.067	N-S(2): 0.085
	LT	1.00	310	1,600	0.194 *	E-W(1): 0.292
Westbound	RT	1.00	261	1,600	0.000	E-W(2): 0.301 *
	TH	3.00	907	4,800	0.189 *	V/C: 0.586
	LT	1.00	15	1,600	0.009	Lost Time: 0.180
Northbound	RT	1.00	43	1,600	0.018	
	TH	2.00	290	3,200	0.091 *	
	LT	1.00	29	1,600	0.018	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.766
	TH	3.00	1,345	4,800	0.283	
	LT	1.00	179	1,600	0.112 *	LOS: C

\* = Critical Movement

**Project:** China Shipping  
**Int #:** 14  
**North/South Street:** Santa Fe Avenue  
**East/West Street:** Anaheim Street

**Scenario:** Future 2030 Revised Project

Thru Lane: 1600 vph  
 Left-Turn Lane: 1600 vph  
 Dual LT Penalty: 10 %

N-S Split Phase : N  
 E-W Split Phase : N  
 Lost Time (% of cycle) : 18

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	92	1,600	0.018	N-S(1): 0.266 *
	TH	2.00	166	3,200	0.052	N-S(2): 0.065
	LT	1.00	329	1,600	0.206 *	E-W(1): 0.181
Westbound	RT	1.00	291	1,600	0.000	E-W(2): 0.231 *
	TH	3.00	922	4,800	0.192 *	V/C: 0.497
	LT	1.00	9	1,600	0.006	Lost Time: 0.180
Northbound	RT	1.00	27	1,600	0.011	
	TH	2.00	193	3,200	0.060 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	11	0	0.000	ICU: 0.677
	TH	3.00	829	4,800	0.175	
	LT	1.00	63	1,600	0.039 *	LOS: B

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.000	N-S(1): 0.299 *
	TH	2.00	147	3,200	0.046	N-S(2): 0.057
	LT	1.00	390	1,600	0.244 *	E-W(1): 0.222
Westbound	RT	1.00	302	1,600	0.000	E-W(2): 0.299 *
	TH	3.00	1,006	4,800	0.210 *	V/C: 0.598
	LT	1.00	23	1,600	0.014	Lost Time: 0.180
Northbound	RT	1.00	32	1,600	0.006	
	TH	2.00	175	3,200	0.055 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.778
	TH	3.00	979	4,800	0.208	
	LT	1.00	142	1,600	0.089 *	LOS: C

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.000	N-S(1): 0.285 *
	TH	2.00	213	3,200	0.067	N-S(2): 0.085
	LT	1.00	310	1,600	0.194 *	E-W(1): 0.292
Westbound	RT	1.00	261	1,600	0.000	E-W(2): 0.301 *
	TH	3.00	907	4,800	0.189 *	V/C: 0.586
	LT	1.00	15	1,600	0.009	Lost Time: 0.180
Northbound	RT	1.00	43	1,600	0.018	
	TH	2.00	290	3,200	0.091 *	
	LT	1.00	29	1,600	0.018	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.766
	TH	3.00	1,345	4,800	0.283	
	LT	1.00	179	1,600	0.112 *	LOS: C

\* = Critical Movement



I/S #: 15

PROJECT TITLE: China Shipping  
 North-South Street: Pacific Ave/JSG BI East-West Street: Channel St  
 Scenario: 2030 Mitigated Baseline Count Date:  
 Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity				2			2			2
				0			0			0
NORTHBOUND	Left	489	1	489	475	1	475	448	1	448
	Left-Through		0			0			0	
	Through	757	2	379	435	2	218	526	2	263
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	404	2	202	361	2	181	261	2	131
	Through-Right		0			0			0	
	Right	289	1	0	347	1	36	577	1	283
	Left-Through-Right		0			0			0	
EASTBOUND	Left	624	2	343	565	2	311	535	2	294
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	355	1	0	549	1	74	634	1	186
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES				691			656			731
				343			311			294
				1034			967			1025
VOLUME/CAPACITY (V/C) RATIO:				0.726			0.679			0.719
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.626			0.579			0.619
LEVEL OF SERVICE (LOS):				B			A			B

Version: 11 Beta; 8/4/2011



I/S #: 15

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave/JSG BI East-West Street: Channel St  
Scenario: 2030 Revised Project  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3	NB -- 0	SB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	489	1	489	476	1	476	450	1	450
	Left-Through		0			0			0	
	Through	757	2	379	435	2	218	526	2	263
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	407	2	204	362	2	181	271	2	136
	Through-Right		0			0			0	
	Right	308	1	0	362	1	50	599	1	304
	Left-Through-Right		0			0			0	
EASTBOUND	Left	630	2	347	567	2	312	537	2	295
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	355	1	0	549	1	73	634	1	184
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 693			North-South: 657			North-South: 754		
		East-West: 347			East-West: 312			East-West: 295		
		SUM: 1040			SUM: 969			SUM: 1049		
VOLUME/CAPACITY (V/C) RATIO:		0.730			0.680			0.736		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.630			0.580			0.636		
LEVEL OF SERVICE (LOS):		B			A			B		

Version: 11 Beta; 8/4/2011

I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave

East-West Street: Harry Bridges Bl

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	26	1	26	9	1	9	58	1	58
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	54	1	37	16	1	12	44	1	42
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	35	1	35	8	1	8	5	1	5
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	938	2	469	1,005	2	503	1,204	2	602
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	4	1	4	2	1	2	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,047	2	524	901	2	451	1,115	2	558
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	0	25	1	21	83	1	54
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 37		37	North-South: 12		12	North-South: 58		58
		East-West: 559		559	East-West: 503		503	East-West: 602		602
		SUM: 596		596	SUM: 515		515	SUM: 660		660
VOLUME/CAPACITY (V/C) RATIO:		0.397		0.397	0.343		0.343	0.440		0.440
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.297		0.297	0.243		0.243	0.340		0.340
LEVEL OF SERVICE (LOS):		A		A	A		A	A		A

Version: 11 Beta; 8/4/2011



I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave

East-West Street: Harry Bridges BI

Scenario: 2030 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	26	1	26	9	1	9	58	1	58
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	54	0	37	16	0	12	44	0	42
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	35	1	35	8	1	8	5	1	5
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	998	2	499	1,025	2	513	1,225	2	613
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	4	1	4	2	1	2	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,059	2	530	901	2	451	1,115	2	558
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	0	25	1	21	83	1	54
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 37 East-West: 565 SUM: 602			North-South: 12 East-West: 513 SUM: 525			North-South: 58 East-West: 613 SUM: 671		
VOLUME/CAPACITY (V/C) RATIO:		0.401			0.350			0.447		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.301			0.250			0.347		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011





I/S #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road

East-West Street: Harry Bridges Bl

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR					
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											
		NB --	3	SB --	0	NB --	3	SB --	0	NB --	3	SB --	0
		EB --	3	WB --	0	EB --	3	WB --	0	EB --	3	WB --	0
		Right Turns: FREE-1, NRTOR-2 or OLA-3?											
		ATSAC-1 or ATSAC+ATCS-2?	2		2		2		2		2		2
		Override Capacity	0		0		0		0		0		0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	362	2	199	445	2	245	555	2	305			
	Left-Through	0	0	0	0	0	0	0	0	0			
	Through	0	0	0	0	0	0	0	0	0			
	Through-Right	0	0	0	0	0	0	0	0	0			
	Right	388	1	40	404	1	144	554	1	277			
	Left-Through-Right	0	0	0	0	0	0	0	0	0			
	Left-Right	0	0	0	0	0	0	0	0	0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0			
	Left-Through	0	0	0	0	0	0	0	0	0			
	Through	0	0	0	0	0	0	0	0	0			
	Through-Right	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	0	0	0	0	0			
	Left-Right	0	0	0	0	0	0	0	0	0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0			
	Left-Through	0	0	0	0	0	0	0	0	0			
	Through	715	2	358	565	2	283	593	2	297			
	Through-Right	0	0	0	0	0	0	0	0	0			
	Right	376	1	177	356	1	111	386	1	81			
	Left-Through-Right	0	0	0	0	0	0	0	0	0			
	Left-Right	0	0	0	0	0	0	0	0	0			
WESTBOUND	Left	633	2	348	473	1	260	504	1	277			
	Left-Through	0	0	0	0	0	0	0	0	0			
	Through	661	2	331	658	2	329	877	2	439			
	Through-Right	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	0	0	0	0	0			
	Left-Right	0	0	0	0	0	0	0	0	0			
CRITICAL VOLUMES		North-South:		199	North-South:		245	North-South:		305			
		East-West:		706	East-West:		543	East-West:		574			
		SUM:		905	SUM:		788	SUM:		879			
VOLUME/CAPACITY (V/C) RATIO:				0.635			0.553			0.617			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.453			0.517			
LEVEL OF SERVICE (LOS):				A			A			A			

Version: 11 Beta; 8/4/2011



I/S #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road  
Scenario: 2030 Revised Project  
Count Date:

East-West Street: Harry Bridges BI

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 3 SB -- 0 EB -- 3 WB -- 0 2 0			NB -- 3 SB -- 0 EB -- 3 WB -- 0 2 0			NB -- 3 SB -- 0 EB -- 3 WB -- 0 2 0		
NORTHBOUND	Left	362	2	199	445	2	245	555	2	305
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	388	1	40	404	1	144	554	1	277
	Left-Through-Right		0	0		0	0		0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0
	Through	775	2	388	585	2	293	614	2	307
	Through-Right		0	0		0	0		0	0
	Right	377	1	178	357	1	112	386	1	81
	Left-Through-Right		0	0		0	0		0	0
WESTBOUND	Left	633	2	348	473	1	260	504	1	277
	Left-Through		0	0		0	0		0	0
	Through	673	2	337	658	2	329	877	2	439
	Through-Right		0	0		0	0		0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0
CRITICAL VOLUMES		North-South: 199 East-West: 736 SUM: 935			North-South: 245 East-West: 553 SUM: 798			North-South: 305 East-West: 584 SUM: 889		
VOLUME/CAPACITY (V/C) RATIO:		0.656			0.560			0.624		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.556			0.460			0.524		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave

East-West Street: Denni St

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	1	0	0	1	0	0	0	0	0
	Left-Through		0			0			0	
	Through	611	2	306	1,030	2	515	1,037	2	519
	Through-Right		0			0			0	
	Right	18	1	18	48	1	48	48	1	48
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	15	0	15	13	0	13	19	0	19
	Left-Through		1			1			1	
	Through	692	0	377	734	0	407	764	0	441
	Through-Right		1			1			1	
	Right	1	0	377	1	0	407	3	0	441
	Left-Through-Right		0			0			0	
EASTBOUND	Left	384	1	384	327	1	327	513	1	513
	Left-Through		0			0			0	
	Through	2	0	4	7	0	11	5	0	12
	Through-Right		1			1			1	
	Right	2	0	0	4	0	0	7	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	9	0	9	9	0	9	16	0	16
	Left-Through		0			0			0	
	Through	2	0	22	6	0	41	4	0	65
	Through-Right		0			0			0	
	Right	11	0	0	26	0	0	45	0	0
	Left-Through-Right		1			1			1	
CRITICAL VOLUMES		North-South: 377			North-South: 528			North-South: 538		
		East-West: 406			East-West: 368			East-West: 578		
		SUM: 783			SUM: 896			SUM: 1116		
VOLUME/CAPACITY (V/C) RATIO:		0.549			0.629			0.783		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.449			0.529			0.683		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave

East-West Street: Denni St

Scenario: 2030 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0		
		3	0	0	3	0	0	3	0	0
		0	0	0	0	0	0	0	0	0
		2	0	0	2	0	0	2	0	0
		0	0	0	0	0	0	0	0	0
NORTHBOUND	Left	1	0	0	1	0	0	0	0	0
	Left-Through									
	Through	611	2	306	1,030	2	515	1,037	2	519
	Through-Right									
	Right	18	1	18	48	1	48	48	1	48
	Left-Through-Right									
SOUTHBOUND	Left	15	0	15	13	0	13	19	0	19
	Left-Through									
	Through	700	0	381	738	0	409	765	0	441
	Through-Right									
	Right	1	1	381	1	1	409	3	1	441
	Left-Through-Right									
EASTBOUND	Left	398	1	398	336	1	336	516	1	516
	Left-Through									
	Through	2	0	4	7	0	11	5	0	12
	Through-Right									
	Right	2	1	0	4	1	0	7	1	0
	Left-Through-Right									
WESTBOUND	Left	9	0	9	9	0	9	16	0	16
	Left-Through									
	Through	2	0	22	6	0	41	4	0	65
	Through-Right									
	Right	11	0	0	26	0	0	45	0	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 381 East-West: 420 SUM: 801			North-South: 528 East-West: 377 SUM: 905			North-South: 538 East-West: 581 SUM: 1119		
VOLUME/CAPACITY (V/C) RATIO:		0.562			0.635			0.785		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.462			0.535			0.685		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St

East-West Street: O St

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	810	2	405	1,070	2	535	1,329	2	665
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	129	1	74	172	1	109	165	1	108
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	328	1	328	278	1	278	396	1	396
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,403	2	702	1,148	2	574	1,234	2	617
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	111	1	111	126	1	126	114	1	114
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	344	1	16	342	1	64	360	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1107		1107	North-South: 1109		1109	North-South: 1282		1282
		East-West: 111		111	East-West: 126		126	East-West: 114		114
		SUM: 1218		1218	SUM: 1235		1235	SUM: 1396		1396
VOLUME/CAPACITY (V/C) RATIO:		0.855		0.855	0.867		0.867	0.980		0.980
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.755		0.755	0.767		0.767	0.880		0.880
LEVEL OF SERVICE (LOS):		C		C	C		C	D		D

Version: 11 Beta; 8/4/2011



I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St

East-West Street: O St

Scenario: 2030 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3			3		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			1			1		
		ATSAC-1 or ATSAC+ATCS-2?			3			3		
		Override Capacity			2			2		
		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	824	2	412	1,079	2	540	1,332	2	666
	Through-Right									
	Right	129	1	74	172	1	109	165	1	108
	Left-Through-Right									
SOUTHBOUND	Left	328	1	328	278	1	278	396	1	396
	Left-Through									
	Through	1,423	2	712	1,152	2	576	1,235	2	618
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	111	1	111	126	1	126	114	1	114
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	344	1	16	342	1	64	360	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 1124			North-South: 1116			North-South: 1284		
		East-West: 111			East-West: 126			East-West: 114		
		SUM: 1235			SUM: 1242			SUM: 1398		
VOLUME/CAPACITY (V/C) RATIO:		0.867			0.872			0.981		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.767			0.772			0.881		
LEVEL OF SERVICE (LOS):		C			C			D		

Version: 11 Beta; 8/4/2011

I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St

East-West Street: Pacific Coast Highway

Scenario: 2030 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3		NB -- 0	SB -- 3		NB -- 0	SB -- 3	
		EB -- 0	WB -- 3		EB -- 0	WB -- 3		EB -- 0	WB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	210	1	210	266	1	266	193	1	193
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	282	1	35	171	1	0	260	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	247	1	247	406	1	406	316	1	316
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,044	2	522	1,207	2	604	1,313	2	657
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,028	2	410	1,513	2	631	1,896	2	726
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	203	0	203	380	0	380	282	0	282
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 210		210	North-South: 266		266	North-South: 193		193
		East-West: 932		932	East-West: 1235		1235	East-West: 1383		1383
		SUM: 1142		1142	SUM: 1501		1501	SUM: 1576		1576
VOLUME/CAPACITY (V/C) RATIO:		0.761		0.761	1.001		1.001	1.051		1.051
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.661		0.661	0.901		0.901	0.951		0.951
LEVEL OF SERVICE (LOS):		B		B	E		E	E		E

Version: 11 Beta; 8/4/2011

I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St

East-West Street: Pacific Coast Highway

Scenario: 2030 Revised Project  
Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			0			0		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB -- 0 SB -- 3 EB -- 0 WB -- 3			NB -- 0 SB -- 3 EB -- 0 WB -- 3		
		ATSAC-1 or ATSAC+ATCS-2?			2			2		
		Override Capacity			1500			1500		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	210	1	210	266	1	266	193	1	193
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	282	1	35	171	1	0	260	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	247	1	247	406	1	406	316	1	316
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,044	2	522	1,207	2	604	1,313	2	657
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,028	2	410	1,513	2	631	1,896	2	726
	Through-Right	203	1	203	380	1	380	282	1	282
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 210 East-West: 932 SUM: 1142			North-South: 266 East-West: 1235 SUM: 1501			North-South: 193 East-West: 1383 SUM: 1576		
VOLUME/CAPACITY (V/C) RATIO:		0.761			1.001			1.051		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.661			0.901			0.951		
LEVEL OF SERVICE (LOS):		B			E			E		

Version: 11 Beta; 8/4/2011



<b>Project:</b> China Shipping SEIR						
<b>Int #:</b> 22						
<b>North/South Street:</b> ALAMEDA STREET						
<b>East/West Street:</b> SEPULVEDA BOULEVARD-ALAMEDA RAMP						
<b>Scenario:</b> Future 2030 Mitigated Baseline						
Thru Lane: 1600 vph				N-S Split Phase : N		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 12		
<b>Peak Period: AM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.636 *
	TH	3.00	2,193	4,800	0.457	N-S(2): 0.457
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.115 *
Westbound	RT	1.97	326	3,148	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	V/C: 0.751
	LT	1.03	171	1,486	0.115 *	Lost Time: 0.120
Northbound	RT	0.00	302	0	0.000	
	TH	3.00	1,807	4,800	0.439 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.871
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: MIDDAY PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.655 *
	TH	3.00	1,913	4,800	0.399	N-S(2): 0.399
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.111 *
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091
	TH	0.00	0	0	0.000	V/C: 0.766
	LT	1.00	178	1,600	0.111 *	Lost Time: 0.120
Northbound	RT	0.00	463	0	0.000	
	TH	3.00	2,012	4,800	0.516 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.886
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: PM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.812 *
	TH	3.00	2,443	4,800	0.509	N-S(2): 0.509
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.099 *
Westbound	RT	2.00	539	3,200	0.072	E-W(2): 0.072
	TH	0.00	0	0	0.000	V/C: 0.911
	LT	1.00	158	1,600	0.099 *	Lost Time: 0.120
Northbound	RT	0.00	477	0	0.000	
	TH	3.00	2,493	4,800	0.619 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.031
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

<b>Project: China Shipping SEIR</b>						
<b>Int #: 22</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>Scenario: Future 2030 Revised Project</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 12			
<b>Peak Period: AM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.641 *
	TH	3.00	2,212	4,800	0.461	N-S(2): 0.461
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.115 *
Westbound	RT	1.97	326	3,148	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	V/C: 0.756
	LT	1.03	171	1,486	0.115 *	Lost Time: 0.120
Northbound	RT	0.00	312	0	0.000	
	TH	3.00	1,820	4,800	0.444 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.876
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: MIDDAY PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.658 *
	TH	3.00	1,917	4,800	0.399	N-S(2): 0.399
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.111 *
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091
	TH	0.00	0	0	0.000	V/C: 0.769
	LT	1.00	178	1,600	0.111 *	Lost Time: 0.120
Northbound	RT	0.00	470	0	0.000	
	TH	3.00	2,020	4,800	0.519 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.889
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: PM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.813 *
	TH	3.00	2,444	4,800	0.509	N-S(2): 0.509
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.099 *
Westbound	RT	2.00	539	3,200	0.072	E-W(2): 0.072
	TH	0.00	0	0	0.000	V/C: 0.912
	LT	1.00	158	1,600	0.099 *	Lost Time: 0.120
Northbound	RT	0.00	479	0	0.000	
	TH	3.00	2,496	4,800	0.620 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.032
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

<b>Project:</b>	<b>China Shipping SEIR</b>						
<b>Int #:</b>	<b>23</b>						
<b>North/South Street:</b>	<b>SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>East/West Street:</b>	<b>SEPULVEDA BOULEVARD</b>						
<b>Scenario:</b>	<b>Future 2030 Mitigated Baseline</b>						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
<b>Peak Period: AM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	267	1,600	0.048	N-S(1): 0.117 * N-S(2): 0.000 E-W(1): 0.192 E-W(2): 0.806 * V/C: 0.923 Lost Time: 0.180	
	TH	0.12	19	190	0.100		
	LT	1.88	301	2,709	0.111 *		
Westbound	RT	1.00	435	1,600	0.172		
	TH	1.00	1,099	1,600	0.687 *		
	LT	1.00	8	1,600	0.005		
Northbound	RT	0.00	3	0	0.000		
	TH	2.00	16	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU: 1.103	
	TH	2.00	594	3,200	0.187	LOS: F	
	LT	1.00	191	1,600	0.119 *		
<b>Peak Period: MIDDAY PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	284	1,600	0.019	N-S(1): 0.140 * N-S(2): 0.000 E-W(1): 0.266 E-W(2): 0.727 * V/C: 0.867 Lost Time: 0.180	
	TH	0.08	15	126	0.119		
	LT	1.92	366	2,767	0.132 *		
Westbound	RT	1.00	340	1,600	0.093		
	TH	1.00	909	1,600	0.568 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	8	0	0.000		
	TH	2.00	19	3,200	0.008 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	1	0	0.000	ICU: 1.047	
	TH	2.00	846	3,200	0.265	LOS: F	
	LT	1.00	254	1,600	0.159 *		
<b>Peak Period: PM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	393	1,600	0.064	N-S(1): 0.171 * N-S(2): 0.000 E-W(1): 0.325 E-W(2): 0.913 * V/C: 1.084 Lost Time: 0.180	
	TH	0.01	2	14	0.147		
	LT	1.99	468	2,868	0.163 *		
Westbound	RT	1.00	372	1,600	0.086		
	TH	1.00	1,171	1,600	0.732 *		
	LT	1.00	0	1,600	0.000		
Northbound	RT	0.00	5	0	0.000		
	TH	2.00	17	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	1	0	0.000	ICU: 1.264	
	TH	2.00	1,039	3,200	0.325	LOS: F	
	LT	1.00	290	1,600	0.181 *		

\* = Critical Movement

<b>Project: China Shipping SEIR</b>						
<b>Int #: 23</b>						
<b>North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>East/West Street: SEPULVEDA BOULEVARD</b>						
<b>Scenario: Future 2030 Revised Project</b>						
Thru Lane: 1600 vph				N-S Split Phase : Y		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 18		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	267	1,600	0.048	N-S(1): 0.121 * N-S(2): 0.000 E-W(1): 0.192 E-W(2): 0.806 * V/C: 0.927 Lost Time: 0.180
	TH	0.12	19	184	0.103	
	LT	1.88	311	2,714	0.115 *	
Westbound	RT	1.00	435	1,600	0.169	
	TH	1.00	1,099	1,600	0.687 *	
	LT	1.00	8	1,600	0.005	
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	16	3,200	0.006 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 1.107
	TH	2.00	594	3,200	0.187	LOS: F
	LT	1.00	191	1,600	0.119 *	
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	284	1,600	0.019	N-S(1): 0.143 * N-S(2): 0.000 E-W(1): 0.266 E-W(2): 0.727 * V/C: 0.870 Lost Time: 0.180
	TH	0.08	15	124	0.121	
	LT	1.92	373	2,769	0.135 *	
Westbound	RT	1.00	340	1,600	0.091	
	TH	1.00	909	1,600	0.568 *	
	LT	1.00	2	1,600	0.001	
Northbound	RT	0.00	8	0	0.000	
	TH	2.00	19	3,200	0.008 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 1.050
	TH	2.00	846	3,200	0.265	LOS: F
	LT	1.00	254	1,600	0.159 *	
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	393	1,600	0.064	N-S(1): 0.172 * N-S(2): 0.000 E-W(1): 0.325 E-W(2): 0.913 * V/C: 1.085 Lost Time: 0.180
	TH	0.01	2	14	0.148	
	LT	1.99	470	2,868	0.164 *	
Westbound	RT	1.00	372	1,600	0.085	
	TH	1.00	1,171	1,600	0.732 *	
	LT	1.00	0	1,600	0.000	
Northbound	RT	0.00	5	0	0.000	
	TH	2.00	17	3,200	0.008 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	1	0	0.000	ICU: 1.265
	TH	2.00	1,039	3,200	0.325	LOS: F
	LT	1.00	290	1,600	0.181 *	

\* = Critical Movement



I/S #: 24

PROJECT TITLE: Berths 97-109 SEIR  
 North-South Street: Front St East-West Street: Knoll Dr/WBCT gate 2  
 Scenario: 2030 Mitigated Baseline  
 Count Date: Analyst: Iteris, Inc.

Date: 5/13/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1,227	2	675	1,121	2	617	1,303	2	717
	Left-Through		0			0			0	
	Through	290	1	290	266	1	266	331	1	331
	Through-Right		0			1			1	
	Right	157	1	116	263	0	180	143	0	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
SOUTHBOUND	Left	69	1	69	56	1	56	44	1	44
	Left-Through		0			0			0	
	Through	126	1	64	187	2	94	157	2	79
	Through-Right		1			0			0	
	Right	2	0	2	1	0	1	1	0	1
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
EASTBOUND	Left	18	1	18	23	1	23	164	1	164
	Left-Through		0			0			0	
	Through	215	1	215	192	0	192	247	0	247
	Through-Right		0			1			1	
	Right	595	2	0	722	0	89	1,166	0	283
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
WESTBOUND	Left	151	2	83	302	1	166	572	1	315
	Left-Through		0			0			0	
	Through	287	0	302	207	0	280	336	0	386
	Through-Right		1			0			0	
	Right	15	0	0	73	1	0	50	1	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
CRITICAL VOLUMES		North-South: 744			North-South: 711			North-South: 796		
		East-West: 517			East-West: 472			East-West: 669		
		SUM: 1261			SUM: 1183			SUM: 1465		
VOLUME/CAPACITY (V/C) RATIO:		0.841			0.789			0.977		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.741			0.689			0.877		
LEVEL OF SERVICE (LOS):		C			B			D		

Version: 11 Beta; 8/4/2011



I/S #:  
24

PROJECT TITLE: Berths 97-109 SEIR  
North-South Street: Front St East-West Street: Knoll Dr/WBCT gate 2  
Scenario: 2030 Mitigated Baseline  
Count Date: Analyst: Iteris, Inc.

Date: 5/13/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	1,227	2	675	1,121	2	617	1,303	2	717
	Left-Through		0			0			0	
	Through	290	1	290	266	1	266	331	1	331
	Through-Right		0			1			1	
	Right	217	1	172	288	0	202	156	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	69	1	69	56	1	56	44	1	44
	Left-Through		0			0			0	
	Through	126	1	64	187	2	94	157	2	79
	Through-Right		1			0			0	
	Right	2	0	2	1	0	1	1	0	1
	Left-Through-Right		0			0			0	
EASTBOUND	Left	18	1	18	23	1	23	164	1	164
	Left-Through		0			0			0	
	Through	252	1	252	211	0	211	252	0	252
	Through-Right		2			1			1	
	Right	595	0	0	722	0	89	1,166	0	283
	Left-Through-Right		0			0			0	
WESTBOUND	Left	163	2	90	312	1	172	585	1	322
	Left-Through		0			0			0	
	Through	289	0	304	208	0	282	339	0	393
	Through-Right		1			0			0	
	Right	15	0	0	74	1	0	54	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 744			North-South: 711			North-South: 796		
		East-West: 556			East-West: 493			East-West: 676		
		SUM: 1300			SUM: 1204			SUM: 1472		
VOLUME/CAPACITY (V/C) RATIO:		0.867			0.803			0.981		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.767			0.703			0.881		
LEVEL OF SERVICE (LOS):		C			C			D		

Version: 11 Beta; 8/4/2011

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	20	20	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	793	2	397	0	793	397	854	1647	2	824	0	1647	2	824	0	1647	2	824
	Through-Right		0							0				0				0	
	Right	152	1	132	0	152	132	67	219	1	105	0	219	1	105	0	219	1	105
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	393	1	393	0	393	393	277	670	1	670	0	670	1	670	0	670	1	670
	Left-Through		0							0				0				0	
	Through	391	1	206	0	391	206	94	485	1	253	0	485	1	253	0	485	1	253
	Through-Right		1							1				1				1	
	Right	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	15	0	46	0	15	46	0	15	0	46	0	15	0	46	0	15	0	46
	Through-Right		0							0				0				0	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
WESTBOUND	Left	41	0	41	0	41	41	188	229	0	229	0	229	0	229	0	229	0	229
	Left-Through		1							1				1				1	
	Through	8	0	49	0	8	49	0	8	0	237	0	8	0	237	0	8	0	237
	Through-Right		0							0				0				0	
	Right	565	1	369	0	565	369	199	764	1	429	0	764	1	429	0	764	1	429
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 790		North-South: 790		North-South: 790		North-South: 1494		North-South: 1494		North-South: 1494		North-South: 1494		North-South: 1494		North-South: 1494	
		East-West: 415		East-West: 415		East-West: 415		East-West: 475		East-West: 475		East-West: 475		East-West: 475		East-West: 475		East-West: 475	
		SUM: 1205		SUM: 1205		SUM: 1205		SUM: 1969		SUM: 1969		SUM: 1969		SUM: 1969		SUM: 1969		SUM: 1969	
VOLUME/CAPACITY (V/C) RATIO:																			
V/C LESS ATSAC/ATCS ADJUSTMENT:																			
LEVEL OF SERVICE (LOS):																			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>	Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>									
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>	Projection Year:	<b>2030</b>	Peak Hour:	<b>MD</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>									
No. of Phases				<b>4</b>					<b>4</b>										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>2</b>					<b>2</b>										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>									
ATSAC-1 or ATSAC+ATCS-2?		EB-- <b>0</b> WB-- <b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>									
Override Capacity				<b>2</b>					<b>2</b>										
				<b>0</b>					<b>0</b>										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	8	1	8	
	Left-Through		0							0				0			0		
	Through	752	2	376	0	752	376	849	1601	2	801	0	1601	2	801	1601	2	801	
	Through-Right		0							0				0			0		
	Right	34	1	0	0	34	0	0	34	1	0	0	34	1	0	34	1	0	
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	251	1	251	0	251	251	223	474	1	474	0	474	1	474	474	1	474	
	Left-Through		0							0				0			0		
	Through	721	1	372	0	721	372	157	878	1	451	0	878	1	451	878	1	451	
	Through-Right		1							1				1			1		
	Right	23	0	23	0	23	23	0	23	0	23	0	23	0	23	23	0	23	
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	20	0	20	0	20	20	0	20	0	20	0	20	0	20	20	0	20	
	Left-Through		0							0				0			0		
	Through	1	0	38	0	1	38	0	1	0	38	0	1	0	38	1	0	38	
	Through-Right		0							0				0			0		
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	17	0	0	
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
WESTBOUND	Left	78	0	78	0	78	78	287	365	0	365	0	365	0	365	365	0	365	
	Left-Through		1							1				1			1		
	Through	16	0	94	0	16	94	-3	13	0	378	0	13	0	378	13	0	378	
	Through-Right		0							0				0			0		
	Right	589	1	464	0	589	464	226	815	1	578	0	815	1	578	815	1	578	
Left-Through-Right		0							0				0			0			
Left-Right		0							0				0			0			
CRITICAL VOLUMES		North-South: 627		627	North-South: 627		627	North-South: 1275		1275	North-South: 1275		1275	North-South: 1275		1275	North-South: 1275		1275
		East-West: 502		502	East-West: 502		502	East-West: 616		616	East-West: 616		616	East-West: 616		616	East-West: 616		616
		SUM: 1129		1129	SUM: 1129		1129	SUM: 1891		1891	SUM: 1891		1891	SUM: 1891		1891	SUM: 1891		1891
VOLUME/CAPACITY (V/C) RATIO:				0.821			0.821			1.375			1.375			1.375			1.375
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.721</b>			<b>0.721</b>			<b>1.275</b>			<b>1.275</b>			<b>1.275</b>			<b>1.275</b>
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>C</b>			<b>F</b>			<b>F</b>			<b>F</b>			<b>F</b>

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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



I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12		12	1	12
	Left-Through		0							0				0				0	
	Through	699	2	350	0	699	350	657	1356	2	678	0	1356	2	678		1356	2	678
	Through-Right		0							0				0				0	
	Right	67	1	11	0	67	11	0	67	1	0	0	67	1	0		67	1	0
SOUTHBOUND	Left	417	1	417	0	417	417	178	595	1	595	0	595	1	595		595	1	595
	Left-Through		0							0				0				0	
	Through	732	1	381	0	732	381	248	980	1	505	0	980	1	505		980	1	505
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	0	30	0	30	0	30	0	30		30	0	30
EASTBOUND	Left	20	0	20	0	20	20	0	20	0	20	0	20	0	20		20	0	20
	Left-Through		0							0				0				0	
	Through	12	0	45	0	12	45	0	12	0	45	0	12	0	45		12	0	45
	Through-Right		0							0				0				0	
	Right	13	0	0	0	13	0	0	13	0	0	0	13	0	0		13	0	0
WESTBOUND	Left	113	0	113	0	113	113	163	276	0	276	0	276	0	276		276	0	276
	Left-Through		1							1				1				1	
	Through	15	0	128	0	15	128	0	15	0	291	0	15	0	291		15	0	291
	Through-Right		0							0				0				0	
	Right	711	1	503	0	711	503	267	978	1	681	0	978	1	681		978	1	681
CRITICAL VOLUMES		North-South: 767		North-South: 767		North-South: 1273		North-South: 1273		North-South: 1273		North-South: 1273		North-South: 1273		North-South: 1273			
		East-West: 548		East-West: 548		East-West: 726		East-West: 726		East-West: 726		East-West: 726		East-West: 726		East-West: 726			
		SUM: 1315		SUM: 1315		SUM: 1999		SUM: 1999		SUM: 1999		SUM: 1999		SUM: 1999		SUM: 1999			
VOLUME/CAPACITY (V/C) RATIO:		0.956		0.956		1.454		1.454		1.454		1.454		1.454		1.454			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.856		0.856		1.354		1.354		1.354		1.354		1.354		1.354			
LEVEL OF SERVICE (LOS):		D		D		F		F		F		F		F		F			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #:	North-South Street:	Gaffey Street		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	SD		Date:	7/23/2018											
	East-West Street:	Channel Street		Projection Year:	2030		Peak Hour:	AM		Reviewed by:	SD		Project:	China Shipping											
		No. of Phases		4		4		4		4		4		4		4									
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0									
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0									
		ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2									
		Override Capacity		0		0		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume							
NORTHBOUND	Left	139	1	139	0	139	139	263	402	1	402	0	402	1	402	0	402	1	402						
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	895	2	448	0	895	448	326	1221	2	611	0	1221	2	611	0	1221	2	611						
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Right	312	1	281	0	312	281	595	907	1	876	0	907	1	876	0	907	1	876						
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
SOUTHBOUND	Left	554	2	305	3	557	306	108	662	2	364	3	665	2	366	0	665	2	366						
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	597	1	303	0	597	303	261	858	1	434	0	858	1	434	0	858	1	434						
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0						
	Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9						
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
EASTBOUND	Left	39	1	39	0	39	39	0	39	1	39	0	39	1	39	0	39	1	39						
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	357	2	179	0	357	179	593	950	2	475	0	950	2	475	0	950	2	475						
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Right	130	1	61	0	130	61	151	281	1	80	0	281	1	80	0	281	1	80						
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
WESTBOUND	Left	62	1	62	0	62	62	1	63	1	63	0	63	1	63	0	63	1	63						
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	125	1	125	0	125	125	67	192	1	192	0	192	1	192	0	192	1	192						
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Right	566	1	261	2	568	262	211	777	1	413	2	779	1	413	0	779	1	413						
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
CRITICAL VOLUMES		North-South: 753		East-West: 300		SUM: 1053		North-South: 754		East-West: 301		SUM: 1055		North-South: 1240		East-West: 538		SUM: 1778		North-South: 1242		East-West: 538		SUM: 1780	
VOLUME/CAPACITY (V/C) RATIO:				0.766						0.767						1.293						1.295			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.666						0.667						1.193						1.195			
LEVEL OF SERVICE (LOS):				B						B						F						F			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #:	North-South Street:	<b>Gaffey Street</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
<b>26</b>	East-West Street:	<b>Channel Street</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>MD</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4		4			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3		
Override Capacity		2		2		2		2		2		2		2		2			
		0		0		0		0		0		0		0		0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	155	1	155	0	155	155	342	497	1	497	0	497	1	497		497	1	497
	Left-Through	0	0	0						0	0		0	0			0	0	0
	Through	907	2	454	0	907	454	360	1267	2	634	0	1267	2	634		1267	2	634
	Through-Right	0	0	0						0	0		0	0			0	0	0
	Right	282	1	233	0	282	233	533	815	1	746	0	815	1	746		815	1	746
Left-Through-Right	0	0	0							0	0		0	0			0	0	0
Left-Right	0	0	0							0	0		0	0			0	0	0
SOUTHBOUND	Left	545	2	300	2	547	301	254	799	2	439	2	800	2	440		800	2	440
	Left-Through	0	0	0						0	0		0	0			0	0	0
	Through	781	1	408	0	781	408	251	1032	1	533	0	1032	1	533		1032	1	533
	Through-Right	0	1	0						1	0		0	1	0		0	1	0
	Right	34	0	34	0	34	34	0	34	0	34	0	34	0	34		34	0	34
Left-Through-Right	0	0	0						0	0		0	0			0	0	0	
Left-Right	0	0	0						0	0		0	0			0	0	0	
EASTBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50		50	1	50
	Left-Through	0	0	0						0	0		0	0			0	0	0
	Through	221	2	111	0	221	111	512	733	2	367	0	733	2	367		733	2	367
	Through-Right	0	0	0						0	0		0	0			0	0	0
	Right	107	1	30	0	107	30	122	229	1	0	0	229	1	0		229	1	0
Left-Through-Right	0	0	0						0	0		0	0			0	0	0	
Left-Right	0	0	0						0	0		0	0			0	0	0	
WESTBOUND	Left	98	1	98	0	98	98	40	138	1	138	0	138	1	138		138	1	138
	Left-Through	0	0	0						0	0		0	0			0	0	0
	Through	86	1	86	0	86	86	122	208	1	208	0	208	1	208		208	1	208
	Through-Right	0	0	0						0	0		0	0			0	0	0
	Right	372	1	72	2	374	73	292	664	1	225	2	666	1	226		666	1	226
Left-Through-Right	0	0	0						0	0		0	0			0	0	0	
Left-Right	0	0	0						0	0		0	0			0	0	0	
CRITICAL VOLUMES		North-South:	754	North-South:	755	North-South:	1185	North-South:	1186	North-South:	1186	North-South:	1186	North-South:	1186	North-South:	1186	North-South:	1186
		East-West:	209	East-West:	209	East-West:	505	East-West:	505	East-West:	505	East-West:	505	East-West:	505	East-West:	505	East-West:	505
		SUM:	963	SUM:	964	SUM:	1690	SUM:	1691	SUM:	1691	SUM:	1691	SUM:	1691	SUM:	1691	SUM:	1691
VOLUME/CAPACITY (V/C) RATIO:		0.700		0.701		1.229		1.230		1.230		1.230		1.230		1.230		1.230	
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.600</b>		<b>0.601</b>		<b>1.129</b>		<b>1.130</b>		<b>1.130</b>		<b>1.130</b>		<b>1.130</b>		<b>1.130</b>		<b>1.130</b>	
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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

I/S #: <b>26</b>	North-South Street:	<b>Gaffey Street</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Channel Street</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4		4			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3		
Override Capacity		2		2		2		2		2		2		2		2			
		0		0		0		0		0		0		0		0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	203	1	203	0	203	203	355	558	1	558	0	558	1	558		558	1	558
	Left-Through		0							0				0			0		0
	Through	898	2	449	0	898	449	230	1128	2	564	0	1128	2	564		1128	2	564
	Through-Right		0							0				0			0		0
	Right	329	1	271	0	329	271	520	849	1	725	0	849	1	725		849	1	725
Left-Through-Right		0								0				0			0		0
Left-Right		0								0				0			0		0
SOUTHBOUND	Left	629	2	346	2	631	347	385	1014	2	558	2	1016	2	559		1016	2	559
	Left-Through		0							0				0			0		0
	Through	939	1	485	0	939	485	218	1157	1	594	0	1157	1	594		1157	1	594
	Through-Right		1							1				1			1		1
	Right	30	0	30	0	30	30	0	30	0	30	0	30	0	30		30	0	30
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
EASTBOUND	Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41		41	1	41
	Left-Through		0							0				0			0		0
	Through	307	2	154	0	307	154	352	659	2	330	0	659	2	330		659	2	330
	Through-Right		0							0				0			0		0
	Right	135	1	34	0	135	34	107	242	1	0	0	242	1	0		242	1	0
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
WESTBOUND	Left	117	1	117	0	117	117	132	249	1	249	0	249	1	249		249	1	249
	Left-Through		0							0				0			0		0
	Through	147	1	147	1	148	148	302	449	1	449	1	450	1	450		450	1	450
	Through-Right		0							0				0			0		0
	Right	424	1	78	8	431	84	688	1112	1	554	8	1119	1	560		1119	1	560
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
CRITICAL VOLUMES		North-South: 795		795	North-South: 796		796	North-South: 1283		1283	North-South: 1284		1284	North-South: 1284		1284	North-South: 1284		1284
		East-West: 271		271	East-West: 271		271	East-West: 595		595	East-West: 601		601	East-West: 601		601	East-West: 601		601
		SUM: 1066		1066	SUM: 1067		1067	SUM: 1878		1878	SUM: 1885		1885	SUM: 1885		1885	SUM: 1885		1885
VOLUME/CAPACITY (V/C) RATIO:			0.775		0.776		1.366		1.371		1.371		1.371		1.371		1.371		1.371
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.675		0.676		1.266		1.271		1.271		1.271		1.271		1.271		1.271
LEVEL OF SERVICE (LOS):			<b>B</b>		<b>B</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2030 No Project</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,415	3,200	0.442 *	N-S(1): 0.410
	TH	2.00	435	3,200	0.136	N-S(2): 0.509 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.185 *
Westbound	RT	1.00	147	1,600	0.000	E-W(2): 0.166
	TH	1.20	319	1,916	0.166	V/C: 0.694
	LT	1.80	480	2,595	0.185 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,310	3,200	0.409	
	LT	1.00	108	1,600	0.067 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.814
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,432	3,200	0.447 *	N-S(1): 0.439
	TH	2.00	345	3,200	0.108	N-S(2): 0.527 *
	LT	0.00	0	0	0.000	E-W(1): 0.190 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.171
	TH	1.08	294	1,721	0.171	V/C: 0.717
	LT	1.92	526	2,771	0.190 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,406	3,200	0.439	
	LT	1.00	128	1,600	0.080 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.837
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,726	3,200	0.539 *	N-S(1): 0.585
	TH	2.00	340	3,200	0.106	N-S(2): 0.621 *
	LT	0.00	0	0	0.000	E-W(1): 0.173 *
Westbound	RT	1.00	158	1,600	0.000	E-W(2): 0.155
	TH	1.29	320	2,059	0.155	V/C: 0.794
	LT	1.71	426	2,467	0.173 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,872	3,200	0.585	
	LT	1.00	131	1,600	0.082 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.914
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2030 Project</b>

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

<b>Peak Period:</b>	<b>AM PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,450	3,200	0.453 *	N-S(1): 0.413
	TH	2.00	435	3,200	0.136	N-S(2): 0.521 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.185 *
Westbound	RT	1.00	147	1,600	0.000	E-W(2): 0.166
	TH	1.20	319	1,916	0.166	V/C: 0.706
	LT	1.80	480	2,595	0.185 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	ICU: 0.826
	TH	2.00	1,319	3,200	0.412	
	LT	1.00	108	1,600	0.068 *	
Eastbound	RT	0.00	0	0	0.000	LOS: D
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

<b>Peak Period:</b>	<b>MIDDAY PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,456	3,200	0.455 *	N-S(1): 0.443
	TH	2.00	345	3,200	0.108	N-S(2): 0.536 *
	LT	0.00	0	0	0.000	E-W(1): 0.190 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.171
	TH	1.08	294	1,721	0.171	V/C: 0.726
	LT	1.92	526	2,771	0.190 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	ICU: 0.846
	TH	2.00	1,417	3,200	0.443	
	LT	1.00	129	1,600	0.081 *	
Eastbound	RT	0.00	0	0	0.000	LOS: D
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

<b>Peak Period:</b>	<b>PM PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,754	3,200	0.548 *	N-S(1): 0.589
	TH	2.00	340	3,200	0.106	N-S(2): 0.631 *
	LT	0.00	0	0	0.000	E-W(1): 0.173 *
Westbound	RT	1.00	158	1,600	0.000	E-W(2): 0.155
	TH	1.29	320	2,059	0.155	V/C: 0.804
	LT	1.71	426	2,467	0.173 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	ICU: 0.924
	TH	2.00	1,884	3,200	0.589	
	LT	1.00	132	1,600	0.083 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2030 No Project</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	264	1,600	0.165 *	N-S(1): 0.061
	TH	2.00	397	3,200	0.124	N-S(2): 0.165 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	317	3,200	0.099	E-W(2): 0.340 *
	TH	2.00	1,087	3,200	0.340 *	
	LT	0.00	0	0	0.000	V/C: 0.505
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	194	3,200	0.061	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.605
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.131 *	N-S(1): 0.036
	TH	2.00	502	3,200	0.157	N-S(2): 0.161 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	209	3,200	0.065	E-W(2): 0.335 *
	TH	2.00	1,073	3,200	0.335 *	
	LT	0.00	0	0	0.000	V/C: 0.496
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	109	3,200	0.036	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.596
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	229	1,600	0.143	N-S(1): 0.053
	TH	2.00	544	3,200	0.170 *	N-S(2): 0.170 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	338	3,200	0.106	E-W(2): 0.383 *
	TH	2.00	1,226	3,200	0.383 *	
	LT	0.00	0	0	0.000	V/C: 0.553
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	170	3,200	0.053	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.653
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

**Project:** China Shipping SEIR  
**Int #:** 28  
**North/South Street:** PIER S WAY  
**East/West Street:** OCEAN BOULEVARD RAMPS WESTBOUND  
  
**Scenario:** Year 2030 Project

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	264	1,600	0.165 *	N-S(1): 0.061
	TH	2.00	397	3,200	0.124	N-S(2): 0.165 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	317	3,200	0.099	E-W(2): 0.350 *
	TH	2.00	1,122	3,200	0.350 *	V/C: 0.515
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	194	3,200	0.061	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.615
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.131 *	N-S(1): 0.036
	TH	2.00	502	3,200	0.157	N-S(2): 0.161 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	209	3,200	0.065	E-W(2): 0.344 *
	TH	2.00	1,099	3,200	0.344 *	V/C: 0.505
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	110	3,200	0.036	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.605
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	229	1,600	0.143	N-S(1): 0.053
	TH	2.00	544	3,200	0.170 *	N-S(2): 0.170 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	338	3,200	0.106	E-W(2): 0.392 *
	TH	2.00	1,255	3,200	0.392 *	V/C: 0.562
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	170	3,200	0.053	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.662
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

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



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	2018	Ambient Growth: (%):		Conducted by:		Date:	7/23/2018										
29	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	China Shipping										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	2	0	2	2	-1	1	1	1	0	1	1	1	0	1	1	1		
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	3	2	20	0	39	20	698	737	2	369	0	737	2	369	0	737	2	369	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	0	45	0	-11	34	1	0	0	34	1	0	0	34	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	2	75	0	137	75	246	383	2	211	0	383	2	211	0	383	2	211	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	1	168	17	342	176	693	1018	1	542	17	1035	1	550	0	1035	1	550	
	Through-Right	11	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	12	0	10	0	10	10	55	65	0	65	0	65	0	65	0	65	0	65	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	1	30	0	30	30	26	56	1	56	0	56	1	56	0	56	1	56	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	
	Through-Right	18	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	44	0	44	44	13	57	0	57	0	57	0	57	0	57	0	57	
	Left-Through	23	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	
	Through	24	0	44	0	0	44	0	0	0	57	0	0	0	57	0	0	0	57	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	1	0	0	92	0	254	346	1	0	0	346	1	0	0	346	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 170 East-West: 74 SUM: 244	North-South: 178 East-West: 74 SUM: 252	North-South: 580 East-West: 113 SUM: 693	North-South: 580 East-West: 113 SUM: 693	North-South: 580 East-West: 113 SUM: 693	North-South: 580 East-West: 113 SUM: 693	North-South: 580 East-West: 113 SUM: 693	North-South: 580 East-West: 113 SUM: 693	North-South: 580 East-West: 113 SUM: 693										
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.177 0.089 A	0.183 0.092 A	0.504 0.404 A	0.504 0.404 A	0.504 0.404 A	0.504 0.404 A	0.504 0.404 A	0.504 0.404 A	0.504 0.404 A										

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	7/23/2018					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2030		Peak Hour:	MD		Reviewed by:	0		Project:	China Shipping					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2							
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2							
Override Capacity		0		0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	11	0	11	11	-1	10	1	10	0	10	1	10		10	1	10
	Left-Through	2	0							0				0				0	
	Through	303	2	152	0	303	152	372	675	2	338	0	675	2	338		675	2	338
	Through-Right	4	0							0				0				0	
	Right	82	1	0	0	82	0	-18	64	1	0	0	64	1	0		64	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	202	2	111	0	202	111	174	376	2	207	0	376	2	207		376	2	207
	Left-Through	9	0							0				0				0	
	Through	394	1	217	5	399	220	289	683	1	378	5	688	1	381		688	1	381
	Through-Right	11	1							1				1				1	
	Right	40	0	40	0	40	40	33	73	0	73	0	73	0	73		73	0	73
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	53	1	53	0	53	53	39	92	1	92	0	92	1	92		92	1	92
	Left-Through	16	0							0				0				0	
	Through	1	0	19	0	1	19	0	1	0	19	0	1	0	19		1	0	19
	Through-Right	18	1							1				1				1	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0		18	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	88	0	88	0	88	88	-7	81	0	81	0	81	0	81		81	0	81
	Left-Through	23	1							1				1				1	
	Through	3	0	91	0	3	91	0	3	0	84	0	3	0	84		3	0	84
	Through-Right	25	0							0				0				0	
	Right	188	1	0	0	188	0	196	384	1	0	0	384	1	0		384	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 263 East-West: 144 SUM: 407		North-South: 263 East-West: 144 SUM: 407		North-South: 263 East-West: 144 SUM: 407		North-South: 545 East-West: 176 SUM: 721		North-South: 545 East-West: 176 SUM: 721		North-South: 545 East-West: 176 SUM: 721		North-South: 545 East-West: 176 SUM: 721					
VOLUME/CAPACITY (V/C) RATIO:		0.296		0.296		0.296		0.524		0.524		0.524		0.524					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.196		0.196		0.196		0.424		0.424		0.424		0.424					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	7/23/2018					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2030		Peak Hour:	PM		Reviewed by:	0		Project:	China Shipping					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	3	0	3	3	-2	1	1	1	0	1	1	1	1	1	1	1	1
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	292	146	0	292	146	850	1142	2	571	0	1142	2	571	1142	2	571	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	50	0	0	50	0	-8	42	1	0	0	42	1	0	42	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SOUTHBOUND	Left	8	193	106	0	193	106	168	361	2	199	0	361	2	199	361	2	199	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	10	384	210	11	395	215	533	917	1	512	11	928	1	518	928	1	518	
	Through-Right	11	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	
	Right	12	35	35	0	35	35	72	107	0	107	0	107	0	107	107	0	107	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EASTBOUND	Left	15	57	57	0	57	57	49	106	1	106	0	106	1	106	106	1	106	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	17	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0	7	
	Through-Right	18	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	
	Right	19	7	0	0	7	0	0	7	0	0	0	7	0	0	7	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WESTBOUND	Left	22	69	69	0	69	69	3	72	0	72	0	72	0	72	72	0	72	
	Left-Through	23	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	
	Through	24	0	69	0	0	69	0	0	0	72	0	0	0	72	0	0	72	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	26	349	0	0	349	0	191	540	1	0	0	540	1	0	540	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
CRITICAL VOLUMES		North-South:	252	North-South:	252	North-South:	770	North-South:	770	North-South:	770	North-South:	770	North-South:	770	North-South:	770	North-South:	770
		East-West:	126	East-West:	126	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178
		SUM:	378	SUM:	378	SUM:	948	SUM:	948	SUM:	948	SUM:	948	SUM:	948	SUM:	948	SUM:	948
VOLUME/CAPACITY (V/C) RATIO:		0.275		0.275		0.689		0.689		0.689		0.689		0.689		0.689		0.689	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.175		0.175		0.589		0.589		0.589		0.589		0.589		0.589		0.589	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>						
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2030</b>	Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>						
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	164	2	90	0	164	90	17	181	2	100	0	181	2	100	0	181	2	100
	Left-Through																		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right																		
	Right	20	1	20	0	20	20	-6	14	1	14	0	14	1	14	0	14	1	14
EASTBOUND	Left	3	0	3	0	3	3	9	12	0	12	0	12	0	12	0	12	0	12
	Left-Through																		
	Through	54	0	57	0	54	57	2	56	0	68	0	56	0	68	0	56	0	68
	Through-Right																		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through																		
	Through	24	1	24	0	24	24	9	33	1	33	0	33	1	33	0	33	1	33
	Through-Right																		
	Right	32	1	0	0	32	0	-11	21	1	0	0	21	1	0	0	21	1	0
CRITICAL VOLUMES		North-South: 90		North-South: 90		North-South: 100		North-South: 100		North-South: 100		North-South: 100		North-South: 100		North-South: 100			
		East-West: 57		East-West: 57		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68			
		SUM: 147		SUM: 147		SUM: 168		SUM: 168		SUM: 168		SUM: 168		SUM: 168		SUM: 168			
VOLUME/CAPACITY (V/C) RATIO:		0.098		0.098		0.112		0.112		0.112		0.112		0.112		0.112			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098		0.098		0.112		0.112		0.112		0.112		0.112		0.112			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>MD</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	170	2	94	0	170	94	-37	133	2	73	0	133	2	73	133	2	73	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	19	1	19	0	19	19	-3	16	1	16	0	16	1	16	16	1	16	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	5	0	5	0	5	5	12	17	0	17	0	17	0	17	17	0	17	
	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Through	51	0	56	0	51	56	0	51	0	68	0	51	0	68	51	0	68	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	33	1	33	0	33	33	6	39	1	39	0	39	1	39	39	1	39	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	29	1	0	0	29	0	-5	24	1	0	0	24	1	0	24	1	0	
CRITICAL VOLUMES		North-South: 94		North-South: 94		North-South: 94		North-South: 73		North-South: 73		North-South: 73		North-South: 73		North-South: 73			
		East-West: 56		East-West: 56		East-West: 56		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68			
		SUM: 150		SUM: 150		SUM: 150		SUM: 141		SUM: 141		SUM: 141		SUM: 141		SUM: 141			
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.100		0.100		0.094		0.094		0.094		0.094		0.094			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.100		0.100		0.094		0.094		0.094		0.094		0.094			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	210	2	116	0	210	116	-9	201	2	139	0	201	2	139	201	2	139	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	18	1	18	0	18	18	-2	16	1	16	0	16	1	16	16	1	16	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	13	0	13	0	13	13	6	19	0	19	0	19	0	19	19	0	19	
	Left-Through	42	1	55	0	42	55	-6	36	0	55	0	36	0	55	36	0	55	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	25	1	25	0	25	25	18	43	1	43	0	43	1	43	43	1	43	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	33	1	0	0	33	0	27	60	1	0	0	60	1	0	60	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 116		North-South: 116		North-South: 139		North-South: 139		North-South: 139		North-South: 139		North-South: 139		North-South: 139			
		East-West: 55		East-West: 55		East-West: 62		East-West: 62		East-West: 62		East-West: 62		East-West: 62		East-West: 62			
		SUM: 171		SUM: 171		SUM: 201		SUM: 201		SUM: 201		SUM: 201		SUM: 201		SUM: 201			
VOLUME/CAPACITY (V/C) RATIO:		0.114		0.114		0.134		0.134		0.134		0.134		0.134		0.134			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.114		0.114		0.134		0.134		0.134		0.134		0.134		0.134			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

**Detailed Intersection Calculation Sheets for**

**Table 4-9: Intersection Level of Service— Year 2045 Remodeled Future Mitigated  
Baseline Compared to Year 2045 Revised Project Cumulative Conditions**



I/S #: **2**

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI

East-West Street: Harry Bridges BI

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	2	1	2	12	1	12	35	1	35
	Through-Right		0			0			0	
	Right	12	1	0	46	1	27	75	1	40
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	9	1	9	55	1	55	83	1	83
	Left-Through		0			0			0	
	Through	11	1	11	10	1	10	20	1	20
	Through-Right		0			0			0	
	Right	206	1	167	127	1	84	188	1	95
	Left-Through-Right		0			0			0	
EASTBOUND	Left	78	1	78	86	1	86	187	1	187
	Left-Through		0			0			0	
	Through	1,164	2	582	1,151	2	576	1,377	2	689
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	43	1	43	39	1	39	70	1	70
	Left-Through		0			0			0	
	Through	1,180	2	590	1,075	2	538	1,400	2	700
	Through-Right		0			0			0	
	Right	82	1	78	30	1	3	20	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 167		167	North-South: 84		84	North-South: 123		123
		East-West: 668		668	East-West: 624		624	East-West: 887		887
		SUM: 835		835	SUM: 708		708	SUM: 1010		1010
VOLUME/CAPACITY (V/C) RATIO:		0.607		0.607	0.515		0.515	0.735		0.735
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.507		0.507	0.415		0.415	0.635		0.635
LEVEL OF SERVICE (LOS):		A		A	A		A	B		B

Version: 11 Beta; 8/4/2011





I/S #: 2

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI  
Scenario: Revised Project  
Count Date:

East-West Street: Harry Bridges BI

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through									
	Through	2	1	2	12	1	12	35	1	35
	Through-Right									
	Right	12	1	0	46	1	27	75	1	40
	Left-Through-Right									
SOUTHBOUND	Left	9	1	9	55	1	55	83	1	83
	Left-Through									
	Through	11	1	11	10	1	10	20	1	20
	Through-Right									
	Right	206	1	167	127	1	84	188	1	95
	Left-Through-Right									
EASTBOUND	Left	78	1	78	86	1	86	187	1	187
	Left-Through									
	Through	1,225	2	613	1,171	2	586	1,398	2	699
	Through-Right									
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right									
WESTBOUND	Left	43	1	43	39	1	39	70	1	70
	Left-Through									
	Through	1,192	2	596	1,075	2	538	1,400	2	700
	Through-Right									
	Right	82	1	78	30	1	3	20	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 167 East-West: 674 SUM: 841			North-South: 84 East-West: 625 SUM: 709			North-South: 123 East-West: 887 SUM: 1010		
VOLUME/CAPACITY (V/C) RATIO:		0.612			0.516			0.735		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.512			0.416			0.635		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR  
North-South Street: Alameda St East-West Street: Anaheim St  
Scenario: 2045 Project Conditions With Mitigation  
Count Date: ### Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	20	1	20
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	531	2	266	454	2	227	610	2	305
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	486	1	22	650	1	324	713	1	138
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	23	1	23	14	1	14
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	652	2	317	628	2	308	686	2	343
	Through-Right	1	0	0	0	0	0	0	0	0
	Right	298	0	298	297	1	297	361	1	206
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	185	1	185	130	1	130	155	1	155
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	679	2	232	796	2	268	803	2	271
	Through-Right	1	0	0	1	0	0	1	0	0
	Right	16	1	16	9	0	9	11	0	11
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	844	2	464	593	2	326	1,045	2	575
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	582	2	291	669	2	335	987	2	494
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	6	30	1	19	25	1	18
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 336			North-South: 347			North-South: 363		
		East-West: 696			East-West: 603			East-West: 846		
		SUM: 1032			SUM: 950			SUM: 1209		
VOLUME/CAPACITY (V/C) RATIO:		0.751			0.691			0.879		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.651			0.591			0.779		
LEVEL OF SERVICE (LOS):		B			A			C		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR  
North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: 2045 Revised Project

Count Date: 1/0/1900 Analyst: Iteris, Inc.

Date: 5/13/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
		0			0			0		
DIRECTION	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	20	1	20
	Left-Through		0			0			0	
	Through	531	2	266	454	2	227	610	2	305
	Through-Right		0			0			0	
	Right	486	1	22	650	1	324	713	1	138
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	9	1	9	23	1	23	14	1	14
	Left-Through		0			0			0	
	Through	652	2	326	628	2	314	686	2	343
	Through-Right		0			0			0	
	Right	298	1	113	297	1	167	361	1	206
	Left-Through-Right		0			0			0	
EASTBOUND	Left	185	1	185	130	1	130	155	1	155
	Left-Through		0			0			0	
	Through	679	2	340	796	2	398	803	2	402
	Through-Right		0			1			1	
	Right	16	1	16	9	0	9	11	0	11
	Left-Through-Right		0			0			0	
WESTBOUND	Left	844	2	464	593	2	326	1,045	2	575
	Left-Through		0			0			0	
	Through	582	2	291	669	2	335	987	2	494
	Through-Right		0			0			0	
	Right	10	1	6	30	1	19	25	1	18
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 345			North-South: 347			North-South: 363		
		East-West: 804			East-West: 733			East-West: 977		
		SUM: 1149			SUM: 1080			SUM: 1340		
VOLUME/CAPACITY (V/C) RATIO:		0.836			0.785			0.975		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.736			0.685			0.875		
LEVEL OF SERVICE (LOS):		C			B			D		

Version: 11 Beta; 8/4/2011



I/S #: 3

PROJECT TITLE: China Shipping SEIR  
North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: 2045 Mitigated Baseline  
Count Date: ### Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	20	1	20
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	504	2	252	442	2	221	603	2	302
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	486	1	22	650	1	324	713	1	138
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	23	1	23	14	1	14
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	640	2	320	628	2	314	686	2	343
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	298	1	113	297	1	167	361	1	206
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	185	1	185	130	1	130	155	1	155
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	678	2	231	796	2	268	803	2	271
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	16	1	16	9	1	9	11	1	11
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	844	2	464	593	2	326	1,045	2	575
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	582	2	291	669	2	335	987	2	494
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	6	30	1	19	25	1	18
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 339			North-South: 347			North-South: 363		
		East-West: 695			East-West: 603			East-West: 846		
		SUM: 1034			SUM: 950			SUM: 1209		
VOLUME/CAPACITY (V/C) RATIO:		0.752			0.691			0.879		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.652			0.591			0.779		
LEVEL OF SERVICE (LOS):		B			A			C		

Version: 11 Beta; 8/4/2011

I/S #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue

East-West Street: Anaheim Street

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 1	WB -- 0		EB -- 1	WB -- 0		EB -- 1	WB -- 0	
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	572	1	408	390	1	390	822	1	622
	Left-Through		1			1			1	
	Through	651	1	408	837	1	419	1,043	1	622
	Through-Right		0			0			0	
	Right	58	1	0	100	1	40	139	1	102
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	298	1	298	168	1	168	196	1	196
	Left-Through		0			0			0	
	Through	815	2	284	800	2	285	879	2	315
	Through-Right		1			1			1	
	Right	38	0	38	55	0	55	67	0	67
	Left-Through-Right		0			0			0	
EASTBOUND	Left	79	1	79	122	1	122	120	1	120
	Left-Through		0			0			0	
	Through	970	2	485	1,133	2	567	1,067	2	534
	Through-Right		0			0			0	
	Right	777	1	0	420	1	0	629	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	153	1	153	120	1	120	74	1	74
	Left-Through		0			0			0	
	Through	915	2	458	924	2	462	1,280	2	640
	Through-Right		0			0			0	
	Right	230	1	81	179	1	95	282	1	184
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 706		North-South: 704		North-South: 937				
		East-West: 638		East-West: 687		East-West: 760				
		SUM: 1344		SUM: 1391		SUM: 1697				
VOLUME/CAPACITY (V/C) RATIO:		0.977		1.012		1.234				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.877		0.912		1.134				
LEVEL OF SERVICE (LOS):		D		E		F				

Version: 11 Beta; 8/4/2011

I/S #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue  
Scenario: Revised Project  
Count Date:

East-West Street: Anaheim Street

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4			4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 SB -- 0 EB -- 1 WB -- 0			NB -- 0 SB -- 0 EB -- 1 WB -- 0			NB -- 0 SB -- 0 EB -- 1 WB -- 0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	572	1	408	390	1	390	822	1	622
	Left-Through		1			1			1	
	Through	651	1	408	837	1	419	1,043	1	622
	Through-Right		0			0			0	
	Right	58	1	0	100	1	40	139	1	102
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	298	1	298	168	1	168	196	1	196
	Left-Through		0			0			0	
	Through	836	2	291	807	2	287	885	2	317
	Through-Right		1			1			1	
	Right	38	0	38	55	0	55	67	0	67
	Left-Through-Right		0			0			0	
EASTBOUND	Left	79	1	79	122	1	122	120	1	120
	Left-Through		0			0			0	
	Through	970	2	485	1,133	2	567	1,067	2	534
	Through-Right		0			0			0	
	Right	812	1	0	428	1	0	644	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	153	1	153	120	1	120	74	1	74
	Left-Through		0			0			0	
	Through	915	2	458	924	2	462	1,280	2	640
	Through-Right		0			0			0	
	Right	230	1	81	179	1	95	282	1	184
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 706 East-West: 638 SUM: 1344			North-South: 706 East-West: 687 SUM: 1393			North-South: 939 East-West: 760 SUM: 1699		
VOLUME/CAPACITY (V/C) RATIO:		0.977			1.013			1.236		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.877			0.913			1.136		
LEVEL OF SERVICE (LOS):		D			E			F		

Version: 11 Beta; 8/4/2011



I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St East-West Street: SR47WB on-ramp  
Scenario: 2045 Mitigated Baseline  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?	NB --	SB --	WB --	NB --	SB --	WB --	NB --	SB --
		4	0	0	4	0	0	4	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	0	0	3	0	0	3	0	0
ATSAC-1 or ATSAC+ATCS-2?		3	0	0	3	0	0	3	0	0
Override Capacity		2	2	0	2	2	0	2	2	0
		0	0	0	0	0	0	0	0	0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,722	2	861	1,627	2	814	1,927	2	964
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	879	2	440	1,269	1	635	2,091	1	1046
	Through-Right	0	0	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 861		861	North-South: 814		814	North-South: 1046		1046
		East-West: 0		0	East-West: 0		0	East-West: 0		0
		SUM: 861		861	SUM: 814		814	SUM: 1046		1046
VOLUME/CAPACITY (V/C) RATIO:		0.626		0.626	0.592		0.592	0.761		0.761
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.526		0.526	0.492		0.492	0.661		0.661
LEVEL OF SERVICE (LOS):		A		A	A		A	B		B

Version: 1I Beta; 8/4/2011



I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St East-West Street: SR47WB on-ramp  
Scenario: Revised Project  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	1,783	2	892	1,653	2	827	1,940	2	970
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	891	2	446	1,279	1	640	2,104	1	1052
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 892			North-South: 827			North-South: 1052		
		East-West: 0			East-West: 0			East-West: 0		
		SUM: 892			SUM: 827			SUM: 1052		
VOLUME/CAPACITY (V/C) RATIO:		0.649			0.601			0.765		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.549			0.501			0.665		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011



# Level of Service Worksheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			2045 Mitigated Baseline			2045 Revised Project			FUTURE W/ PROJECT W/ MITIGATION		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
	RT	LT		RT	LT		RT	LT		RT	LT		RT	LT	
	N-S	473	473	N-S	478	478	N-S	758	758	N-S	759	759	N-S	759	759
	EB	217	226	EB	217	276	EB	221	88	EB	221	138	EB	221	138
	WB	4	4	WB	4	4	WB	59	59	WB	59	59	WB	59	59
	Sum	694	703	Sum	699	758	Sum	1038	905	Sum	1039	956	Sum	1039	956
	<b>V/C</b>	0.505	0.511	<b>V/C</b>	0.508	0.551	<b>V/C</b>	0.755	0.658	<b>V/C</b>	0.756	0.695	<b>V/C</b>	0.756	0.695
	Less	0.405	0.411	Less A	0.408	0.451	Less AT	0.655	0.558	Less AT	0.656	0.595	Less AT	0.656	0.595
	LOS A	A	A	LOS A	A	A	LOS B	A	A	LOS B	A	A	LOS B	A	A
	<b>Int V/C</b>	<b>0.411</b>		<b>Int V/C</b>	<b>0.451</b>		<b>Int V/C</b>	<b>0.655</b>		<b>Int V/C</b>	<b>0.656</b>		<b>Int V/C</b>	<b>0.656</b>	
		A			A			B			B			B	
<b>PROJECT IMPACT</b>															
Change in v/c due to project:										<b>0.001</b>	Δv/c after mitigation:			<b>0.001</b>	
Significant impacted?										<b>NO</b>	Fully mitigated?			<b>NO</b>	

# Level of Service Workheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			2045 Mitigated Baseline		2045 Revised		Project	
	EB Critical Move			EB Critical Move			EB Critical Move		EB Critical Move		EB Critical Move	
	RT	LT		RT	LT		RT	LT	RT	LT	RT	LT
	N-S	285	285	N-S	286	286	N-S	759	759	N-S	761	761
	EB	175	242	EB	175	265	EB	169	151	EB	169	174
	WB	15	15	WB	15	15	WB	42	42	WB	42	42
	Sum	475	542	Sum	476	566	Sum	970	952	Sum	972	977
	<b>V/C</b>	0.345	0.394	<b>V/C</b>	0.346	0.412	<b>V/C</b>	0.705	0.692	<b>V/C</b>	0.707	0.711
	Less	0.245	0.294	Less A	0.246	0.312	Less A	0.605	0.592	Less A	0.607	0.611
	LOS A	A	A	LOS A	A	A	LOS B	A	A	LOS B	B	B
	<b>Int V/C</b>	<b>0.294</b>		<b>Int V/C</b>	<b>0.312</b>		<b>Int V/C</b>	<b>0.605</b>		<b>Int V/C</b>	<b>0.611</b>	
		A			A		B	B		B	B	
<b>PROJECT IMPACT</b>												
Change in v/c due to project:											<b>0.005</b>	
Significant impacted?											<b>NO</b>	

# Level of Service Workheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			2045 Mitigated Baseline			2045 Revised Project		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
	RT	LT		RT	LT		RT	LT		RT	LT	
	N-S	331	331	N-S	333	333	N-S	1193	1193	N-S	1197	1197
	EB	218	206	EB	218	216	EB	150	121	EB	150	131
	WB	15	15	WB	15	15	WB	19	19	WB	19	19
	Sum	564	552	Sum	566	564	Sum	1362	1333	Sum	1366	1347
	<b>V/C</b>	0.410	0.401	<b>V/C</b>	0.412	0.410	<b>V/C</b>	0.991	0.969	<b>V/C</b>	0.993	0.980
	Less	0.310	0.301	Less A	0.312	0.310	Less ATE	0.891	0.869	Less ATE	0.893	0.880
	LOS A	A		LOS	A		LOS	D		LOS	D	
	<b>Int V/C</b>	<b>0.310</b>		<b>Int V/C</b>	<b>0.312</b>		<b>Int V/C</b>	<b>0.891</b>		<b>Int V/C</b>	<b>0.893</b>	
	A			A			D			D		
<b>PROJECT IMPACT</b>												
Change in v/c due to project:										<b>0.003</b>		
Significant impacted?										<b>NO</b>		

I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	948	2	521	618	2	340	707	2	389
	Left-Through		0			0			0	
	Through	462	1	266	387	1	253	473	1	257
	Through-Right		1			1			1	
	Right	70	0	70	118	0	118	40	0	40
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	748	1	748	700	1	700	982	1	982
	Left-Through		0			0			0	
	Through	641	2	321	639	2	320	501	2	251
	Through-Right		0			0			0	
	Right	10	1	0	12	1	0	27	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	47	0	47	66	0	66	72	0	72
	Left-Through		1			1			1	
	Through	36	0	117	30	0	137	36	0	108
	Through-Right		1			1			1	
	Right	104	0	117	107	0	0	349	0	155
	Left-Through-Right		0			0			0	
WESTBOUND	Left	41	1	41	62	1	62	144	1	144
	Left-Through		0			0			0	
	Through	312	1	297	530	1	402	604	1	420
	Through-Right		1			1			1	
	Right	281	0	281	274	0	274	236	0	236
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 1014		North-South: 953		North-South: 1239				
		East-West: 414		East-West: 539		East-West: 575				
		SUM: 1428		SUM: 1492		SUM: 1814				
VOLUME/CAPACITY (V/C) RATIO:		1.039		1.085		1.319				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.939		0.985		1.219				
LEVEL OF SERVICE (LOS):		E		E		F				

Version: 11 Beta; 8/4/2011



I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2045 Revised Project With Additional Mitigation  
Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	948	2	521	618	2	340	707	2	389
	Left-Through		0			0			0	
	Through	462	1	269	387	1	254	473	1	258
	Through-Right		1			1			1	
	Right	76	0	76	120	0	120	42	0	42
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	761	2	419	701	1	386	982	1	540
	Left-Through		0			0			0	
	Through	641	1	326	639	2	326	501	2	264
	Through-Right		1			0			0	
	Right	10	0	10	12	1	12	27	1	27
	Left-Through-Right		0			0			0	
EASTBOUND	Left	47	1	47	66	0	66	72	0	72
	Left-Through		0			1			1	
	Through	136	0	240	78	0	185	67	0	416
	Through-Right		1			1			1	
	Right	104	0	0	107	0	0	349	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	63	1	63	79	1	79	176	1	176
	Left-Through		0			0			0	
	Through	314	2	157	532	1	266	612	1	306
	Through-Right		0			1			1	
	Right	281	1	72	274	0	81	236	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 847		847	North-South: 666		666	North-South: 798		798
		East-West: 397		397	East-West: 451		451	East-West: 722		722
		SUM: 1244		1244	SUM: 1117		1117	SUM: 1520		1520
VOLUME/CAPACITY (V/C) RATIO:		0.905		0.905	0.812		0.812	1.105		1.105
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.805		0.805	0.712		0.712	1.005		1.005
LEVEL OF SERVICE (LOS):		D		D	C		C	F		F

Version: 11 Beta; 8/4/2011



I/S #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2045 Revised Project With Mitigation  
Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	948	2	521	618	2	340	707	2	389
	Left-Through		0			0			0	
	Through	462	1	269	387	1	254	473	1	258
	Through-Right		1			1			1	
	Right	76	0	76	120	0	120	42	0	42
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
SOUTHBOUND	Left	761	1	761	701	1	701	982	1	982
	Left-Through		0			0			0	
	Through	641	1	326	639	2	326	501	2	264
	Through-Right		1			0			0	
	Right	10	0	10	12	1	12	27	1	27
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
EASTBOUND	Left	47	1	47	66	0	66	72	0	72
	Left-Through		0			1			1	
	Through	136	0	240	78	0	185	67	0	416
	Through-Right		1			1			1	
	Right	104	0	0	107	0	0	349	0	0
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
WESTBOUND	Left	63	1	63	79	1	79	176	1	176
	Left-Through		0			0			0	
	Through	314	2	157	532	1	266	612	1	306
	Through-Right		0			1			1	
	Right	281	1	0	274	0	0	236	0	0
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
CRITICAL VOLUMES		North-South: 1030		1030	North-South: 955		955	North-South: 1240		1240
		East-West: 397		397	East-West: 451		451	East-West: 722		722
		SUM: 1427		1427	SUM: 1406		1406	SUM: 1962		1962
VOLUME/CAPACITY (V/C) RATIO:				1.038			1.023			1.427
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.938			0.923			1.327
LEVEL OF SERVICE (LOS):				E			E			F

Version: 11 Beta; 8/4/2011



I/S #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2045 Revised Project

Count Date:

Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	948	2	521	618	2	340	707	2	389
	Left-Through		0			0			0	
	Through	462	1	269	387	1	254	473	1	258
	Through-Right		1			1			1	
	Right	76	0	76	120	0	120	42	0	42
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	761	1	761	701	1	701	982	1	982
	Left-Through		0			0			0	
	Through	641	1	326	639	1	326	501	1	264
	Through-Right		1			1			1	
	Right	10	0	10	12	0	12	27	0	27
	Left-Through-Right		0			0			0	
EASTBOUND	Left	47	1	47	66	1	66	72	1	72
	Left-Through		0			0			0	
	Through	136	0	240	78	0	185	67	0	416
	Through-Right		1			1			1	
	Right	104	0	0	107	0	0	349	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	63	1	63	79	1	79	176	1	176
	Left-Through		0			0			0	
	Through	314	1	298	532	1	403	612	1	424
	Through-Right		1			1			1	
	Right	281	0	281	274	0	274	236	0	236
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 1030			North-South: 955			North-South: 1240		
		East-West: 538			East-West: 588			East-West: 840		
		SUM: 1568			SUM: 1543			SUM: 2080		
VOLUME/CAPACITY (V/C) RATIO:		1.140			1.122			1.513		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.040			1.022			1.413		
LEVEL OF SERVICE (LOS):		F			F			F		

Version: 11 Beta; 8/4/2011



I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St

East-West Street: C St/I110NB ramps

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR					
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB --	SB --	EB --	WB --	NB --	SB --	EB --	WB --			
		4	3	0	0	4	3	0	0	4	3	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	0	0	0	3	0	0	0	3	0	0	0
ATSAC-1 or ATSAC+ATCS-2?		1	0	0	0	1	0	0	0	1	0	0	0
Override Capacity		2	2	2	2	2	2	2	2	2	2	2	2
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	2	1	4	2	2	6	2	3	6	2	3
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through	82	2	41	122	2	61	91	2	46	91	2	46
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0
	Right	681	1	189	659	1	149	643	1	0	643	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	97	1	97	75	1	75	122	1	122	122	1	122
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through	224	1	176	186	1	127	0	1	0	0	1	0
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1
	Right	127	0	127	67	0	67	68	0	38	68	0	38
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	42	1	42	52	1	52	60	1	60	60	1	60
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through	436	2	218	435	2	218	516	2	258	516	2	258
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0
	Right	250	1	0	178	1	0	234	1	0	234	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	894	2	492	928	2	510	1,211	2	666	1,211	2	666
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0
	Through	468	2	162	503	2	182	713	2	267	713	2	267
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1
	Right	17	0	17	44	0	44	89	0	89	89	0	89
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 365			North-South: 276			North-South: 168			North-South: 924		
		East-West: 710			East-West: 728			East-West: 924			East-West: 924		
		SUM: 1075			SUM: 1004			SUM: 1092			SUM: 1092		
VOLUME/CAPACITY (V/C) RATIO:		0.782			0.730			0.794			0.794		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.682			0.630			0.694			0.694		
LEVEL OF SERVICE (LOS):		B			B			B			B		

Version: 1I Beta; 8/4/2011





I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St  
Scenario: Revised Project  
Count Date:

East-West Street: C St/I110NB ramps

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 3 SB -- 0 EB -- 1 WB -- 0			NB -- 3 SB -- 0 EB -- 1 WB -- 0			NB -- 3 SB -- 0 EB -- 1 WB -- 0		
NORTHBOUND	Left	2	2	1	4	2	2	6	2	3
	Left-Through		0			0			0	
	Through	82	2	41	122	2	61	91	2	46
	Through-Right		0			0			0	
	Right	681	1	182	659	1	148	643	1	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	97	1	97	75	1	75	122	1	122
	Left-Through		0			0			0	
	Through	224	1	176	186	1	127	127	1	98
	Through-Right		1			1			1	
	Right	127	0	127	67	0	67	68	0	68
	Left-Through-Right		0			0			0	
EASTBOUND	Left	42	1	42	52	1	52	60	1	60
	Left-Through		0			0			0	
	Through	436	2	218	435	2	218	516	2	258
	Through-Right		0			0			0	
	Right	250	1	0	178	1	0	234	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	907	2	499	929	2	511	1,211	2	666
	Left-Through		0			0			0	
	Through	468	2	162	503	2	182	713	2	267
	Through-Right		1			1			1	
	Right	17	0	17	44	0	44	89	0	89
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 358 East-West: 717 SUM: 1075			North-South: 275 East-West: 729 SUM: 1004			North-South: 168 East-West: 924 SUM: 1092		
VOLUME/CAPACITY (V/C) RATIO:		0.782			0.730			0.794		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.682			0.630			0.694		
LEVEL OF SERVICE (LOS):		B			B			B		

Version: 11 Beta; 8/4/2011



I/S #: 9

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave East-West Street: Front St  
Scenario: 2045 Mitigated Baseline  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?								
				3			3			3
				1			1			1
		Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB -- 0	NB -- 0	SB -- 0	NB -- 0	SB -- 0	NB -- 0	SB -- 0
			EB -- 0	WB -- 3	EB -- 0	WB -- 3	EB -- 0	WB -- 3	EB -- 0	WB -- 3
		ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2
		Override Capacity		0		0		0		0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	1,016	1	524	638	1	332	660	1	347
	Through-Right		1			1			1	
	Right	31	0	31	25	0	25	34	0	34
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	167	1	167	167	1	167	183	1	183
	Left-Through		0			0			0	
	Through	657	2	329	747	2	374	795	2	398
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	38	1	38	37	1	37	234	1	234
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	266	2	0	260	2	0	340	2	4
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES			North-South: 853		North-South: 706		North-South: 745		North-South: 234	
			East-West: 38		East-West: 37		East-West: 234		East-West: 979	
			SUM: 891		SUM: 743		SUM: 979			
VOLUME/CAPACITY (V/C) RATIO:			0.625		0.521		0.687			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.525		0.421		0.587			
LEVEL OF SERVICE (LOS):			A		A		A			

Version: 11 Beta; 8/4/2011



I/S #: 9

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave East-West Street: Front St  
Scenario: Revised Project  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			3			3		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	1,016	1	524	638	1	332	660	1	347
	Through-Right									
	Right	32	1	32	26	0	26	34	0	34
	Left-Through-Right									
SOUTHBOUND	Left	167	1	167	167	1	167	183	1	183
	Left-Through									
	Through	660	2	330	749	2	375	805	2	403
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	38	1	38	38	1	38	236	1	236
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	266	2	0	260	2	0	342	2	5
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 854 East-West: 38 SUM: 892			North-South: 707 East-West: 38 SUM: 745			North-South: 750 East-West: 236 SUM: 986		
VOLUME/CAPACITY (V/C) RATIO:		0.626			0.523			0.692		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.526			0.423			0.592		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave East-West Street: Harry Bridges Bl  
Scenario: 2045 Mitigated Baseline  
Count Date: Analyst: Iteris, Inc. Date: 1/0/1900

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	119	1	119	129	1	129
	Left-Through		0			0			0	
	Through	7	1	7	10	1	10	5	1	5
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	1	0	0	1	0	1	1	1
	Left-Through		0			0			0	
	Through	15	1	15	5	1	5	2	1	2
	Through-Right		0			0			0	
	Right	95	1	84	37	1	5	46	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	22	1	22	65	1	65	106	1	106
	Left-Through		0			0			0	
	Through	1,267	2	634	1,143	2	572	1,376	2	688
	Through-Right		0			0			0	
	Right	51	1	25	44	1	0	85	1	21
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,294	3	431	1,202	3	401	1,634	3	545
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 137		137	North-South: 124		124	North-South: 131		131
		East-West: 634		634	East-West: 572		572	East-West: 688		688
		SUM: 771		771	SUM: 696		696	SUM: 819		819
VOLUME/CAPACITY (V/C) RATIO:		0.514		0.514	0.464		0.464	0.546		0.546
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.414		0.414	0.364		0.364	0.446		0.446
LEVEL OF SERVICE (LOS):		A		A	A		A	A		A

Version: 11 Beta; 8/4/2011

I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave East-West Street: Harry Bridges BI  
Scenario: 2045 Revised Project  
Count Date: Analyst: Iteris, Inc. Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	53	1	53	119	1	119	129	1	129
	Left-Through		0			0			0	
	Through	7	1	7	10	1	10	5	1	5
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	1	0	0	1	0	1	1	1
	Left-Through		0			0			0	
	Through	15	1	15	5	1	5	2	1	2
	Through-Right		0			0			0	
	Right	95	1	84	37	1	5	46	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	22	1	22	65	1	65	106	1	106
	Left-Through		0			0			0	
	Through	1,328	2	664	1,163	2	582	1,397	2	699
	Through-Right		0			0			0	
	Right	51	1	25	44	1	0	85	1	21
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,306	2	653	1,202	2	601	1,634	2	817
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 137 East-West: 675 SUM: 812			North-South: 124 East-West: 666 SUM: 790			North-South: 131 East-West: 923 SUM: 1054		
VOLUME/CAPACITY (V/C) RATIO:		0.541			0.527			0.703		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.441			0.427			0.603		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive

East-West Street: Harry Bridges Boulevard

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,250	2	625	1,060	2	530	1,151	2	576
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,150	2	575	1,147	2	574	1,573	2	787
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1		1	North-South: 13		13	North-South: 57		57
		East-West: 705		705	East-West: 574		574	East-West: 787		787
		SUM: 706		706	SUM: 587		587	SUM: 844		844
VOLUME/CAPACITY (V/C) RATIO:		0.471		0.471	0.391		0.391	0.563		0.563
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.371		0.371	0.291		0.291	0.463		0.463
LEVEL OF SERVICE (LOS):		A		A	A		A	A		A

Version: 11 Beta; 8/4/2011

I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive  
Scenario: Revised Project  
Count Date:

East-West Street: Harry Bridges Boulevard

Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,312	2	656	1,081	2	541	1,172	2	586
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,162	2	581	1,147	2	574	1,573	2	787
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1 East-West: 736 SUM: 737			North-South: 13 East-West: 574 SUM: 587			North-South: 57 East-West: 787 SUM: 844		
VOLUME/CAPACITY (V/C) RATIO:		0.491			0.391			0.563		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.391			0.291			0.463		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 12

PROJECT TITLE: China Shipping  
North-South Street: ICTF Driveway #1 (ICTF Customs)  
Scenario: 2045 Mitigated Baseline  
Count Date: Analyst: Iteris, Inc.

East-West Street: Sepulveda Boulevard

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	21	41	0	41	44	0	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	50	0	0	59	0	0	73
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	29	0	0	18	0	0	29	0	0
	Left-Through-Right	0	1	0	0	1	0	0	1	0
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	37	6	0	46	0	0	26
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	275	1	165	376	1	227	357	1	211
	Left-Through-Right	0	1	0	0	1	0	0	1	0
EASTBOUND	Left	221	1	221	298	1	298	292	1	292
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,286	1	657	1,354	1	690	1,594	1	810
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	28	0	28	26	0	26	26	0	26
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	25	1	25	35	1	35	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,555	2	519	1,355	2	452	1,473	2	491
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	2	0	2	2	0	2	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 186		186	North-South: 268		268	North-South: 255		255
		East-West: 1176		1176	East-West: 1142		1142	East-West: 1301		1301
		SUM: 1362		1362	SUM: 1410		1410	SUM: 1556		1556
VOLUME/CAPACITY (V/C) RATIO:		0.956			0.989			1.092		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.856			0.889			0.992		
LEVEL OF SERVICE (LOS):		D			D			E		

Version: 1I Beta; 8/4/2011



I/S #: 12

PROJECT TITLE: China Shipping  
North-South Street: ICTF Driveway #1 (ICTF Customs) East-West Street: Sepulveda Boulevard  
Scenario: Revised Project  
Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0		
NORTHBOUND	Left	21	0	21	41	0	41	44	0	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	50	0	0	59	0	0	73
	Through-Right	29	0	0	18	0	0	29	0	0
	Right		1	0		1	0		1	0
	Left-Through-Right		0	0		0	0		0	0
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through	0	0	0	6	0	46	0	0	26
	Through	286	1	171	383	1	231	359	1	212
	Through-Right		1	0		1	0		1	0
	Right		1	0		1	0		1	0
	Left-Through-Right		0	0		0	0		0	0
EASTBOUND	Left	231	1	231	305	1	305	294	1	294
	Left-Through	1,297	1	663	1,361	1	694	1,596	1	811
	Through	28	0	28	26	0	26	26	0	26
	Through-Right		0	0		0	0		0	0
	Right		0	0		0	0		0	0
	Left-Through-Right		0	0		0	0		0	0
WESTBOUND	Left	25	1	25	35	1	35	13	1	13
	Left-Through	1,555	2	519	1,355	2	452	1,473	2	491
	Through	2	0	2	2	0	2	0	0	0
	Through-Right		1	0		1	0		1	0
	Right		0	0		0	0		0	0
	Left-Through-Right		0	0		0	0		0	0
CRITICAL VOLUMES		North-South: 192 East-West: 1182 SUM: 1374			North-South: 272 East-West: 1146 SUM: 1418			North-South: 256 East-West: 1302 SUM: 1558		
VOLUME/CAPACITY (V/C) RATIO:		0.964			0.995			1.093		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.864			0.895			0.993		
LEVEL OF SERVICE (LOS):		D			D			E		

Version: 11 Beta; 8/4/2011

I/S #: 13

PROJECT TITLE: China Shipping  
North-South Street: ICTF DW #2 (Middle Road)  
Scenario: 2045 Mitigated Baseline  
Count Date:

East-West Street: Sepulveda Boulevard

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
DIRECTION	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		1			1			1	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0				0		0	
SOUTHBOUND	Left	3	1	3	12	1	12	7	1	7
	Left-Through		0			0			0	
	Through	2	0	3	0	0	3	1	0	3
	Through-Right		1			1			1	
	Right	1	0	0	3	0	0	2	0	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	1	1	1	3	1	3	1	1	1
	Left-Through		0			0			0	
	Through	1,352	1	676	1,412	1	706	1,649	1	825
	Through-Right		1			1			1	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,582	2	791	1,392	2	696	1,486	2	743
	Through-Right		0			0			0	
	Right	7	1	6	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 3			North-South: 12			North-South: 7		
		East-West: 1467			East-West: 1402			East-West: 1568		
		SUM: 1470			SUM: 1414			SUM: 1575		
VOLUME/CAPACITY (V/C) RATIO:		1.032			0.992			1.105		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.932			0.892			1.005		
LEVEL OF SERVICE (LOS):		E			D			F		

Version: 11 Beta; 8/4/2011



I/S #: 13

PROJECT TITLE: China Shipping  
North-South Street: ICTF DW #2 (Middle Road)  
Scenario: Revised Project  
Count Date:

East-West Street: Sepulveda Boulevard

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	3	1	3	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	2	0	3	0	0	0	0	0	0
	Through-Right	1	1	0	0	1	0	0	1	0
	Right	1	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	1	1	1	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,363	1	682	1,419	1	710	1,651	1	826
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,582	2	791	1,392	2	696	1,486	2	743
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	7	1	6	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 3			North-South: 0			North-South: 0		
		East-West: 1473			East-West: 1406			East-West: 1569		
		SUM: 1476			SUM: 1406			SUM: 1569		
VOLUME/CAPACITY (V/C) RATIO:		1.036			0.987			1.101		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.936			0.887			1.001		
LEVEL OF SERVICE (LOS):		E			D			F		

Version: 11 Beta; 8/4/2011

**Project:** China Shipping  
**Int #:** 14  
**North/South Street:** Santa Fe Avenue  
**East/West Street:** Anaheim Street  
**Scenario:** 2045 Mitigated Baseline

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.023	N-S(1): 0.374 *
	TH	2.00	196	3,200	0.061	N-S(2): 0.074
	LT	1.00	477	1,600	0.298 *	E-W(1): 0.240
Westbound	RT	1.00	362	1,600	0.000	E-W(2): 0.253 *
	TH	3.00	1,067	4,800	0.222 *	V/C: 0.627
	LT	1.00	9	1,600	0.006	Lost Time: 0.180
Northbound	RT	1.00	27	1,600	0.011	
	TH	2.00	243	3,200	0.076 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.807
	TH	3.00	1,108	4,800	0.234	
	LT	1.00	50	1,600	0.031 *	LOS: D

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	106	1,600	0.003	N-S(1): 0.374 *
	TH	2.00	196	3,200	0.061	N-S(2): 0.072
	LT	1.00	479	1,600	0.299 *	E-W(1): 0.277
Westbound	RT	1.00	452	1,600	0.000	E-W(2): 0.342 *
	TH	3.00	1,335	4,800	0.278 *	V/C: 0.716
	LT	1.00	23	1,600	0.014	Lost Time: 0.180
Northbound	RT	1.00	32	1,600	0.006	
	TH	2.00	240	3,200	0.075 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.896
	TH	3.00	1,246	4,800	0.263	
	LT	1.00	102	1,600	0.064 *	LOS: D

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	166	1,600	0.029	N-S(1): 0.355 *
	TH	2.00	213	3,200	0.067	N-S(2): 0.096
	LT	1.00	422	1,600	0.264 *	E-W(1): 0.303
Westbound	RT	1.00	549	1,600	0.079	E-W(2): 0.309 *
	TH	3.00	1,123	4,800	0.234 *	V/C: 0.664
	LT	1.00	15	1,600	0.009	Lost Time: 0.180
Northbound	RT	1.00	43	1,600	0.018	
	TH	2.00	290	3,200	0.091 *	
	LT	1.00	47	1,600	0.029	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.844
	TH	3.00	1,395	4,800	0.294	
	LT	1.00	120	1,600	0.075 *	LOS: D

\* = Critical Movement

**Project:** China Shipping  
**Int #:** 14  
**North/South Street:** Santa Fe Avenue  
**East/West Street:** Anaheim Street  
**Scenario:** 2045 Revised Project

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.023	N-S(1): 0.374 *
	TH	2.00	196	3,200	0.061	N-S(2): 0.074
	LT	1.00	477	1,600	0.298 *	E-W(1): 0.240
Westbound	RT	1.00	362	1,600	0.000	E-W(2): 0.253 *
	TH	3.00	1,067	4,800	0.222 *	V/C: 0.627
	LT	1.00	9	1,600	0.006	Lost Time: 0.180
Northbound	RT	1.00	27	1,600	0.011	
	TH	2.00	243	3,200	0.076 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.807
	TH	3.00	1,108	4,800	0.234	
	LT	1.00	50	1,600	0.031 *	LOS: D

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	106	1,600	0.003	N-S(1): 0.374 *
	TH	2.00	196	3,200	0.061	N-S(2): 0.072
	LT	1.00	479	1,600	0.299 *	E-W(1): 0.277
Westbound	RT	1.00	452	1,600	0.000	E-W(2): 0.342 *
	TH	3.00	1,335	4,800	0.278 *	V/C: 0.716
	LT	1.00	23	1,600	0.014	Lost Time: 0.180
Northbound	RT	1.00	32	1,600	0.006	
	TH	2.00	240	3,200	0.075 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.896
	TH	3.00	1,246	4,800	0.263	
	LT	1.00	102	1,600	0.064 *	LOS: D

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	166	1,600	0.029	N-S(1): 0.355 *
	TH	2.00	213	3,200	0.067	N-S(2): 0.096
	LT	1.00	422	1,600	0.264 *	E-W(1): 0.303
Westbound	RT	1.00	549	1,600	0.079	E-W(2): 0.309 *
	TH	3.00	1,123	4,800	0.234 *	V/C: 0.664
	LT	1.00	15	1,600	0.009	Lost Time: 0.180
Northbound	RT	1.00	43	1,600	0.018	
	TH	2.00	290	3,200	0.091 *	
	LT	1.00	47	1,600	0.029	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.844
	TH	3.00	1,395	4,800	0.294	
	LT	1.00	120	1,600	0.075 *	LOS: D

\* = Critical Movement

I/S #: 15

PROJECT TITLE: China Shpping  
 North-South Street: Pacific Ave/JSG BI East-West Street: Channel St  
 Scenario: 2045 Mitigated Baseline Count Date:  
 Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity	NB -- EB --	SB -- WB --	Lane Volume	NB -- EB --	SB -- WB --	Lane Volume	NB -- EB --	SB -- WB --
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	462	1	462	515	1	515	457	1	457
	Left-Through		0			0			0	
	Through	819	2	410	383	2	192	543	2	272
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	447	2	224	413	2	207	289	2	145
	Through-Right		0			0			0	
	Right	316	1	0	379	1	0	673	1	346
	Left-Through-Right		0			0			0	
EASTBOUND	Left	648	2	356	732	2	403	594	2	327
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	374	1	0	501	1	0	673	1	216
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES				North-South: 686 East-West: 356 SUM: 1042			North-South: 722 East-West: 403 SUM: 1125			North-South: 803 East-West: 327 SUM: 1130
VOLUME/CAPACITY (V/C) RATIO:				0.731			0.789			0.793
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631			0.689			0.693
LEVEL OF SERVICE (LOS):				B			B			B

Version: 11 Beta; 8/4/2011



I/S #: 15

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave/JSG BI East-West Street: Channel St  
Scenario: Revised Project  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	0	NB -- 0	SB -- 3	0	NB -- 0	SB -- 3	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	463	1	463	515	1	515	459	1	459
	Left-Through		0			0			0	
	Through	819	2	410	383	2	192	543	2	272
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	450	2	225	414	2	207	298	2	149
	Through-Right		0			0			0	
	Right	335	1	0	394	1	0	695	1	367
	Left-Through-Right		0			0			0	
EASTBOUND	Left	654	2	360	734	2	404	596	2	328
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	374	1	0	501	1	0	673	1	214
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 688			North-South: 722			North-South: 826		
		East-West: 360			East-West: 404			East-West: 328		
		SUM: 1048			SUM: 1126			SUM: 1154		
VOLUME/CAPACITY (V/C) RATIO:		0.735			0.790			0.810		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.635			0.690			0.710		
LEVEL OF SERVICE (LOS):		B			B			C		

Version: 11 Beta; 8/4/2011

I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave

East-West Street: Harry Bridges Bl

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
DIRECTION	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	26	1	26	13	1	13	61	1	61
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	55	1	37	18	1	14	46	1	43
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	36	1	36	9	1	9	7	1	7
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,150	2	575	1,263	2	632	1,483	2	742
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	4	1	4	2	1	2	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,220	2	610	1,101	2	551	1,391	2	696
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	11	1	0	30	1	24	86	1	56
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 37			North-South: 14			North-South: 61		
		East-West: 646			East-West: 632			East-West: 742		
		SUM: 683			SUM: 646			SUM: 803		
VOLUME/CAPACITY (V/C) RATIO:		0.455			0.431			0.535		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.355			0.331			0.435		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave  
Scenario: Revised Project  
Count Date:

East-West Street: Harry Bridges BI

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	26	1	26	13	1	13	61	1	61
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	55	0	37	18	0	14	46	0	43
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	36	1	36	9	1	9	7	1	7
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,211	2	606	1,283	2	642	1,504	2	752
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	4	1	4	2	1	2	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,232	2	616	1,101	2	551	1,391	2	696
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	11	1	0	30	1	24	86	1	56
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 37 East-West: 652 SUM: 689			North-South: 14 East-West: 642 SUM: 656			North-South: 61 East-West: 752 SUM: 813		
VOLUME/CAPACITY (V/C) RATIO:		0.459			0.437			0.542		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.359			0.337			0.442		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road

East-West Street: Harry Bridges Bl

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	393	2	216	441	2	243	582	2	320
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	481	1	83	549	1	216	696	1	365
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	824	2	412	696	2	348	731	2	366
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	426	1	210	364	1	121	420	1	100
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	723	2	398	606	1	333	601	1	331
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	757	2	379	706	2	353	991	2	496
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 216			North-South: 243			North-South: 365		
		East-West: 810			East-West: 681			East-West: 697		
		SUM: 1026			SUM: 924			SUM: 1062		
VOLUME/CAPACITY (V/C) RATIO:		0.720			0.648			0.745		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.620			0.548			0.645		
LEVEL OF SERVICE (LOS):		B			A			B		

Version: 11 Beta; 8/4/2011

I/S #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road  
Scenario: Revised Project  
Count Date:

East-West Street: Harry Bridges BI

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	393	2	216	441	2	243	582	2	320
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	481	1	83	549	1	216	696	1	365
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	885	2	443	716	2	358	752	2	376
	Through-Right	427	1	211	365	1	122	420	1	100
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	723	2	398	606	1	333	601	1	331
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	769	2	385	706	2	353	991	2	496
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 216 East-West: 841 SUM: 1057			North-South: 243 East-West: 691 SUM: 934			North-South: 365 East-West: 707 SUM: 1072		
VOLUME/CAPACITY (V/C) RATIO:		0.742			0.655			0.752		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.642			0.555			0.652		
LEVEL OF SERVICE (LOS):		B			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave

East-West Street: Denni St

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	1	0	0	0	0	0
	Left-Through		0			0			0	
	Through	676	2	338	1,103	2	552	1,148	2	574
	Through-Right		0			0			0	
	Right	18	1	18	48	1	48	48	1	48
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	15	0	15	13	0	13	19	0	19
	Left-Through		1			1			1	
	Through	759	0	410	820	0	450	831	0	474
	Through-Right		1			1			1	
	Right	1	0	410	1	0	450	3	0	474
	Left-Through-Right		0			0			0	
EASTBOUND	Left	476	1	476	442	1	442	634	1	634
	Left-Through		0			0			0	
	Through	2	0	130	7	0	11	5	0	12
	Through-Right		1			1			1	
	Right	128	0	0	4	0	0	7	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	9	0	9	9	0	9	16	0	16
	Left-Through		0			0			0	
	Through	2	0	22	6	0	41	4	0	65
	Through-Right		0			0			0	
	Right	11	0	0	26	0	0	45	0	0
	Left-Through-Right		1			1			1	
CRITICAL VOLUMES		North-South: 410			North-South: 565			North-South: 593		
		East-West: 498			East-West: 483			East-West: 699		
		SUM: 908			SUM: 1048			SUM: 1292		
VOLUME/CAPACITY (V/C) RATIO:		0.637			0.735			0.907		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.537			0.635			0.807		
LEVEL OF SERVICE (LOS):		A			B			D		

Version: 11 Beta; 8/4/2011

I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave  
Scenario: Revised Project  
Count Date:

East-West Street: Denni St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0		
		3			3			3		
		0			0			0		
		0			0			0		
		2			2			2		
		0			0			0		
NORTHBOUND	Left	1	0	0	1	0	0	0	0	0
	Left-Through									
	Through	676	2	338	1,103	2	552	1,148	2	574
	Through-Right									
	Right	18	1	18	48	1	48	48	1	48
	Left-Through-Right									
SOUTHBOUND	Left	15	0	15	13	0	13	19	0	19
	Left-Through									
	Through	767	0	414	824	0	452	832	0	475
	Through-Right									
	Right	1	1	414	1	1	452	3	1	475
	Left-Through-Right									
EASTBOUND	Left	490	1	490	451	1	451	637	1	637
	Left-Through									
	Through	2	0	130	7	0	11	5	0	12
	Through-Right									
	Right	128	1	0	4	1	0	7	1	0
	Left-Through-Right									
WESTBOUND	Left	9	0	9	9	0	9	16	0	16
	Left-Through									
	Through	2	0	22	6	0	41	4	0	65
	Through-Right									
	Right	11	0	0	26	0	0	45	0	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 414 East-West: 512 SUM: 926			North-South: 565 East-West: 492 SUM: 1057			North-South: 593 East-West: 702 SUM: 1295		
VOLUME/CAPACITY (V/C) RATIO:		0.650			0.742			0.909		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.550			0.642			0.809		
LEVEL OF SERVICE (LOS):		A			B			D		

Version: 11 Beta; 8/4/2011

I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St

East-West Street: O St

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	924	2	462	1,199	2	600	1,554	2	777
	Through-Right									
	Right	129	1	71	172	1	107	160	1	113
	Left-Through-Right									
SOUTHBOUND	Left	329	1	329	278	1	278	396	1	396
	Left-Through									
	Through	1,602	2	801	1,370	2	685	1,542	2	771
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	117	1	117	131	1	131	95	1	95
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	328	1	0	390	1	112	396	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 1263			North-South: 1285			North-South: 1548		
		East-West: 117			East-West: 131			East-West: 95		
		SUM: 1380			SUM: 1416			SUM: 1643		
VOLUME/CAPACITY (V/C) RATIO:		0.968			0.994			1.153		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.868			0.894			1.053		
LEVEL OF SERVICE (LOS):		D			D			F		

Version: 11 Beta; 8/4/2011



I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St  
Scenario: Revised Project  
Count Date:

East-West Street: O St

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 0 SB -- 0 EB -- 0 WB -- 3 3 1 3 2 0			NB -- 0 SB -- 0 EB -- 0 WB -- 3 3 2 0			NB -- 0 SB -- 0 EB -- 0 WB -- 3 3 2 0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	938	2	469	1,208	2	604	1,557	2	779
	Through-Right									
	Right	129	1	71	172	1	107	160	1	113
	Left-Through-Right									
SOUTHBOUND	Left	329	1	329	278	1	278	396	1	396
	Left-Through									
	Through	1,622	2	811	1,374	2	687	1,543	2	772
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	117	1	117	131	1	131	95	1	95
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	328	1	0	390	1	112	396	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 1280 East-West: 117 SUM: 1397			North-South: 1291 East-West: 131 SUM: 1422			North-South: 1551 East-West: 95 SUM: 1646		
VOLUME/CAPACITY (V/C) RATIO:		0.980			0.998			1.155		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.880			0.898			1.055		
LEVEL OF SERVICE (LOS):		D			D			F		

Version: 11 Beta; 8/4/2011



I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St

East-West Street: Pacific Coast Highway

Scenario: 2045 Mitigated Baseline

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3		NB -- 0	SB -- 3		NB -- 0	SB -- 3	
		EB -- 0	WB -- 3		EB -- 0	WB -- 3		EB -- 0	WB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	211	1	211	266	1	266	181	1	181
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	282	1	20	163	1	0	206	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	262	1	262	406	1	406	316	1	316
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,396	2	698	1,207	2	604	1,313	2	657
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,368	2	515	1,513	2	631	1,896	2	725
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	178	0	178	380	0	380	278	0	278
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 211		211	North-South: 266		266	North-South: 181		181
		East-West: 1213		1213	East-West: 1235		1235	East-West: 1382		1382
		SUM: 1424		1424	SUM: 1501		1501	SUM: 1563		1563
VOLUME/CAPACITY (V/C) RATIO:		0.949		0.949	1.001		1.001	1.042		1.042
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.849		0.849	0.901		0.901	0.942		0.942
LEVEL OF SERVICE (LOS):		D		D	E		E	E		E

Version: 1I Beta; 8/4/2011





I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St  
Scenario: Revised Project  
Count Date:

East-West Street: Pacific Coast Highway

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			3			3		
ATSAC-1 or ATSAC+ATCS-2?		3			3			3		
Override Capacity		2			2			2		
		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	211	1	211	266	1	266	181	1	181
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	282	1	20	163	1	0	206	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	262	1	262	406	1	406	316	1	316
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,396	2	698	1,207	2	604	1,313	2	657
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,368	2	515	1,513	2	631	1,896	2	725
	Through-Right	178	1	178	380	1	380	278	1	278
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 211			North-South: 266			North-South: 181		
		East-West: 1213			East-West: 1235			East-West: 1382		
		SUM: 1424			SUM: 1501			SUM: 1563		
VOLUME/CAPACITY (V/C) RATIO:		0.949			1.001			1.042		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.849			0.901			0.942		
LEVEL OF SERVICE (LOS):		D			E			E		

Version: 11 Beta; 8/4/2011

<b>Project:</b>	<b>China Shipping SEIR</b>						
<b>Int #:</b>	<b>22</b>						
<b>North/South Street:</b>	<b>ALAMEDA STREET</b>						
<b>East/West Street:</b>	<b>SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>Scenario:</b>	<b>2045 Mitigated Baseline</b>						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
<b>Peak Period: AM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.666 *
	TH	3.00	2,347	4,800	0.489	N-S(2):	0.489
	LT	1.00	315	1,600	0.197 *	E-W(1):	0.115 *
Westbound	RT	1.97	326	3,148	0.003	E-W(2):	0.003
	TH	0.00	0	0	0.000	V/C:	0.781
	LT	1.03	171	1,486	0.115 *	Lost Time:	0.120
Northbound	RT	0.00	355	0	0.000		
	TH	3.00	1,896	4,800	0.469 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.901
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E
<b>Peak Period: MIDDAY PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.692 *
	TH	3.00	2,080	4,800	0.433	N-S(2):	0.433
	LT	1.00	222	1,600	0.139 *	E-W(1):	0.111 *
Westbound	RT	2.00	513	3,200	0.091	E-W(2):	0.091
	TH	0.00	0	0	0.000	V/C:	0.803
	LT	1.00	178	1,600	0.111 *	Lost Time:	0.120
Northbound	RT	0.00	532	0	0.000		
	TH	3.00	2,121	4,800	0.553 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.923
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E
<b>Peak Period: PM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.859 *
	TH	3.00	2,662	4,800	0.555	N-S(2):	0.555
	LT	1.00	309	1,600	0.193 *	E-W(1):	0.099 *
Westbound	RT	2.00	539	3,200	0.072	E-W(2):	0.072
	TH	0.00	0	0	0.000	V/C:	0.958
	LT	1.00	158	1,600	0.099 *	Lost Time:	0.120
Northbound	RT	0.00	543	0	0.000		
	TH	3.00	2,656	4,800	0.666 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.078
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

\* = Critical Movement

<b>Project: China Shipping SEIR</b>						
<b>Int #: 22</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>Scenario: 2045 Revised Project</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 12			
<b>Peak Period: AM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.671 *
	TH	3.00	2,366	4,800	0.493	N-S(2): 0.493
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.115 *
Westbound	RT	1.97	326	3,148	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	V/C: 0.786
	LT	1.03	171	1,486	0.115 *	Lost Time: 0.120
Northbound	RT	0.00	365	0	0.000	
	TH	3.00	1,910	4,800	0.474 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.906
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E
<b>Peak Period: MIDDAY PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.695 *
	TH	3.00	2,084	4,800	0.434	N-S(2): 0.434
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.111 *
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091
	TH	0.00	0	0	0.000	V/C: 0.806
	LT	1.00	178	1,600	0.111 *	Lost Time: 0.120
Northbound	RT	0.00	539	0	0.000	
	TH	3.00	2,129	4,800	0.556 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.926
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E
<b>Peak Period: PM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.861 *
	TH	3.00	2,663	4,800	0.555	N-S(2): 0.555
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.099 *
Westbound	RT	2.00	539	3,200	0.072	E-W(2): 0.072
	TH	0.00	0	0	0.000	V/C: 0.960
	LT	1.00	158	1,600	0.099 *	Lost Time: 0.120
Northbound	RT	0.00	545	0	0.000	
	TH	3.00	2,659	4,800	0.668 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.080
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

<b>Project:</b>	<b>China Shipping SEIR</b>						
<b>Int #:</b>	<b>23</b>						
<b>North/South Street:</b>	<b>SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>East/West Street:</b>	<b>SEPULVEDA BOULEVARD</b>						
<b>Scenario:</b>	<b>2045 Mitigated Baseline</b>						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
<b>Peak Period: AM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	248	1,600	0.036	N-S(1): 0.142 * N-S(2): 0.000 E-W(1): 0.332 E-W(2): 0.944 * V/C: 1.086 Lost Time: 0.180	
	TH	0.10	19	155	0.123		
	LT	1.90	374	2,741	0.136 *		
Westbound	RT	1.00	558	1,600	0.226		
	TH	1.00	1,320	1,600	0.825 *		
	LT	1.00	8	1,600	0.005		
Northbound	RT	0.00	3	0	0.000		
	TH	2.00	16	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU: 1.266	
	TH	2.00	1,042	3,200	0.327	LOS: F	
	LT	1.00	191	1,600	0.119 *		
<b>Peak Period: MIDDAY PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	295	1,600	0.026	N-S(1): 0.165 * N-S(2): 0.000 E-W(1): 0.378 E-W(2): 0.986 * V/C: 1.151 Lost Time: 0.180	
	TH	0.07	15	106	0.141		
	LT	1.93	437	2,784	0.157 *		
Westbound	RT	1.00	385	1,600	0.099		
	TH	1.00	1,323	1,600	0.827 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	8	0	0.000		
	TH	2.00	19	3,200	0.008 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	1	0	0.000	ICU: 1.331	
	TH	2.00	1,204	3,200	0.377	LOS: F	
	LT	1.00	254	1,600	0.159 *		
<b>Peak Period: PM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	367	1,600	0.048	N-S(1): 0.191 * N-S(2): 0.000 E-W(1): 0.400 E-W(2): 1.149 * V/C: 1.340 Lost Time: 0.180	
	TH	0.01	2	12	0.164		
	LT	1.99	524	2,869	0.183 *		
Westbound	RT	1.00	409	1,600	0.091		
	TH	1.00	1,548	1,600	0.968 *		
	LT	1.00	0	1,600	0.000		
Northbound	RT	0.00	5	0	0.000		
	TH	2.00	17	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	1	0	0.000	ICU: 1.520	
	TH	2.00	1,278	3,200	0.400	LOS: F	
	LT	1.00	290	1,600	0.181 *		

\* = Critical Movement

<b>Project:</b>	<b>China Shipping SEIR</b>						
<b>Int #:</b>	<b>23</b>						
<b>North/South Street:</b>	<b>SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>East/West Street:</b>	<b>SEPULVEDA BOULEVARD</b>						
<b>Scenario:</b>	<b>2045 Revised Project</b>						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
<b>Peak Period: AM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	248	1,600	0.036	N-S(1): 0.146 *	N-S(2): 0.000
	TH	0.09	19	151	0.126		
	LT	1.91	384	2,744	0.140 *		
Westbound	RT	1.00	558	1,600	0.223	E-W(1): 0.332	E-W(2): 0.944 *
	TH	1.00	1,320	1,600	0.825 *		
	LT	1.00	8	1,600	0.005		
Northbound	RT	0.00	3	0	0.000	V/C: 1.090 Lost Time: 0.180	
	TH	2.00	16	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU: 1.270 LOS: F	
	TH	2.00	1,042	3,200	0.327		
	LT	1.00	191	1,600	0.119 *		
<b>Peak Period: MIDDAY PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	295	1,600	0.026	N-S(1): 0.167 *	N-S(2): 0.000
	TH	0.07	15	105	0.143		
	LT	1.93	444	2,786	0.159 *		
Westbound	RT	1.00	385	1,600	0.097	E-W(1): 0.378	E-W(2): 0.986 *
	TH	1.00	1,323	1,600	0.827 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	8	0	0.000	V/C: 1.153 Lost Time: 0.180	
	TH	2.00	19	3,200	0.008 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	1	0	0.000	ICU: 1.333 LOS: F	
	TH	2.00	1,204	3,200	0.377		
	LT	1.00	254	1,600	0.159 *		
<b>Peak Period: PM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	367	1,600	0.048	N-S(1): 0.191 *	N-S(2): 0.000
	TH	0.01	2	12	0.165		
	LT	1.99	526	2,869	0.183 *		
Westbound	RT	1.00	409	1,600	0.091	E-W(1): 0.400	E-W(2): 1.149 *
	TH	1.00	1,548	1,600	0.968 *		
	LT	1.00	0	1,600	0.000		
Northbound	RT	0.00	5	0	0.000	V/C: 1.340 Lost Time: 0.180	
	TH	2.00	17	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	1	0	0.000	ICU: 1.520 LOS: F	
	TH	2.00	1,278	3,200	0.400		
	LT	1.00	290	1,600	0.181 *		

\* = Critical Movement



I/S #: 24

PROJECT TITLE: Berths 97-109 SEIR  
 North-South Street: Front St East-West Street: Knoll Dr/WBCT gate 2  
 Scenario: 2045 Mitigated Baseline  
 Count Date: Analyst: Iteris, Inc.

Date: 5/13/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1,327	2	730	1,215	2	668	1,514	2	833
	Left-Through		0			0			0	
	Through	268	1	268	225	1	225	306	1	306
	Through-Right		0			1			1	
	Right	127	1	82	187	0	92	107	0	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
SOUTHBOUND	Left	79	1	79	56	1	56	44	1	44
	Left-Through		0			0			0	
	Through	106	1	59	136	2	68	156	2	78
	Through-Right		1			0			0	
	Right	11	0	11	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
EASTBOUND	Left	20	1	20	24	1	24	212	1	212
	Left-Through		0			0			0	
	Through	178	1	178	168	0	168	208	0	208
	Through-Right		0			1			1	
	Right	608	2	0	787	0	99	1,303	0	301
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
WESTBOUND	Left	165	2	91	346	1	190	631	1	347
	Left-Through		0			0			0	
	Through	229	0	245	123	0	171	272	0	328
	Through-Right		1			0			0	
	Right	16	0	0	48	1	0	56	1	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
CRITICAL VOLUMES		North-South: 809			North-South: 736			North-South: 911		
		East-West: 423			East-West: 358			East-West: 648		
		SUM: 1232			SUM: 1094			SUM: 1559		
VOLUME/CAPACITY (V/C) RATIO:		0.821			0.729			1.039		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.721			0.629			0.939		
LEVEL OF SERVICE (LOS):		C			B			E		

Version: 11 Beta; 8/4/2011



I/S #:  
24

PROJECT TITLE: Berths 97-109 SEIR  
North-South Street: Front St East-West Street: Knoll Dr/WBCT gate 2  
Scenario: 2045 Mitigated Baseline  
Count Date: Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		2			2			2			
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0		NB -- 0	SB -- 0		
		EB -- 0	WB -- 0		EB -- 0	WB -- 0		EB -- 0	WB -- 0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			
Override Capacity		0			0			0			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1,327	2	730	1,215	2	668	1,514	2	833	
	Left-Through		0			0			0		
	Through	268	1	268	225	1	225	306	1	306	
	Through-Right		0			1			1		
	Right	188	1	140	213	0	115	120	0	0	
	Left-Through-Right		0			0			0		
SOUTHBOUND	Left	79	1	79	56	1	56	44	1	44	
	Left-Through		0			0			0		
	Through	106	1	59	136	2	68	156	2	78	
	Through-Right		1			0			0		
	Right	11	0	11	0	0	0	0	0	0	
	Left-Through-Right		0			0			0		
EASTBOUND	Left	20	1	20	24	1	24	212	1	212	
	Left-Through		0			0			0		
	Through	215	1	215	187	0	187	213	0	213	
	Through-Right		0			1			1		
	Right	608	2	0	787	0	99	1,303	0	301	
	Left-Through-Right		0			0			0		
WESTBOUND	Left	177	2	97	356	1	196	644	1	354	
	Left-Through		0			0			0		
	Through	231	0	247	124	0	173	275	0	335	
	Through-Right		1			0			0		
	Right	16	0	0	49	1	0	60	1	0	
	Left-Through-Right		0			0			0		
CRITICAL VOLUMES		North-South: 809		North-South: 736		North-South: 911		East-West: 655		East-West: 1566	
		East-West: 462		East-West: 383		East-West: 655		SUM: 1271		SUM: 1566	
VOLUME/CAPACITY (V/C) RATIO:		0.847		0.746		1.044					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.747		0.646		0.944					
LEVEL OF SERVICE (LOS):		C		B		E					

Version: 11 Beta; 8/4/2011

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>	Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>									
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>	Projection Year:	<b>2045</b>	Peak Hour:	<b>AM</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>									
No. of Phases				<b>4</b>		<b>4</b>		<b>4</b>		<b>4</b>									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>									
ATSAC-1 or ATSAC+ATCS-2?		EB-- <b>0</b> WB-- <b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>									
Override Capacity				<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>									
				<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	20	0	20	20	0	20	1	20	0	20	1	20	0	20	1	20	
	Left-Through	0							0				0				0		
	Through	2	397	0	793	397	914	1707	2	854	0	1707	2	854	0	1707	2	854	
	Through-Right	0							0				0				0		
	Right	1	132	0	152	132	48	200	1	36	0	200	1	36	0	200	1	36	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
SOUTHBOUND	Left	1	393	0	393	393	310	703	1	703	0	703	1	703	0	703	1	703	
	Left-Through	0							0				0				0		
	Through	1	206	0	391	206	98	489	1	255	0	489	1	255	0	489	1	255	
	Through-Right	1							1				1				1		
	Right	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
EASTBOUND	Left	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	
	Left-Through	0							0				0				0		
	Through	0	46	0	15	46	0	15	0	46	0	15	0	46	0	15	0	46	
	Through-Right	0							0				0				0		
	Right	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0	
Left-Through-Right	1							1				1				1			
Left-Right	0							0				0				0			
WESTBOUND	Left	0	41	0	41	41	287	328	0	328	0	328	0	328	0	328	0	328	
	Left-Through	1							1				1				1		
	Through	0	49	0	8	49	0	8	0	336	0	8	0	336	0	8	0	336	
	Through-Right	0							0				0				0		
	Right	1	369	0	565	369	169	734	1	383	0	734	1	383	0	734	1	383	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
CRITICAL VOLUMES		North-South: 790	North-South: 790	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	North-South: 1557	
		East-West: 415	East-West: 415	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	East-West: 429	
		SUM: 1205	SUM: 1205	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	SUM: 1986	
VOLUME/CAPACITY (V/C) RATIO:			0.876		0.876		1.444		1.444		1.444		1.444		1.444		1.444		1.444
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.776</b>		<b>0.776</b>		<b>1.344</b>		<b>1.344</b>		<b>1.344</b>		<b>1.344</b>		<b>1.344</b>		<b>1.344</b>		<b>1.344</b>
LEVEL OF SERVICE (LOS):			<b>C</b>		<b>C</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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



I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>	Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>									
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>	Projection Year:	<b>2045</b>	Peak Hour:	<b>MD</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>									
No. of Phases				<b>4</b>						<b>4</b>									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>2</b>						<b>2</b>									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>									
ATSAC-1 or ATSAC+ATCS-2?		EB-- <b>0</b> WB-- <b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>									
Override Capacity				<b>2</b>						<b>2</b>									
				<b>0</b>						<b>0</b>									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	8	1	8	
	Left-Through		0							0				0			0		
	Through	752	2	376	0	752	376	902	1654	2	827	0	1654	2	827	1654	2	827	
	Through-Right		0							0				0			0		
	Right	34	1	0	0	34	0	0	34	1	0	0	34	1	0	34	1	0	
Left-Through-Right		0								0				0			0		
Left-Right		0								0				0			0		
SOUTHBOUND	Left	251	1	251	0	251	251	279	530	1	530	0	530	1	530	530	1	530	
	Left-Through		0							0				0			0		
	Through	721	1	372	0	721	372	223	944	1	484	0	944	1	484	944	1	484	
	Through-Right		1							1				1			1		
	Right	23	0	23	0	23	23	0	23	0	23	0	23	0	23	23	0	23	
Left-Through-Right		0							0				0			0			
Left-Right		0							0				0			0			
EASTBOUND	Left	20	0	20	0	20	20	0	20	0	20	0	20	0	20	20	0	20	
	Left-Through		0							0				0			0		
	Through	1	0	38	0	1	38	0	1	0	38	0	1	0	38	1	0	38	
	Through-Right		0							0				0			0		
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	17	0	0	
Left-Through-Right		1								1				1			1		
Left-Right		0							0				0			0			
WESTBOUND	Left	78	0	78	0	78	78	343	421	0	421	0	421	0	421	421	0	421	
	Left-Through		1							1				1			1		
	Through	16	0	94	0	16	94	0	16	0	437	0	16	0	437	16	0	437	
	Through-Right		0							0				0			0		
	Right	589	1	464	0	589	464	212	801	1	536	0	801	1	536	801	1	536	
Left-Through-Right		0							0				0			0			
Left-Right		0							0				0			0			
CRITICAL VOLUMES		North-South: 627	East-West: 502	SUM: 1129	North-South: 627	East-West: 502	SUM: 1129	North-South: 1357	East-West: 574	SUM: 1931	North-South: 1357	East-West: 574	SUM: 1931	North-South: 1357	East-West: 574	SUM: 1931	North-South: 1357	East-West: 574	SUM: 1931
VOLUME/CAPACITY (V/C) RATIO:			0.821			0.821			1.404			1.404			1.404			1.404	
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.721</b>			<b>0.721</b>			<b>1.304</b>			<b>1.304</b>			<b>1.304</b>			<b>1.304</b>	
LEVEL OF SERVICE (LOS):			<b>C</b>			<b>C</b>			<b>F</b>			<b>F</b>			<b>F</b>			<b>F</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>	Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>									
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>	Projection Year:	<b>2045</b>	Peak Hour:	<b>PM</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>									
No. of Phases				<b>4</b>					<b>4</b>										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>2</b>					<b>2</b>										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>									
ATSAC-1 or ATSAC+ATCS-2?		EB-- <b>0</b> WB-- <b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>									
Override Capacity				<b>2</b>					<b>2</b>										
				<b>0</b>					<b>0</b>										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	12	0	12	12	0	12	1	12	0	12	1	12		12	1	12	
	Left-Through	0							0				0				0		
	Through	2	350	0	699	350	702	1401	2	701	0	1401	2	701		1401	2	701	
	Through-Right	0							0				0				0		
	Right	1	11	0	67	11	17	84	1	0	0	84	1	0		84	1	0	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
SOUTHBOUND	Left	1	417	0	417	417	210	627	1	627	0	627	1	627		627	1	627	
	Left-Through	0							0				0				0		
	Through	1	381	0	732	381	363	1095	1	563	0	1095	1	563		1095	1	563	
	Through-Right	1							1				1				1		
	Right	0	30	0	30	30	0	30	0	30	0	30	0	30		30	0	30	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
EASTBOUND	Left	0	20	0	20	20	0	20	0	20	0	20	0	20		20	0	20	
	Left-Through	0							0				0				0		
	Through	0	45	0	12	45	0	12	0	45	0	12	0	45		12	0	45	
	Through-Right	0							0				0				0		
	Right	0	0	0	13	0	0	13	0	0	0	13	0	0		13	0	0	
Left-Through-Right	1							1				1				1			
Left-Right	0							0				0				0			
WESTBOUND	Left	0	113	0	113	113	158	271	0	271	0	271	0	271		271	0	271	
	Left-Through	1							1				1				1		
	Through	0	128	0	15	128	0	15	0	286	0	15	0	286		15	0	286	
	Through-Right	0							0				0				0		
	Right	1	503	0	711	503	301	1012	1	699	0	1012	1	699		1012	1	699	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
CRITICAL VOLUMES		North-South: 767	North-South: 767	East-West: 548	East-West: 548	SUM: 1315	SUM: 1315	North-South: 1328	North-South: 1328	East-West: 744	East-West: 744	SUM: 2072	SUM: 2072	North-South: 1328	North-South: 1328	East-West: 744	East-West: 744	SUM: 2072	SUM: 2072
VOLUME/CAPACITY (V/C) RATIO:				0.956	0.956			1.507	1.507			1.507	1.507					1.507	1.507
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.856</b>	<b>0.856</b>			<b>1.407</b>	<b>1.407</b>			<b>1.407</b>	<b>1.407</b>					<b>1.407</b>	<b>1.407</b>
LEVEL OF SERVICE (LOS):				<b>D</b>	<b>D</b>			<b>F</b>	<b>F</b>			<b>F</b>	<b>F</b>					<b>F</b>	<b>F</b>

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #:	North-South Street:	Gaffey Street		Year of Count:	2017		Ambient Growth: (%):	0		Conducted by:	SD		Date:	7/23/2018					
	East-West Street:	Channel Street		Projection Year:	2045		Peak Hour:	AM		Reviewed by:	SD		Project:	China Shipping					
No. of Phases		4		4		4		4		4		4		4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0		
		EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3		
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	139	1	139	0	139	139	255	394	1	394	0	394	1	394	0	394	1	394
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	895	2	448	0	895	448	383	1278	2	639	0	1278	2	639	0	1278	2	639
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	312	1	281	0	312	281	574	886	1	846	0	886	1	846	0	886	1	846
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	554	2	305	3	557	306	127	681	2	375	3	684	2	376	0	684	2	376
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	597	1	303	0	597	303	284	881	1	445	0	881	1	445	0	881	1	445
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	39	1	39	0	39	39	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	357	2	179	0	357	179	624	981	2	491	0	981	2	491	0	981	2	491
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	130	1	61	0	130	61	147	277	1	80	0	277	1	80	0	277	1	80
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	62	1	62	0	62	62	18	80	1	80	0	80	1	80	0	80	1	80
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	125	1	125	0	125	125	73	198	1	198	0	198	1	198	0	198	1	198
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	566	1	261	2	568	262	195	761	1	386	2	763	1	387	0	763	1	387
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 753		North-South: 754		North-South: 1221		North-South: 1222		North-South: 1222		North-South: 1222		North-South: 1222					
		East-West: 300		East-West: 301		East-West: 571		East-West: 571		East-West: 571		East-West: 571		East-West: 571					
		SUM: 1053		SUM: 1055		SUM: 1792		SUM: 1793		SUM: 1793		SUM: 1793		SUM: 1793					
VOLUME/CAPACITY (V/C) RATIO:		0.766		0.767		1.303		1.304		1.304		1.304		1.304					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666		0.667		1.203		1.204		1.204		1.204		1.204					
LEVEL OF SERVICE (LOS):		B		B		F		F		F		F		F					

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #:	North-South Street:	<b>Gaffey Street</b>	Year of Count:	<b>2017</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>									
<b>26</b>	East-West Street:	<b>Channel Street</b>	Projection Year:	<b>2045</b>	Peak Hour:	<b>MD</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>									
No. of Phases			4	4	4	4	4	4	4	4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	0	0	0	0	0	0	0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
			EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3									
ATSAC-1 or ATSAC+ATCS-2?			2	2	2	2	2	2	2	2									
Override Capacity			0	0	0	0	0	0	0	0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	155	0	155	155	334	489	1	489	0	489	1	489					
	Left-Through	0							0				0						
	Through	2	454	0	907	454	373	1280	2	640	0	1280	2	640					
	Through-Right	0							0				0						
	Right	1	233	0	282	233	569	851	1	763	0	851	1	763					
SOUTHBOUND	Left-Through-Right	0							0				0						
	Left-Right	0							0				0						
	Left	2	300	2	547	301	281	825	2	454	2	827	2	455					
	Left-Through	0							0				0						
	Through	1	408	0	781	408	340	1121	1	578	0	1121	1	578					
EASTBOUND	Through-Right	1	34	0	34	34	0	34	0	34	0	34	0	34					
	Right	0							0				0						
	Left-Through-Right	0							0				0						
	Left-Right	0							0				0						
	Left	1	50	0	50	50	0	50	1	50	0	50	1	50					
WESTBOUND	Left-Through	0							0				0						
	Through	2	111	0	221	111	613	834	2	417	0	834	2	417					
	Through-Right	0							0				0						
	Right	1	30	0	107	30	117	224	1	0	0	224	1	0					
	Left-Through-Right	0							0				0						
CRITICAL VOLUMES	Left-Right	0							0				0						
	Left	1	98	0	98	98	79	177	1	177	0	177	1	177					
	Left-Through	0							0				0						
	Through	1	86	0	86	86	136	222	1	222	0	222	1	222					
	Through-Right	0							0				0						
VOLUME/CAPACITY (V/C) RATIO:	Right	1	72	2	374	73	319	691	1	237	2	693	1	238					
	Left-Through-Right	0							0				0						
	Left-Right	0							0				0						
	North-South:	754		North-South:		755		North-South:		1217		North-South:		1218		North-South:			
	East-West:	209		East-West:		209		East-West:		594		East-West:		594		East-West:			
SUM:	963		SUM:		964		SUM:		1811		SUM:		1812		SUM:				
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.700		0.701		1.317		1.318												
LEVEL OF SERVICE (LOS):	<b>0.600</b>		<b>0.601</b>		<b>1.217</b>		<b>1.218</b>												
	<b>B</b>		<b>B</b>		<b>F</b>		<b>F</b>												

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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

I/S #:	North-South Street:	<b>Gaffey Street</b>	Year of Count:	<b>2017</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>									
<b>26</b>	East-West Street:	<b>Channel Street</b>	Projection Year:	<b>2045</b>	Peak Hour:	<b>PM</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>									
No. of Phases				<b>4</b>					<b>4</b>	<b>4</b>									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>					<b>0</b>	<b>0</b>									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>									
ATSAC-1 or ATSAC+ATCS-2?		EB-- <b>0</b> WB-- <b>3</b>	EB-- <b>0</b> WB-- <b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	EB-- <b>0</b> WB-- <b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>									
Override Capacity				<b>2</b>	<b>2</b>	<b>2</b>		<b>2</b>	<b>2</b>	<b>2</b>									
				<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	203	0	203	203	427	630	1	630	0	630	1	630		630	1	630	
	Left-Through	0							0				0				0		
	Through	2	449	0	898	449	228	1126	2	563	0	1126	2	563		1126	2	563	
	Through-Right	0							0				0				0		
	Right	1	271	0	329	271	530	859	1	728	0	859	1	728		859	1	728	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
SOUTHBOUND	Left	2	346	2	631	347	394	1023	2	563	2	1025	2	564		1025	2	564	
	Left-Through	0							0				0				0		
	Through	1	485	0	939	485	343	1282	1	656	0	1282	1	656		1282	1	656	
	Through-Right	1							1				1				1		
	Right	0	30	0	30	30	0	30	0	30	0	30	0	30		30	0	30	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
EASTBOUND	Left	1	41	0	41	41	0	41	1	41	0	41	1	41		41	1	41	
	Left-Through	0							0				0				0		
	Through	2	154	0	307	154	425	732	2	366	0	732	2	366		732	2	366	
	Through-Right	0							0				0				0		
	Right	1	34	0	135	34	117	252	1	0	0	252	1	0		252	1	0	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
WESTBOUND	Left	1	117	0	117	117	145	262	1	262	0	262	1	262		262	1	262	
	Left-Through	0							0				0				0		
	Through	1	147	1	148	148	369	516	1	516	1	517	1	517		517	1	517	
	Through-Right	0							0				0				0		
	Right	1	78	8	432	85	727	1151	1	588	8	1159	1	595		1159	1	595	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
CRITICAL VOLUMES		North-South: 795	North-South: 796	East-West: 271	East-West: 271	SUM: 1066	SUM: 1067	North-South: 1291	North-South: 1292	East-West: 629	East-West: 636	SUM: 1920	SUM: 1928	North-South: 1292	North-South: 1292	East-West: 636	East-West: 636	SUM: 1928	SUM: 1928
VOLUME/CAPACITY (V/C) RATIO:			0.775		0.776				1.396		1.402							1.402	
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.675</b>		<b>0.676</b>				<b>1.296</b>		<b>1.302</b>							<b>1.302</b>	
LEVEL OF SERVICE (LOS):			<b>B</b>		<b>B</b>				<b>F</b>		<b>F</b>							<b>F</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	434	3,200	0.136 *	N-S(1): 0.076
	TH	2.00	173	3,200	0.054	N-S(2): 0.137 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.105 *
Westbound	RT	1.00	31	1,600	0.000	E-W(2): 0.095
	TH	1.37	207	2,189	0.095	
	LT	1.63	247	2,350	0.105 *	V/C: 0.242
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	239	3,200	0.075	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.362
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	416	3,200	0.130 *	N-S(1): 0.169 *
	TH	2.00	158	3,200	0.049	N-S(2): 0.131
	LT	0.00	0	0	0.000	E-W(1): 0.128 *
Westbound	RT	1.00	309	1,600	0.000	E-W(2): 0.115
	TH	1.62	299	2,591	0.115	
	LT	1.38	255	1,988	0.128 *	V/C: 0.297
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	541	3,200	0.169	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.417
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	448	3,200	0.140	N-S(1): 0.159 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.141
	LT	0.00	0	0	0.000 *	E-W(1): 0.102 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.092
	TH	1.64	241	2,629	0.092	
	LT	1.36	199	1,954	0.102 *	V/C: 0.261
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	508	3,200	0.159 *	
	LT	1.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.381
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

<b>Peak Period:</b>	<b>AM PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	463	3,200	0.145 *	N-S(1): 0.078
	TH	2.00	173	3,200	0.054	N-S(2): 0.146 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.105 *
Westbound	RT	1.00	31	1,600	0.000	E-W(2): 0.095
	TH	1.37	207	2,189	0.095	
	LT	1.63	247	2,350	0.105 *	V/C: 0.251
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	246	3,200	0.077	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.371
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

<b>Peak Period:</b>	<b>MIDDAY PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	435	3,200	0.136 *	N-S(1): 0.172 *
	TH	2.00	158	3,200	0.049	N-S(2): 0.137
	LT	0.00	0	0	0.000	E-W(1): 0.128 *
Westbound	RT	1.00	309	1,600	0.000	E-W(2): 0.115
	TH	1.62	299	2,591	0.115	
	LT	1.38	255	1,988	0.128 *	V/C: 0.300
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	550	3,200	0.172	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.420
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

<b>Peak Period:</b>	<b>PM PEAK HOUR</b>
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	471	3,200	0.147	N-S(1): 0.162 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.148
	LT	0.00	0	0	0.000 *	E-W(1): 0.102 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.092
	TH	1.64	241	2,629	0.092	
	LT	1.36	199	1,954	0.102 *	V/C: 0.264
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	518	3,200	0.162 *	
	LT	1.00	2	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.384
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.371 *
	TH	2.00	1,187	3,200	0.371 *	
	LT	0.00	0	0	0.000	V/C: 0.555
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.655
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	279	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.341 *
	TH	2.00	1,092	3,200	0.341 *	
	LT	0.00	0	0	0.000	V/C: 0.524
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	124	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.624
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.175	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.457 *
	TH	2.00	1,461	3,200	0.457 *	
	LT	0.00	0	0	0.000	V/C: 0.655
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.755
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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



<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.380 *
	TH	2.00	1,217	3,200	0.380 *	
	LT	0.00	0	0	0.000	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.664
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	280	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.347 *
	TH	2.00	1,111	3,200	0.347 *	
	LT	0.00	0	0	0.000	V/C: 0.530
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	125	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.630
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.176	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.464 *
	TH	2.00	1,485	3,200	0.464 *	
	LT	0.00	0	0	0.000	V/C: 0.662
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.762
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2045 No Project</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,496	3,200	0.468 *	N-S(1): 0.469
	TH	2.00	558	3,200	0.175	N-S(2): 0.543 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.191 *
Westbound	RT	1.00	183	1,600	0.000	E-W(2): 0.146
	TH	1.00	234	1,600	0.146	
	LT	2.00	549	2,880	0.191 *	V/C: 0.734
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,497	3,200	0.468	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.854
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,425	3,200	0.445 *	N-S(1): 0.504
	TH	2.00	527	3,200	0.165	N-S(2): 0.536 *
	LT	0.00	0	0	0.000	E-W(1): 0.186 *
Westbound	RT	1.00	153	1,600	0.000	E-W(2): 0.168
	TH	1.00	268	1,600	0.168	
	LT	2.00	536	2,880	0.186 *	V/C: 0.722
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,613	3,200	0.504	
	LT	1.00	145	1,600	0.091 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.842
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,897	3,200	0.593	N-S(1): 0.713 *
	TH	2.00	436	3,200	0.136	N-S(2): 0.712
	LT	0.00	0	0	0.000 *	E-W(1): 0.172 *
Westbound	RT	1.00	196	1,600	0.000	E-W(2): 0.151
	TH	1.00	241	1,600	0.151	
	LT	2.00	495	2,880	0.172 *	V/C: 0.885
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,283	3,200	0.713 *	
	LT	1.00	190	1,600	0.119	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.005
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2045 Project</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,526	3,200	0.477 *	N-S(1): 0.471
	TH	2.00	558	3,200	0.175	N-S(2): 0.552 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.191 *
Westbound	RT	1.00	183	1,600	0.000	E-W(2): 0.146
	TH	1.00	234	1,600	0.146	V/C: 0.743
	LT	2.00	549	2,880	0.191 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,504	3,200	0.470	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.863
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,443	3,200	0.451 *	N-S(1): 0.507
	TH	2.00	527	3,200	0.165	N-S(2): 0.542 *
	LT	0.00	0	0	0.000	E-W(1): 0.186 *
Westbound	RT	1.00	153	1,600	0.000	E-W(2): 0.168
	TH	1.00	268	1,600	0.168	V/C: 0.728
	LT	2.00	536	2,880	0.186 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,622	3,200	0.507	
	LT	1.00	146	1,600	0.091 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.848
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,920	3,200	0.600 *	N-S(1): 0.717
	TH	2.00	436	3,200	0.136	N-S(2): 0.719 *
	LT	0.00	0	0	0.000	E-W(1): 0.172 *
Westbound	RT	1.00	196	1,600	0.000	E-W(2): 0.151
	TH	1.00	241	1,600	0.151	V/C: 0.891
	LT	2.00	495	2,880	0.172 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	2,293	3,200	0.717	
	LT	1.00	191	1,600	0.119 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.011
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

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

**Project:** China Shipping SEIR  
**Int #:** 28  
**North/South Street:** PIER S WAY  
**East/West Street:** OCEAN BOULEVARD RAMPS WESTBOUND  
  
**Scenario:** Year 2045 No Project

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.371 *
	TH	2.00	1,187	3,200	0.371 *	
	LT	0.00	0	0	0.000	V/C: 0.555
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.655
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	279	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.341 *
	TH	2.00	1,092	3,200	0.341 *	
	LT	0.00	0	0	0.000	V/C: 0.524
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	124	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.624
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.175	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.457 *
	TH	2.00	1,461	3,200	0.457 *	
	LT	0.00	0	0	0.000	V/C: 0.655
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.755
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2045 Project</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.380 *
	TH	2.00	1,217	3,200	0.380 *	
	LT	0.00	0	0	0.000	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.664
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	280	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.347 *
	TH	2.00	1,111	3,200	0.347 *	
	LT	0.00	0	0	0.000	V/C: 0.530
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	125	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.630
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.176	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.464 *
	TH	2.00	1,485	3,200	0.464 *	
	LT	0.00	0	0	0.000	V/C: 0.662
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.762
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	2018	Ambient Growth: (%)		Conducted by:		Date:	10/5/2016									
29	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	2045	Peak Hour:	AM	Reviewed by:		Project:	APL Analysis									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	2	0	2	2	-1	1	1	1	1	1	1	0	1	1	1	1
	Left-Through	2	0							0									
	Through	3	2	20	0	39	20	706	745	2	373	0	745	2	373	0	745	2	373
	Through-Right	4	0							0									
	Right	5	1	0	0	45	0	-8	37	1	0	0	37	1	0	0	37	1	0
	Left-Through-R	6	0							0									
	Left-Right	7	0							0									
SOUTHBOUND	Left	8	2	75	0	137	75	316	453	2	249	0	453	2	249	0	453	2	249
	Left-Through	9	0							0									
	Through	10	1	168	17	343	177	822	1148	1	607	17	1165	1	615	0	1165	1	615
	Through-Right	11	1							1				1				1	
	Right	12	0	10	0	10	10	55	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	30	0	30	30	26	56	1	56	0	56	1	56	0	56	1	56
	Left-Through	16	0							0				0				0	
	Through	17	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	44	0	44	44	18	62	0	62	0	62	0	62	0	62	0	62
	Left-Through	23	1							1				1				1	
	Through	24	0	44	0	0	44	0	0	0	62	0	0	0	62	0	0	0	62
	Through-Right	25	0							0				0				0	
	Right	26	1	0	0	92	0	319	411	1	0	0	411	1	0	0	411	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 170 East-West: 74 SUM: 244	North-South: 179 East-West: 74 SUM: 253	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740												
VOLUME/CAPACITY (V/C) RATIO:		0.177	0.184	0.538	0.538	0.538	0.538												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.089	0.092	0.438	0.438	0.438	0.438												
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A												

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/5/2016					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2045		Peak Hour:	MD		Reviewed by:	0		Project:	APL Analysis					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	11	0	11	11	-1	10	1	10	0	10	1	10	0	10	1	10
	Left-Through	2	0		0				0		0		0			0		0	
	Through	3	2	152	0	303	152	427	730	2	365	0	730	2	365	0	730	2	365
	Through-Right	4	0		0				0		0		0			0		0	
	Right	5	1	0	0	82	0	-15	67	1	0	0	67	1	0	0	67	1	0
	Left-Through-R	6	0		0				0		0		0			0		0	
	Left-Right	7	0		0				0		0		0			0		0	
SOUTHBOUND	Left	8	2	111	0	202	111	220	422	2	232	0	422	2	232	0	422	2	232
	Left-Through	9	0		0				0		0		0			0		0	
	Through	10	1	217	5	399	220	380	774	1	424	5	779	1	426	0	779	1	426
	Through-Right	11	1		0				1		1		1			0	1	1	
	Right	12	0	40	0	40	40	33	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-R	13	0		0				0		0		0			0		0	
	Left-Right	14	0		0				0		0		0			0		0	
EASTBOUND	Left	15	1	53	0	53	53	39	92	1	92	0	92	1	92	0	92	1	92
	Left-Through	16	0		0				0		0		0			0		0	
	Through	17	0	19	0	1	19	0	1	0	19	0	1	0	19	0	1	0	19
	Through-Right	18	1		0				1		1		1			0	1	1	
	Right	19	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-R	20	0		0				0		0		0			0		0	
	Left-Right	21	0		0				0		0		0			0		0	
WESTBOUND	Left	22	0	88	0	88	88	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through	23	1		0				1		1		1			0	1	1	
	Through	24	0	91	0	3	91	0	3	0	91	0	3	0	91	0	3	0	91
	Through-Right	25	0		0				0		0		0			0		0	
	Right	26	1	0	0	188	0	259	447	1	0	0	447	1	0	0	447	1	0
	Left-Through-R	27	0		0				0		0		0			0		0	
	Left-Right	28	0		0				0		0		0			0		0	
CRITICAL VOLUMES		North-South: 263 East-West: 144 SUM: 407		North-South: 263 East-West: 144 SUM: 407		North-South: 263 East-West: 144 SUM: 407		North-South: 597 East-West: 183 SUM: 780		North-South: 597 East-West: 183 SUM: 780		North-South: 597 East-West: 183 SUM: 780		North-South: 597 East-West: 183 SUM: 780					
VOLUME/CAPACITY (V/C) RATIO:		0.296		0.296		0.296		0.567		0.567		0.567		0.567					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.196		0.196		0.196		0.467		0.467		0.467		0.467					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/5/2016					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2045		Peak Hour:	PM		Reviewed by:	0		Project:	APL Analysis					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	3	0	3	3	-2	1	1	1	0	1	1	1	1	1	1	1	1
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	2	146	0	292	146	1013	1305	2	653	0	1305	2	653	1305	2	653	653
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	1	0	0	50	0	-9	41	1	0	0	41	1	0	41	1	0	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	2	106	0	193	106	110	303	2	167	0	303	2	167	303	2	167	167
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	1	210	11	395	215	652	1036	1	570	11	1047	1	575	1047	1	575	575
	Through-Right	11	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0
	Right	12	0	35	0	35	35	68	103	0	103	0	103	0	103	103	0	103	103
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	1	57	0	57	57	49	106	1	106	0	106	1	106	106	1	106	106
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0	7	7
	Through-Right	18	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0
	Right	19	0	0	0	7	0	0	7	0	0	0	7	0	0	7	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	0	69	0	69	69	6	75	0	75	0	75	0	75	75	0	75	75
	Left-Through	23	1	0	0	0	0	4	4	0	79	0	4	0	79	4	0	79	79
	Through	24	0	69	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	1	0	0	349	0	219	568	1	0	0	568	1	0	568	1	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	252	North-South:	252	North-South:	820	North-South:	820	North-South:	820	North-South:	820	North-South:	820	North-South:	820	North-South:	820
		East-West:	126	East-West:	126	East-West:	185	East-West:	185	East-West:	185	East-West:	185	East-West:	185	East-West:	185	East-West:	185
		SUM:	378	SUM:	378	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005
VOLUME/CAPACITY (V/C) RATIO:		0.275		0.275		0.731		0.731		0.731		0.731		0.731		0.731		0.731	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.175		0.175		0.631		0.631		0.631		0.631		0.631		0.631		0.631	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

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

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



I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2017</b>	Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>						
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2045</b>	Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>						
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	164	2	90	0	164	90	80	244	2	134	0	244	2	134	0	244	2	134
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	20	1	20	0	20	20	-6	14	1	14	0	14	1	14	0	14	1	14
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	3	0	3	0	3	3	9	12	0	12	0	12	0	12	0	12	0	12
	Left-Through	54	1	57	0	54	57	2	56	0	68	0	56	0	68	0	56	0	68
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	24	1	24	0	24	24	9	33	1	33	0	33	1	33	0	33	1	33
	Through	32	1	0	0	32	0	103	135	1	0	0	135	1	0	0	135	1	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 90		North-South: 90		North-South: 134		North-South: 134		North-South: 134		North-South: 134		North-South: 134		North-South: 134			
		East-West: 57		East-West: 57		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68			
		SUM: 147		SUM: 147		SUM: 202		SUM: 202		SUM: 202		SUM: 202		SUM: 202		SUM: 202			
VOLUME/CAPACITY (V/C) RATIO:		0.098		0.098		0.135		0.135		0.135		0.135		0.135		0.135			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098		0.098		0.135		0.135		0.135		0.135		0.135		0.135			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2017</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>MD</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	170	2	94	0	170	94	81	251	2	138	0	251	2	138	251	2	138	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	19	1	19	0	19	19	-3	16	1	16	0	16	1	16	16	1	16	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	5	0	5	0	5	5	12	17	0	17	0	17	0	17	17	0	17	
	Left-Through	51	1	56	0	51	56	1	52	0	69	0	52	0	69	52	0	69	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	33	1	33	0	33	33	6	39	1	39	0	39	1	39	39	1	39	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	29	1	0	0	29	0	270	299	1	0	0	299	1	0	299	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 94		North-South: 94		North-South: 138		North-South: 138		North-South: 138		North-South: 138		North-South: 138		North-South: 138			
		East-West: 56		East-West: 56		East-West: 69		East-West: 69		East-West: 69		East-West: 69		East-West: 69		East-West: 69			
		SUM: 150		SUM: 150		SUM: 207		SUM: 207		SUM: 207		SUM: 207		SUM: 207		SUM: 207			
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.100		0.138		0.138		0.138		0.138		0.138		0.138			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.100		0.138		0.138		0.138		0.138		0.138		0.138			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2017</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	210	2	116	0	210	116	77	287	2	158	0	287	2	158	287	2	158	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	18	1	18	0	18	18	-2	16	1	16	0	16	1	16	16	1	16	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	13	0	13	0	13	13	6	19	0	19	0	19	0	19	19	0	19	
	Left-Through	42	1	55	0	42	55	0	42	0	61	0	42	0	61	42	0	61	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	25	1	25	0	25	25	95	120	1	120	0	120	1	120	120	1	120	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	33	1	0	0	33	0	379	412	1	0	0	412	1	0	412	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 116		North-South: 116		North-South: 158		North-South: 158		North-South: 158		North-South: 158		North-South: 158		North-South: 158			
		East-West: 55		East-West: 55		East-West: 139		East-West: 139		East-West: 139		East-West: 139		East-West: 139		East-West: 139			
		SUM: 171		SUM: 171		SUM: 297		SUM: 297		SUM: 297		SUM: 297		SUM: 297		SUM: 297			
VOLUME/CAPACITY (V/C) RATIO:		0.114		0.114		0.198		0.198		0.198		0.198		0.198		0.198			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.114		0.114		0.198		0.198		0.198		0.198		0.198		0.198			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

**Detailed Intersection Calculation Sheets for**

**Table 4-10: Intersection Level of Service— Year 2030 Remodeled Future Mitigated  
Baseline With Proposed ICTF and SCIG Compared to Year 2030 Revised Project  
Cumulative Conditions With Proposed ICTF and SCIG**



I/S #: 2

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI

East-West Street: Harry Bridges BI

Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	2	1	2	12	1	12	34	1	34
	Through-Right		0			0			0	
	Right	12	1	0	46	1	26	76	1	41
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	49	1	49	15	1	15	85	1	85
	Left-Through		0			0			0	
	Through	10	1	10	8	1	8	19	1	19
	Through-Right		0			0			0	
	Right	193	1	152	119	1	82	245	1	149
	Left-Through-Right		0			0			0	
EASTBOUND	Left	82	1	82	75	1	75	193	1	193
	Left-Through		0			0			0	
	Through	914	2	457	912	2	456	1,079	2	540
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	43	1	43	40	1	40	70	1	70
	Left-Through		0			0			0	
	Through	1,051	2	526	919	2	460	1,134	2	567
	Through-Right		0			0			0	
	Right	37	1	13	12	1	5	21	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 152		152	North-South: 82		82	North-South: 149		149
		East-West: 608		608	East-West: 535		535	East-West: 760		760
		SUM: 760		760	SUM: 617		617	SUM: 909		909
VOLUME/CAPACITY (V/C) RATIO:		0.553		0.553	0.449		0.449	0.661		0.661
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.453		0.453	0.349		0.349	0.561		0.561
LEVEL OF SERVICE (LOS):		A		A	A		A	A		A

Version: 1I Beta; 8/4/2011

I/S #: 2

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI

East-West Street: Harry Bridges BI

Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4			4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through									
	Through	2	1	2	12	1	12	34	1	34
	Through-Right									
	Right	12	1	0	46	1	26	76	1	41
	Left-Through-Right									
SOUTHBOUND	Left	49	1	49	15	1	15	85	1	85
	Left-Through									
	Through	10	1	10	8	1	8	19	1	19
	Through-Right									
	Right	193	1	152	119	1	82	245	1	149
	Left-Through-Right									
EASTBOUND	Left	82	1	82	75	1	75	193	1	193
	Left-Through									
	Through	969	2	485	927	2	464	1,097	2	549
	Through-Right									
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right									
WESTBOUND	Left	43	1	43	40	1	40	70	1	70
	Left-Through									
	Through	1,051	2	526	919	2	460	1,134	2	567
	Through-Right									
	Right	37	1	13	12	1	5	21	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 152 East-West: 608 SUM: 760			North-South: 82 East-West: 535 SUM: 617			North-South: 149 East-West: 760 SUM: 909		
VOLUME/CAPACITY (V/C) RATIO:		0.553			0.449			0.661		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.453			0.349			0.561		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR

North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: Year 2030 Mitigated Baseline With ICTF and SCIG

Count Date: ### Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	44	1	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	400	2	200	316	2	158	0	2	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	486	1	67	496	1	240	29	1	22
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	23	1	23	26	1	26
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	498	2	249	491	2	246	0	2	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	283	1	160	337	1	207	290	1	234
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	123	1	123	130	1	130	56	1	56
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	652	2	222	656	2	222	1,139	2	388
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	15	1	15	9	0	9	26	0	26
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	762	2	419	466	2	256	13	2	7
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	582	2	291	669	2	335	943	2	472
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	6	30	1	19	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 268			North-South: 263			North-South: 278		
		East-West: 641			East-West: 557			East-West: 860		
		SUM: 909			SUM: 820			SUM: 1138		
VOLUME/CAPACITY (V/C) RATIO:		0.661			0.596			0.828		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.561			0.496			0.728		
LEVEL OF SERVICE (LOS):		A			A			C		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR  
North-South Street: Alameda St East-West Street: Anaheim St  
Scenario: Year 2030 Revised Project With ICTF and SCIG Mitigation  
Count Date: ### Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	44	1	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	420	2	210	322	2	161	0	2	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	486	1	67	496	1	240	29	1	22
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	23	1	23	26	1	26
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	498	2	249	491	2	246	0	2	0
	Through-Right	1	1	1	0	0	0	0	0	0
	Right	283	0	160	337	1	207	290	1	234
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	123	1	123	130	1	130	56	1	56
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	653	2	223	656	2	222	1,139	2	388
	Through-Right	1	1	1	1	1	1	1	1	1
	Right	15	0	15	9	0	9	26	0	26
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	762	2	419	466	2	256	13	2	7
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	582	2	291	669	2	335	943	2	472
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	6	30	1	19	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 268			North-South: 263			North-South: 278		
		East-West: 642			East-West: 557			East-West: 860		
		SUM: 910			SUM: 820			SUM: 1138		
VOLUME/CAPACITY (V/C) RATIO:		0.662			0.596			0.828		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.562			0.496			0.728		
LEVEL OF SERVICE (LOS):		A			A			C		

Version: 11 Beta; 8/4/2011





I/S #: 3

PROJECT TITLE: China Shipping SEIR  
North-South Street: Alameda St East-West Street: Anaheim St  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: 1/0/1900 Analyst: Iteris, Inc. Date: 5/13/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
		0			0			0		
DIRECTION	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	15	1	15	44	1	44
	Left-Through		0			0			0	
	Through	420	2	210	322	2	161	0	2	0
	Through-Right		0			0			0	
	Right	486	1	67	496	1	240	29	1	22
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	9	1	9	23	1	23	26	1	26
	Left-Through		0			0			0	
	Through	498	2	249	491	2	246	0	2	0
	Through-Right		0			0			0	
	Right	283	1	160	337	1	207	290	1	234
	Left-Through-Right		0			0			0	
EASTBOUND	Left	123	1	123	130	1	130	56	1	56
	Left-Through		0			0			0	
	Through	653	2	327	656	2	328	1,139	2	570
	Through-Right		0			0			0	
	Right	15	1	15	9	1	9	26	1	26
	Left-Through-Right		0			0			0	
WESTBOUND	Left	762	2	419	466	2	256	13	2	7
	Left-Through		0			0			0	
	Through	582	2	291	669	2	335	943	2	472
	Through-Right		0			0			0	
	Right	10	1	6	30	1	19	0	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 268			North-South: 263			North-South: 278		
		East-West: 746			East-West: 663			East-West: 1042		
		SUM: 1014			SUM: 926			SUM: 1320		
VOLUME/CAPACITY (V/C) RATIO:		0.737			0.673			0.960		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.637			0.573			0.860		
LEVEL OF SERVICE (LOS):		B			A			D		

Version: 11 Beta; 8/4/2011



I/S #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue East-West Street: Anaheim Street  
Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 1	WB -- 0		EB -- 1	WB -- 0		EB -- 1	WB -- 0	
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	543	1	375	355	1	355	731	1	569
	Left-Through		1			1			1	
	Through	581	1	375	787	1	394	976	1	569
	Through-Right		0			0			0	
	Right	63	1	0	96	1	20	129	1	57
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	194	1	194	164	1	164	190	1	190
	Left-Through		0			0			0	
	Through	716	2	251	689	2	248	804	2	290
	Through-Right		1			1			1	
	Right	38	0	38	55	0	55	67	0	67
	Left-Through-Right		0			0			0	
EASTBOUND	Left	79	1	79	122	1	122	120	1	120
	Left-Through		0			0			0	
	Through	837	2	419	848	2	424	858	2	429
	Through-Right		0			0			0	
	Right	691	1	0	370	1	0	550	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	166	1	166	153	1	153	144	1	144
	Left-Through		0			0			0	
	Through	879	2	440	799	2	400	1,129	2	565
	Through-Right		0			0			0	
	Right	151	1	54	166	1	84	247	1	152
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 626			North-South: 642			North-South: 859		
		East-West: 585			East-West: 577			East-West: 685		
		SUM: 1211			SUM: 1219			SUM: 1544		
VOLUME/CAPACITY (V/C) RATIO:		0.881			0.887			1.123		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.781			0.787			1.023		
LEVEL OF SERVICE (LOS):		C			C			F		

Version: 1I Beta; 8/4/2011



I/S #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue East-West Street: Anaheim Street  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4			4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	543	1	375	355	1	355	731	1	569
	Left-Through		1			1			1	
	Through	581	1	375	787	1	394	976	1	569
	Through-Right		0			0			0	
	Right	63	1	0	96	1	20	129	1	57
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	194	1	194	164	1	164	190	1	190
	Left-Through		0			0			0	
	Through	736	2	258	695	2	250	808	2	292
	Through-Right		1			1			1	
	Right	38	0	38	55	0	55	67	0	67
	Left-Through-Right		0			0			0	
EASTBOUND	Left	79	1	79	122	1	122	120	1	120
	Left-Through		0			0			0	
	Through	837	2	419	848	2	424	858	2	429
	Through-Right		0			0			0	
	Right	726	1	0	379	1	0	566	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	166	1	166	153	1	153	144	1	144
	Left-Through		0			0			0	
	Through	879	2	440	799	2	400	1,129	2	565
	Through-Right		0			0			0	
	Right	151	1	54	166	1	84	247	1	152
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 633 East-West: 585 SUM: 1218			North-South: 644 East-West: 577 SUM: 1221			North-South: 861 East-West: 685 SUM: 1546		
VOLUME/CAPACITY (V/C) RATIO:		0.886			0.888			1.124		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.786			0.788			1.024		
LEVEL OF SERVICE (LOS):		C			C			F		

Version: 11 Beta; 8/4/2011



I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St East-West Street: SR47WB on-ramp  
Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,627	2	814	1,516	2	758	1,741	2	871
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	886	2	443	1,149	1	575	1,925	1	963
	Through-Right	0	0	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 814		814	North-South: 758		758	North-South: 963		963
		East-West: 0		0	East-West: 0		0	East-West: 0		0
		SUM: 814		814	SUM: 758		758	SUM: 963		963
VOLUME/CAPACITY (V/C) RATIO:		0.592			0.551			0.700		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.492			0.451			0.600		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 1I Beta; 8/4/2011

I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St East-West Street: SR47WB on-ramp  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?	NB --	SB --	EB --	WB --	No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?	NB --	SB --	EB --	WB --
		4	0	0	0	4	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	0	0	3	0	0	3	0	0	0
ATSAC-1 or ATSAC+ATCS-2?		3	0	0	3	0	0	3	0	0	0
Override Capacity		2	2	0	2	2	0	2	2	0	0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	
	Through	1,686	2	843	1,537	2	769	1,748	2	874	
	Through-Right	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	
	Through	901	2	451	1,158	1	579	1,936	1	968	
	Through-Right	0	0	0	0	1	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 843 East-West: 0 SUM: 843			North-South: 769 East-West: 0 SUM: 769			North-South: 968 East-West: 0 SUM: 968			
VOLUME/CAPACITY (V/C) RATIO:			0.613			0.559				0.704	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.513			0.459				0.604	
LEVEL OF SERVICE (LOS):			A			A				B	

Version: 11 Beta; 8/4/2011

# Level of Service Workheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			2030 Mitigated BL W/ ICTF and SCIG			2030 Revised Proj W ICTF SCIG		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
	RT	LT		RT	LT		RT	LT		RT	LT	
	N-S	473	473	N-S	478	478	N-S	780	780	N-S	781	781
	EB	217	226	EB	217	275	EB	223	87	EB	223	136
	WB	4	4	WB	4	4	WB	60	60	WB	60	60
	Sum	694	703	Sum	699	757	Sum	1063	927	Sum	1064	977
	<b>V/C</b>	0.505	0.511	<b>V/C</b>	0.508	0.551	<b>V/C</b>	0.773	0.674	<b>V/C</b>	0.774	0.711
	Less	0.405	0.411	Less A	0.408	0.451	Less ATE	0.673	0.574	Less ATE	0.674	0.611
	LOS A	A	A	LOS A	A	A	LOS B	A	A	LOS B	B	B
	<b>Int V/C</b>	<b>0.411</b>		<b>Int V/C</b>	<b>0.451</b>		<b>Int V/C</b>	<b>0.673</b>		<b>Int V/C</b>	<b>0.674</b>	
		A			A			B			B	
<b>PROJECT IMPACT</b>												
Change in v/c due to project:										<b>0.001</b>		
Significant impacted?										<b>NO</b>		

# Level of Service Workheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			2030 Mitigated BL W/ ICTF and SCIG			2030 Revised Proj W ICTF SCIG		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
	RT	LT		RT	LT		RT	LT		RT	LT	
	N-S	285	285	N-S	286	286	N-S	735	735	N-S	736	736
	EB	175	242	EB	175	260	EB	199	131	EB	199	149
	WB	15	15	WB	15	15	WB	40	40	WB	40	40
	Sum	475	542	Sum	476	561	Sum	974	906	Sum	975	925
	<b>V/C</b>	0.345	0.394	<b>V/C</b>	0.346	0.408	<b>V/C</b>	0.708	0.659	<b>V/C</b>	0.709	0.673
	Less	0.245	0.294	Less A	0.246	0.308	Less A <sup>5</sup>	0.608	0.559	Less A <sup>5</sup>	0.609	0.573
	LOS A	A	A	LOS A	A	A	LOS B	A	A	LOS B	A	A
	<b>Int V/C</b>	<b>0.294</b>		<b>Int V/C</b>	<b>0.308</b>		<b>Int V/C</b>	<b>0.608</b>		<b>Int V/C</b>	<b>0.609</b>	
		<b>A</b>			<b>A</b>			<b>B</b>			<b>B</b>	
<b>PROJECT IMPACT</b>												
Change in v/c due to project:										<b>0.001</b>		
Significant impacted?										<b>NO</b>		

# Level of Service Workheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			2030 Mitigated BL W/ ICTF and SCIG			2030 Revised Proj W ICTF SCIG		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
	RT	LT		RT	LT		RT	LT		RT	LT	
	N-S	331	331	N-S	333	333	N-S	1223	1223	N-S	1226	1226
	EB	218	206	EB	218	209	EB	148	136	EB	148	139
	WB	15	15	WB	15	15	WB	19	19	WB	19	19
	Sum	564	552	Sum	566	557	Sum	1390	1378	Sum	1393	1384
	<b>V/C</b>	0.410	0.401	<b>V/C</b>	0.412	0.405	<b>V/C</b>	1.011	1.002	<b>V/C</b>	1.013	1.007
	Less	0.310	0.301	Less A	0.312	0.305	Less ATS	0.911	0.902	Less ATS	0.913	0.907
	LOS A	A		LOS	A		LOS	E		LOS	E	
	<b>Int V/C</b>	<b>0.310</b>		<b>Int V/C</b>	<b>0.312</b>		<b>Int V/C</b>	<b>0.911</b>		<b>Int V/C</b>	<b>0.913</b>	
	A		A		E		E		E			
<b>PROJECT IMPACT</b>												
Change in v/c due to project:										<b>0.002</b>		
Significant impacted?										<b>NO</b>		



I/S #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	936	2	515	616	2	339	667	2	367
	Left-Through		0			0			0	
	Through	395	1	238	284	1	171	346	1	191
	Through-Right		1			1			1	
	Right	81	0	81	57	0	57	35	0	35
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
SOUTHBOUND	Left	558	1	558	544	1	544	765	1	765
	Left-Through		0			0			0	
	Through	565	2	283	552	2	276	443	2	222
	Through-Right		0			0			0	
	Right	10	1	0	12	1	0	29	1	2
	Left-Through-Right		0			0		0		
	Left-Right		0			0		0		
EASTBOUND	Left	44	0	44	59	0	59	54	0	54
	Left-Through		1			1			1	
	Through	-59	0	69	-5	0	106	17	0	71
	Through-Right		1			1			1	
	Right	128	0	0	111	0	0	297	0	114
	Left-Through-Right		0			0		0		
	Left-Right		0			0		0		
WESTBOUND	Left	13	1	13	33	1	33	96	1	96
	Left-Through		0			0			0	
	Through	279	1	204	436	1	293	451	1	226
	Through-Right		1			1			1	
	Right	128	0	128	150	0	150	0	0	0
	Left-Through-Right		0			0		0		
	Left-Right		0			0		0		
CRITICAL VOLUMES		North-South: 798		798	North-South: 715		715	North-South: 956		956
		East-West: 273		273	East-West: 399		399	East-West: 340		340
		SUM: 1071		1071	SUM: 1114		1114	SUM: 1296		1296
VOLUME/CAPACITY (V/C) RATIO:				0.779			0.810			0.943
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.710			0.843
LEVEL OF SERVICE (LOS):				B			C			D

Version: 11 Beta; 8/4/2011



I/S #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2030 Revised Project with Additional Mitigation  
Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		No. of Phases								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity				2			2			2
				0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	936	2	515	616	2	339	667	2	367
	Left-Through		0			0			0	
	Through	395	1	241	284	1	171	346	1	192
	Through-Right		1			1			1	
	Right	87	0	87	58	0	58	37	0	37
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	559	2	307	544	1	299	765	1	421
	Left-Through		0			0			0	
	Through	565	1	288	552	2	282	443	2	236
	Through-Right		1			0			0	
	Right	10	0	10	12	1	12	29	1	29
	Left-Through-Right		0			0			0	
EASTBOUND	Left	44	1	44	59	0	59	54	0	54
	Left-Through		0			1			1	
	Through	27	0	155	27	0	138	31	0	328
	Through-Right		1			1			1	
	Right	128	0	0	111	0	0	297	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	34	1	34	48	1	48	124	1	124
	Left-Through		0			0			0	
	Through	281	2	141	438	1	219	458	1	229
	Through-Right		0			1			1	
	Right	128	1	0	150	0	1	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South:		803	North-South:		621	North-South:		613
		East-West:		296	East-West:		357	East-West:		557
		SUM:		1099	SUM:		978	SUM:		1170
VOLUME/CAPACITY (V/C) RATIO:				0.799			0.711			0.851
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.699			0.611			0.751
LEVEL OF SERVICE (LOS):				B			B			C

Version: 11 Beta; 8/4/2011

I/S #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2030 Revised Project with Mitigation  
Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
DIRECTION	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	936	2	515	616	2	339	667	2	367
	Left-Through		0			0			0	
	Through	395	1	241	284	1	171	346	1	192
	Through-Right		1			1			1	
	Right	87	0	87	58	0	58	37	0	37
	Left-Through-Right		0			0		0	0	
	Left-Right		0			0		0	0	
SOUTHBOUND	Left	559	1	559	544	1	544	765	1	765
	Left-Through		0			0			0	
	Through	565	1	288	552	2	282	443	2	236
	Through-Right		1			0			0	
	Right	10	0	10	12	1	12	29	1	29
	Left-Through-Right		0			0		0	0	
	Left-Right		0			0		0	0	
EASTBOUND	Left	44	1	44	59	0	59	54	0	54
	Left-Through		0			1			1	
	Through	27	0	155	27	0	138	31	0	328
	Through-Right		1			1			1	
	Right	128	0	0	111	0	0	297	0	0
	Left-Through-Right		0			0		0	0	
	Left-Right		0			0		0	0	
WESTBOUND	Left	34	1	34	48	1	48	124	1	124
	Left-Through		0			0			0	
	Through	281	2	141	438	1	219	458	1	229
	Through-Right		0			1			1	
	Right	128	1	0	150	0	0	0	0	0
	Left-Through-Right		0			0		0	0	
	Left-Right		0			0		0	0	
CRITICAL VOLUMES		North-South: 803		803	North-South: 715		715	North-South: 957		957
		East-West: 296		296	East-West: 357		357	East-West: 557		557
		SUM: 1099		1099	SUM: 1072		1072	SUM: 1514		1514
VOLUME/CAPACITY (V/C) RATIO:		0.799		0.799	0.780		0.780	1.101		1.101
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.699		0.699	0.680		0.680	1.001		1.001
LEVEL OF SERVICE (LOS):		B		B	B		B	F		F

Version: 11 Beta; 8/4/2011

I/S #: 7

PROJECT TITLE: China Shipping  
 North-South Street: John S Gibson East-West Street: I-110NB ramps/WBCT gate1  
 Scenario: 2030 Revised Project with ICTF and SCIG  
 Count Date: Analyst: Iteris, Inc. Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	936	2	515	616	2	339	667	2	367
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	395	1	241	284	1	171	346	1	192
	Through-Right	87	1	87	58	0	58	37	0	37
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	559	1	559	544	1	544	765	1	765
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	565	1	288	552	2	282	443	2	236
	Through-Right	10	1	10	12	1	12	29	1	29
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	44	1	44	59	0	59	54	0	54
	Left-Through	0	0	0	0	1	0	0	1	0
	Through	27	0	155	27	0	138	31	0	328
	Through-Right	128	1	0	111	1	0	297	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	34	1	34	48	1	48	124	1	124
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	281	1	205	438	1	294	458	1	229
	Through-Right	128	1	128	150	0	150	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 803 East-West: 360 SUM: 1163			North-South: 715 East-West: 432 SUM: 1147			North-South: 957 East-West: 557 SUM: 1514		
VOLUME/CAPACITY (V/C) RATIO:		0.846			0.834			1.101		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.746			0.734			1.001		
LEVEL OF SERVICE (LOS):		C			C			F		

Version: 11 Beta; 8/4/2011



I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St

East-West Street: C St/I110NB ramps

Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		4			4			4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3			3			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 0		NB -- 3	SB -- 0		NB -- 3	SB -- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB -- 1	WB -- 0		EB -- 1	WB -- 0		EB -- 1	WB -- 0		
Override Capacity		2			2			2			
		0			0			0			
NORTHBOUND	Left	0	2	0	4	2	2	6	2	3	
	Left-Through		0		0	0		0	0		
	Through	82	2	41	122	2	61	91	2	46	
	Through-Right		0			0			0		
	Right	478	1	41	469	1	43	643	1	61	
	Left-Through-Right		0			0			0		
SOUTHBOUND	Left	86	1	86	66	1	66	95	1	95	
	Left-Through		0			0			0		
	Through	135	1	131	106	1	87	0	1	0	
	Through-Right		1			1			1		
	Right	127	0	127	67	0	67	68	0	30	
	Left-Through-Right		0			0			0		
EASTBOUND	Left	42	1	42	52	1	52	77	1	77	
	Left-Through		0			0			0		
	Through	486	2	243	465	2	233	596	2	298	
	Through-Right		0			0			0		
	Right	172	1	0	176	1	0	177	1	0	
	Left-Through-Right		0			0			0		
WESTBOUND	Left	794	2	437	774	2	426	1,058	2	582	
	Left-Through		0			0			0		
	Through	469	2	162	591	2	209	725	2	270	
	Through-Right		1			1			1		
	Right	17	0	17	36	0	36	86	0	86	
	Left-Through-Right		0			0			0		
CRITICAL VOLUMES		North-South: 172		North-South: 148		North-South: 156		North-South: 880		East-West: 880	
		East-West: 680		East-West: 659		East-West: 659		East-West: 880		East-West: 1036	
		SUM: 852		SUM: 807		SUM: 807		SUM: 1036		SUM: 1036	
VOLUME/CAPACITY (V/C) RATIO:		0.620		0.587		0.587		0.753		0.753	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.520		0.487		0.487		0.653		0.653	
LEVEL OF SERVICE (LOS):		A		A		A		B		B	

Version: 11 Beta; 8/4/2011

I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St

East-West Street: C St/I110NB ramps

Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	2	0	4	2	2	6	2	3
	Left-Through		0		0	0		0	0	
	Through	82	2	41	122	2	61	91	2	46
	Through-Right		0		0	0		0	0	
	Right	478	1	41	469	1	43	643	1	61
	Left-Through-Right		0		0	0		0	0	
SOUTHBOUND	Left	86	1	86	66	1	66	95	1	95
	Left-Through		0		0	0		0	0	
	Through	135	1	131	106	1	87	82	1	75
	Through-Right		1		1	1		1	1	
	Right	127	0	127	67	0	67	68	0	68
	Left-Through-Right		0		0	0		0	0	
EASTBOUND	Left	42	1	42	52	1	52	77	1	77
	Left-Through		0		0	0		0	0	
	Through	486	2	243	465	2	233	596	2	298
	Through-Right		0		0	0		0	0	
	Right	172	1	0	176	1	0	177	1	0
	Left-Through-Right		0		0	0		0	0	
WESTBOUND	Left	795	2	437	774	2	426	1,058	2	582
	Left-Through		0		0	0		0	0	
	Through	469	2	162	591	2	209	725	2	270
	Through-Right		1		1	1		1	1	
	Right	17	0	17	36	0	36	86	0	86
	Left-Through-Right		0		0	0		0	0	
CRITICAL VOLUMES		North-South: 172			North-South: 148			North-South: 156		
		East-West: 680			East-West: 659			East-West: 880		
		SUM: 852			SUM: 807			SUM: 1036		
VOLUME/CAPACITY (V/C) RATIO:		0.620			0.587			0.753		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.520			0.487			0.653		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 9

PROJECT TITLE: China Shipping  
 North-South Street: Pacific Ave East-West Street: Front St  
 Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
 Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	982	1	505	596	1	311	617	1	326
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	27	0	27	26	0	26	34	0	34
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
	Left	167	1	167	180	1	180	183	1	183
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	596	2	298	769	2	385	719	2	360
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	286	2	0	307	2	0	356	2	13
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 803		803	North-South: 696		696	North-South: 686		686
		East-West: 35		35	East-West: 34		34	East-West: 190		190
		SUM: 838		838	SUM: 730		730	SUM: 876		876
VOLUME/CAPACITY (V/C) RATIO:		0.588			0.512			0.615		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.488			0.412			0.515		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 9

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave East-West Street: Front St  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? 3			3			3		
		Right Turns: FREE-1, NRTOR-2 or OLA-3? NB -- 0 SB -- 0 EB -- 0 WB -- 3			NB -- 0 SB -- 0 EB -- 0 WB -- 3			NB -- 0 SB -- 0 EB -- 0 WB -- 3		
		ATSAC-1 or ATSAC+ATCS-2? 2			2			2		
		Override Capacity 0			0			0		
DIRECTION	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	982	1	505	596	1	311	617	1	326
	Through-Right									
	Right	27	1	27	26	1	26	34	1	34
	Left-Through-Right									
SOUTHBOUND	Left	167	1	167	180	1	180	183	1	183
	Left-Through									
	Through	600	2	300	772	2	386	726	2	363
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	35	1	35	35	1	35	192	1	192
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	286	2	0	307	2	0	359	2	14
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 805		North-South: 697		North-South: 689				
		East-West: 35		East-West: 35		East-West: 192				
		SUM: 840		SUM: 732		SUM: 881				
VOLUME/CAPACITY (V/C) RATIO:		0.589		0.514		0.618				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.489		0.414		0.518				
LEVEL OF SERVICE (LOS):		A		A		A				

Version: 11 Beta; 8/4/2011



I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave East-West Street: Harry Bridges Bl  
Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 1/0/1900

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	119	1	119	133	1	133
	Left-Through		0			0			0	
	Through	7	1	7	10	1	10	1	1	1
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
SOUTHBOUND	Left	0	1	0	8	1	8	1	1	1
	Left-Through		0			0			0	
	Through	14	1	14	5	1	5	2	1	2
	Through-Right		0			0			0	
	Right	89	1	61	87	1	50	85	1	35
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
EASTBOUND	Left	56	1	56	74	1	74	101	1	101
	Left-Through		0			0			0	
	Through	1,021	2	511	853	2	427	1,086	2	543
	Through-Right		0			0			0	
	Right	53	1	27	45	1	0	86	1	20
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,112	3	371	996	3	332	1,375	3	458
	Through-Right		0			0			0	
	Right	16	1	16	13	1	9	6	1	6
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
CRITICAL VOLUMES		North-South: 114		114	North-South: 169		169	North-South: 168		168
		East-West: 511		511	East-West: 427		427	East-West: 559		559
		SUM: 625		625	SUM: 596		596	SUM: 727		727
VOLUME/CAPACITY (V/C) RATIO:				0.417			0.397			0.485
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.297			0.385
LEVEL OF SERVICE (LOS):				A			A			A

Version: 11 Beta; 8/4/2011

I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave East-West Street: Harry Bridges BI  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc. Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	53	1	53	119	1	119	133	1	133
	Left-Through		0			0			0	
	Through	7	1	7	10	1	10	1	1	1
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	1	0	8	1	8	1	1	1
	Left-Through		0			0			0	
	Through	14	1	14	5	1	5	2	1	2
	Through-Right		0			0			0	
	Right	89	1	61	87	1	50	85	1	35
	Left-Through-Right		0			0			0	
EASTBOUND	Left	56	1	56	74	1	74	101	1	101
	Left-Through		0			0			0	
	Through	1,076	2	538	868	2	434	1,104	2	552
	Through-Right		0			0			0	
	Right	53	1	27	45	1	0	86	1	20
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,112	2	556	996	3	498	1,375	3	688
	Through-Right		0			0			0	
	Right	16	1	16	13	1	9	6	1	6
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 114 East-West: 612 SUM: 726			North-South: 169 East-West: 572 SUM: 741			North-South: 168 East-West: 789 SUM: 957		
VOLUME/CAPACITY (V/C) RATIO:		0.484			0.494			0.638		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.384			0.394			0.538		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive

East-West Street: Harry Bridges Boulevard

Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 1/0/1900

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,122	2	561	902	2	451	995	2	498
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,059	2	530	1,113	2	557	1,457	2	729
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1		641	North-South: 13		557	North-South: 57		729
		East-West: 642		SUM: 642	East-West: 570		SUM: 570	East-West: 786		SUM: 786
VOLUME/CAPACITY (V/C) RATIO:		0.428			0.380			0.524		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328			0.280			0.424		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive

East-West Street: Harry Bridges Boulevard

Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,177	2	589	917	2	459	1,014	2	507
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,059	2	530	1,113	2	557	1,457	2	729
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1 East-West: 669 SUM: 670			North-South: 13 East-West: 557 SUM: 570			North-South: 57 East-West: 729 SUM: 786		
VOLUME/CAPACITY (V/C) RATIO:		0.447			0.380			0.524		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347			0.280			0.424		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 12

PROJECT TITLE: China Shipping  
 North-South Street: ICTF Driveway #1 (ICTF Customs) East-West Street: Sepulveda Boulevard  
 Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
 Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	21	41	0	41	44	0	44
	Left-Through		0			0			0	
	Through	0	0	50	0	0	59	0	0	73
	Through-Right		0			0			0	
	Right	29	0	0	18	0	0	29	0	0
	Left-Through-Right		1			1			1	
	Left-Right		0			0		0		
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through		0			0			0	
	Through	0	0	37	6	0	46	0	0	26
	Through-Right		0			0			0	
	Right	214	1	202	302	1	271	290	1	262
	Left-Through-Right		1			1			1	
	Left-Right		0			0		0		
EASTBOUND	Left	24	1	24	63	1	63	56	1	56
	Left-Through		0			0			0	
	Through	714	1	371	920	1	473	1,139	1	583
	Through-Right		1			1			1	
	Right	28	0	28	26	0	26	26	0	26
	Left-Through-Right		0			0			0	
	Left-Right		0			0		0		
WESTBOUND	Left	25	1	25	35	1	35	13	1	13
	Left-Through		0			0			0	
	Through	1,216	2	406	789	2	264	943	2	314
	Through-Right		1			1			1	
	Right	2	0	2	2	0	2	0	0	0
	Left-Through-Right		0			0			0	
	Left-Right		0			0		0		
CRITICAL VOLUMES		North-South: 223			North-South: 312			North-South: 306		
		East-West: 777			East-West: 737			East-West: 897		
		SUM: 1000			SUM: 1049			SUM: 1203		
VOLUME/CAPACITY (V/C) RATIO:		0.702			0.736			0.844		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.602			0.636			0.744		
LEVEL OF SERVICE (LOS):		B			B			C		

Version: 11 Beta; 8/4/2011

I/S #: 12

PROJECT TITLE: China Shipping  
North-South Street: ICTF Driveway #1 (ICTF Customs) East-West Street: Sepulveda Boulevard  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0		
NORTHBOUND	Left	21	0	21	41	0	41	44	0	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	50	0	0	59	0	0	73
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	29	0	0	18	0	0	29	0	0
	Left-Through-Right	0	1	0	0	1	0	0	1	0
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through	0	0	0	6	0	46	0	0	26
	Through	0	0	37	0	0	0	0	0	0
	Through-Right	218	1	206	304	1	273	290	1	262
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	24	1	24	63	1	63	56	1	56
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	718	1	373	922	1	474	1,139	1	583
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	28	0	28	26	0	26	26	0	26
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	25	1	25	35	1	35	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,216	2	406	789	2	264	943	2	314
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	2	0	2	2	0	2	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 227 East-West: 779 SUM: 1006			North-South: 314 East-West: 738 SUM: 1052			North-South: 306 East-West: 897 SUM: 1203		
VOLUME/CAPACITY (V/C) RATIO:		0.706			0.738			0.844		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.606			0.638			0.744		
LEVEL OF SERVICE (LOS):		B			B			C		

Version: 11 Beta; 8/4/2011



I/S #: 13

PROJECT TITLE: China Shipping  
 North-South Street: ICTF DW #2 (Middle Road) East-West Street: Sepulveda Boulevard  
 Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
 Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		3			3			3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			
Override Capacity		0			0			0			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0	
	Left-Through		0			0			0		
	Through	0	0	0	0	0	0	0	0	0	
	Through-Right		1			1			1		
	Right	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0				0		0		
SOUTHBOUND	Left	3	1	3	12	1	12	7	1	7	
	Left-Through		0			0			0		
	Through	2	0	3	0	0	3	1	0	3	
	Through-Right		1			1			1		
	Right	1	0	0	3	0	0	2	0	0	
	Left-Through-Right		0			0			0		
EASTBOUND	Left	1	1	1	3	1	3	1	1	1	
	Left-Through		0			0			0		
	Through	779	1	390	975	1	488	1,193	1	597	
	Through-Right		1			1			1		
	Right	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0			0			0		
WESTBOUND	Left	0	1	0	0	1	0	0	1	0	
	Left-Through		0			0			0		
	Through	1,242	2	621	823	2	412	954	2	477	
	Through-Right		0			0			0		
	Right	7	1	6	8	1	2	2	1	0	
	Left-Through-Right		0			0			0		
CRITICAL VOLUMES		North-South: 3		North-South: 12		North-South: 7		East-West: 1074		East-West: 1081	
		East-West: 1011		East-West: 900		East-West: 1081		SUM: 1014		SUM: 912	
VOLUME/CAPACITY (V/C) RATIO:		0.712		0.640		0.759					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.612		0.540		0.659					
LEVEL OF SERVICE (LOS):		B		A		B					

Version: 11 Beta; 8/4/2011

I/S #: 13

PROJECT TITLE: China Shipping  
 North-South Street: ICTF DW #2 (Middle Road) East-West Street: Sepulveda Boulevard  
 Scenario: 2030 Revised Project with ICTF and SCIG  
 Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0		
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	3	1	3	12	1	12	7	1	7
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	2	0	3	0	0	3	1	0	3
	Through-Right	1	1	0	3	1	0	2	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	1	1	1	3	1	3	1	1	1
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	783	1	392	977	1	489	1,193	1	597
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,242	2	621	823	2	412	954	2	477
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	7	1	6	8	1	2	2	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 3 East-West: 1013 SUM: 1016			North-South: 12 East-West: 901 SUM: 913			North-South: 7 East-West: 1074 SUM: 1081		
VOLUME/CAPACITY (V/C) RATIO:		0.713			0.641			0.759		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.613			0.541			0.659		
LEVEL OF SERVICE (LOS):		B			A			B		

Version: 11 Beta; 8/4/2011



**Project:** China Shipping  
**Int #:** 14  
**North/South Street:** Santa Fe Avenue  
**East/West Street:** Anaheim Street

**Scenario:** 2030 Mitigated Baseline With ICTF and SCIG

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.013	N-S(1): 0.273 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.066
	LT	1.00	338	1,600	0.211 *	E-W(1): 0.172
Westbound	RT	1.00	294	1,600	0.000	E-W(2): 0.233 *
	TH	3.00	914	4,800	0.190 *	V/C: 0.506
	LT	1.00	9	1,600	0.006	Lost Time: 0.180
Northbound	RT	1.00	27	1,600	0.011	
	TH	2.00	197	3,200	0.062 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	11	0	0.000	ICU: 0.686
	TH	3.00	785	4,800	0.166	
	LT	1.00	69	1,600	0.043 *	LOS: B

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	140	1,600	0.000	N-S(1): 0.299 *
	TH	2.00	147	3,200	0.046	N-S(2): 0.057
	LT	1.00	393	1,600	0.246 *	E-W(1): 0.207
Westbound	RT	1.00	308	1,600	0.000	E-W(2): 0.322 *
	TH	3.00	1,025	4,800	0.214 *	V/C: 0.621
	LT	1.00	23	1,600	0.014	Lost Time: 0.180
Northbound	RT	1.00	32	1,600	0.006	
	TH	2.00	171	3,200	0.053 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.801
	TH	3.00	909	4,800	0.193	
	LT	1.00	172	1,600	0.108 *	LOS: D

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.000	N-S(1): 0.287 *
	TH	2.00	221	3,200	0.069	N-S(2): 0.087
	LT	1.00	314	1,600	0.196 *	E-W(1): 0.278
Westbound	RT	1.00	227	1,600	0.000	E-W(2): 0.306 *
	TH	3.00	883	4,800	0.184 *	V/C: 0.593
	LT	1.00	15	1,600	0.009	Lost Time: 0.180
Northbound	RT	1.00	43	1,600	0.018	
	TH	2.00	290	3,200	0.091 *	
	LT	1.00	29	1,600	0.018	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.773
	TH	3.00	1,275	4,800	0.269	
	LT	1.00	195	1,600	0.122 *	LOS: C

\* = Critical Movement

**Project:** China Shipping  
**Int #:** 14  
**North/South Street:** Santa Fe Avenue  
**East/West Street:** Anaheim Street

**Scenario:** 2030 Revised Project with ICTF and SCIG

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.013	N-S(1): 0.273 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.066
	LT	1.00	338	1,600	0.211 *	E-W(1): 0.172
Westbound	RT	1.00	294	1,600	0.000	E-W(2): 0.233 *
	TH	3.00	914	4,800	0.190 *	V/C: 0.506
	LT	1.00	9	1,600	0.006	Lost Time: 0.180
Northbound	RT	1.00	27	1,600	0.011	
	TH	2.00	197	3,200	0.062 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	11	0	0.000	ICU: 0.686
	TH	3.00	785	4,800	0.166	
	LT	1.00	69	1,600	0.043 *	LOS: B

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	140	1,600	0.000	N-S(1): 0.299 *
	TH	2.00	147	3,200	0.046	N-S(2): 0.057
	LT	1.00	393	1,600	0.246 *	E-W(1): 0.207
Westbound	RT	1.00	308	1,600	0.000	E-W(2): 0.322 *
	TH	3.00	1,025	4,800	0.214 *	V/C: 0.621
	LT	1.00	23	1,600	0.014	Lost Time: 0.180
Northbound	RT	1.00	32	1,600	0.006	
	TH	2.00	171	3,200	0.053 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.801
	TH	3.00	909	4,800	0.193	
	LT	1.00	172	1,600	0.108 *	LOS: D

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.000	N-S(1): 0.287 *
	TH	2.00	221	3,200	0.069	N-S(2): 0.087
	LT	1.00	314	1,600	0.196 *	E-W(1): 0.278
Westbound	RT	1.00	227	1,600	0.000	E-W(2): 0.306 *
	TH	3.00	883	4,800	0.184 *	V/C: 0.593
	LT	1.00	15	1,600	0.009	Lost Time: 0.180
Northbound	RT	1.00	43	1,600	0.018	
	TH	2.00	290	3,200	0.091 *	
	LT	1.00	29	1,600	0.018	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.773
	TH	3.00	1,275	4,800	0.269	
	LT	1.00	195	1,600	0.122 *	LOS: C

\* = Critical Movement



I/S #: 15

PROJECT TITLE: China Shpping  
 North-South Street: Pacific Ave/JSG BI East-West Street: Channel St  
 Scenario: 2030 Mitigated Baseline with ICTF  
 and SCIG Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	493	1	489	453	1	475	457	1	448
	Left-Through		0			0			0	
	Through	775	2	379	449	2	218	516	2	263
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	402	2	202	362	2	181	254	2	131
	Through-Right		0			0			0	
	Right	304	1	0	334	1	36	581	1	283
	Left-Through-Right		0			0			0	
EASTBOUND	Left	637	2	343	565	2	311	531	2	294
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	351	1	0	587	1	74	631	1	186
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 691			North-South: 656			North-South: 731		
		East-West: 343			East-West: 311			East-West: 294		
		SUM: 1034			SUM: 967			SUM: 1025		
VOLUME/CAPACITY (V/C) RATIO:		0.726			0.679			0.719		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.626			0.579			0.619		
LEVEL OF SERVICE (LOS):		B			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 15

PROJECT TITLE: China Shipping  
 North-South Street: Pacific Ave/JSG BI East-West Street: Channel St  
 Scenario: 2030 Revised Project with ICTF and SCIG  
 Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	493	1	489	454	1	476	459	1	450
	Left-Through		0			0			0	
	Through	775	2	379	449	2	218	516	2	263
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	406	2	204	365	2	181	261	2	136
	Through-Right		0			0			0	
	Right	321	1	0	346	1	50	602	1	304
	Left-Through-Right		0			0			0	
EASTBOUND	Left	643	2	347	567	2	312	533	2	295
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	351	1	0	587	1	73	631	1	184
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 693			North-South: 657			North-South: 754		
		East-West: 347			East-West: 312			East-West: 295		
		SUM: 1040			SUM: 969			SUM: 1049		
VOLUME/CAPACITY (V/C) RATIO:		0.730			0.680			0.736		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.630			0.580			0.636		
LEVEL OF SERVICE (LOS):		B			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave

East-West Street: Harry Bridges Bl

Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	26	1	26	10	1	10	59	1	59
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	54	1	37	16	1	12	45	1	42
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	35	1	35	8	1	8	6	1	6
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	940	2	470	985	2	493	1,189	2	595
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	4	1	4	2	1	2	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,047	2	524	930	2	465	1,126	2	563
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	0	25	1	20	84	1	55
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 37		37	North-South: 12		12	North-South: 59		59
		East-West: 559		559	East-West: 493		493	East-West: 595		595
		SUM: 596		596	SUM: 505		505	SUM: 654		654
VOLUME/CAPACITY (V/C) RATIO:		0.397		0.397	0.337		0.337	0.436		0.436
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.297		0.297	0.237		0.237	0.336		0.336
LEVEL OF SERVICE (LOS):		A		A	A		A	A		A

Version: 11 Beta; 8/4/2011



I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave East-West Street: Harry Bridges BI  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	26	1	26	10	1	10	59	1	59
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	54	0	37	16	0	12	45	0	42
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	35	1	35	8	1	8	6	1	6
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	995	2	498	1,000	2	500	1,207	2	604
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	4	1	4	2	1	2	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,047	2	524	930	2	465	1,126	2	563
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	0	25	1	20	84	1	55
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 37 East-West: 559 SUM: 596			North-South: 12 East-West: 500 SUM: 512			North-South: 59 East-West: 604 SUM: 663		
VOLUME/CAPACITY (V/C) RATIO:		0.397			0.341			0.442		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.297			0.241			0.342		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road East-West Street: Harry Bridges Bl  
Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	364	2	200	452	2	249	580	2	319
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	382	1	53	392	1	120	526	1	252
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	713	2	357	572	2	286	607	2	304
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	409	1	209	330	1	81	388	1	69
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	598	2	329	495	1	272	499	1	274
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	695	2	348	661	2	331	877	2	439
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 200			North-South: 249			North-South: 319		
		East-West: 686			East-West: 558			East-West: 578		
		SUM: 886			SUM: 807			SUM: 897		
VOLUME/CAPACITY (V/C) RATIO:		0.622			0.566			0.629		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.522			0.466			0.529		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road East-West Street: Harry Bridges BI  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	364	2	200	452	2	249	580	2	319
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	382	1	53	392	1	120	526	1	252
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	768	2	384	587	2	294	626	2	313
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	409	1	209	330	1	81	388	1	69
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	598	2	329	495	1	272	499	1	274
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	695	2	348	661	2	331	877	2	439
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 200 East-West: 713 SUM: 913			North-South: 249 East-West: 566 SUM: 815			North-South: 319 East-West: 587 SUM: 906		
VOLUME/CAPACITY (V/C) RATIO:		0.641			0.572			0.636		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.541			0.472			0.536		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011





I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave East-West Street: Denni St  
Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
DIRECTION	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	1	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	578	2	289	1,055	2	528	1,079	2	540
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	18	1	18	48	1	48	48	1	48
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
	Left	15	0	15	13	0	13	19	0	19
	Left-Through	1	1	1	1	1	1	1	1	1
	Through	717	0	374	715	0	397	772	0	445
EASTBOUND	Through-Right	1	1	1	1	1	1	1	1	1
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0
	Left	393	1	393	315	1	315	486	1	486
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0
	Through	2	0	4	7	0	11	5	0	12
	Through-Right	1	1	1	1	1	1	1	1	1
	Right	2	0	0	4	0	0	7	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	Left-Right	0	0	0	0	0	0	0	0	0
	Left	9	0	9	9	0	9	16	0	16
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	2	0	22	6	0	41	4	0	65
	Through-Right	0	0	0	0	0	0	0	0	0
LEVEL OF SERVICE (LOS):	Right	11	0	0	26	0	0	45	0	0
	Left-Through-Right	1	1	1	1	1	1	1	1	1
	Left-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 374		374	North-South: 541		541	North-South: 559		559
		East-West: 415		415	East-West: 356		356	East-West: 551		551
		SUM: 789		789	SUM: 897		897	SUM: 1110		1110
VOLUME/CAPACITY (V/C) RATIO:		0.554			0.629			0.779		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.454			0.529			0.679		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave East-West Street: Denni St  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity										
		NB -- 0	SB -- 0	3	NB -- 0	SB -- 0	3	NB -- 0	SB -- 0	3
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
				2			2			2
				0			0			0
NORTHBOUND	Left	1	0	0	1	0	0	0	0	0
	Left-Through									
	Through	578	2	289	1,055	2	528	1,079	2	540
	Through-Right									
	Right	18	1	18	48	1	48	48	1	48
	Left-Through-Right									
SOUTHBOUND	Left	15	0	15	13	0	13	19	0	19
	Left-Through									
	Through	725	0	378	718	0	399	772	0	445
	Through-Right									
	Right	1	1	378	1	1	399	3	1	445
	Left-Through-Right									
EASTBOUND	Left	400	1	400	319	1	319	486	1	486
	Left-Through									
	Through	2	0	4	7	0	11	5	0	12
	Through-Right									
	Right	2	1	0	4	1	0	7	1	0
	Left-Through-Right									
WESTBOUND	Left	9	0	9	9	0	9	16	0	16
	Left-Through									
	Through	2	0	22	6	0	41	4	0	65
	Through-Right									
	Right	11	0	0	26	0	0	45	0	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 378		378	North-South: 541		541	North-South: 559		559
		East-West: 422		422	East-West: 360		360	East-West: 551		551
		SUM: 800		800	SUM: 901		901	SUM: 1110		1110
VOLUME/CAPACITY (V/C) RATIO:				0.561			0.632			0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.461			0.532			0.679
LEVEL OF SERVICE (LOS):				A			A			B

Version: 11 Beta; 8/4/2011

I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St East-West Street: O St  
Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	784	2	392	1,077	2	539	1,348	2	674
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	129	1	63	172	1	99	164	1	99
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	332	1	332	278	1	278	396	1	396
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,410	2	705	1,160	2	580	1,255	2	628
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	133	1	133	147	1	147	131	1	131
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	354	1	22	327	1	49	373	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1097		1097	North-South: 1119		1119	North-South: 1302		1302
		East-West: 133		133	East-West: 147		147	East-West: 131		131
		SUM: 1230		1230	SUM: 1266		1266	SUM: 1433		1433
VOLUME/CAPACITY (V/C) RATIO:		0.863		0.863	0.888		0.888	1.006		1.006
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.763		0.763	0.788		0.788	0.906		0.906
LEVEL OF SERVICE (LOS):		C		C	C		C	E		E

Version: 11 Beta; 8/4/2011

I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St East-West Street: O St  
Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3			3		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			3			3		
		ATSAC-1 or ATSAC+ATCS-2?			2			2		
		Override Capacity			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	791	2	396	1,081	2	541	1,348	2	674
	Through-Right									
	Right	129	1	63	172	1	99	164	1	99
	Left-Through-Right									
SOUTHBOUND	Left	332	1	332	278	1	278	396	1	396
	Left-Through									
	Through	1,418	2	709	1,163	2	582	1,255	2	628
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	133	1	133	147	1	147	131	1	131
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	354	1	22	327	1	49	373	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 1105			North-South: 1123			North-South: 1302		
		East-West: 133			East-West: 147			East-West: 131		
		SUM: 1238			SUM: 1270			SUM: 1433		
VOLUME/CAPACITY (V/C) RATIO:		0.869			0.891			1.006		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.769			0.791			0.906		
LEVEL OF SERVICE (LOS):		C			C			E		

Version: 11 Beta; 8/4/2011

I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St

East-West Street: Pacific Coast Highway

Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3		NB -- 0	SB -- 3		NB -- 0	SB -- 3	
		EB -- 0	WB -- 3		EB -- 0	WB -- 3		EB -- 0	WB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	220	1	220	298	1	298	205	1	205
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	282	1	30	171	1	0	250	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	252	1	252	406	1	406	316	1	316
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,050	2	525	1,207	2	604	1,313	2	657
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,048	2	426	1,513	2	631	1,896	2	744
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	231	0	231	380	0	380	336	0	336
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 220		220	North-South: 298		298	North-South: 205		205
		East-West: 951		951	East-West: 1235		1235	East-West: 1401		1401
		SUM: 1171		1171	SUM: 1533		1533	SUM: 1606		1606
VOLUME/CAPACITY (V/C) RATIO:		0.781		0.781	1.022		1.022	1.071		1.071
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.681		0.681	0.922		0.922	0.971		0.971
LEVEL OF SERVICE (LOS):		B		B	E		E	E		E

Version: 11 Beta; 8/4/2011

I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St

East-West Street: Pacific Coast Highway

Scenario: 2030 Revised Project with ICTF and SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			3			3		
ATSAC-1 or ATSAC+ATCS-2?		3			3			3		
Override Capacity		2			2			2		
		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	220	1	220	298	1	298	205	1	205
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	282	1	30	171	1	0	250	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	252	1	252	406	1	406	316	1	316
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,050	2	525	1,207	2	604	1,313	2	657
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,048	2	426	1,513	2	631	1,896	2	744
	Through-Right	231	1	231	380	1	380	336	1	336
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 220 East-West: 951 SUM: 1171			North-South: 298 East-West: 1235 SUM: 1533			North-South: 205 East-West: 1401 SUM: 1606		
VOLUME/CAPACITY (V/C) RATIO:		0.781			1.022			1.071		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.681			0.922			0.971		
LEVEL OF SERVICE (LOS):		B			E			E		

Version: 11 Beta; 8/4/2011

<b>Project:</b> China Shipping SEIR						
<b>Int #:</b> 22						
<b>North/South Street:</b> ALAMEDA STREET						
<b>East/West Street:</b> SEPULVEDA BOULEVARD-ALAMEDA RAMP						
<b>Scenario:</b> 2045 Mitigated Baseline with ICTF and SCIG						
Thru Lane: 1600 vph				N-S Split Phase : N		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 12		
<b>Peak Period: AM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.599 *
	TH	3.00	2,199	4,800	0.458	N-S(2): 0.458
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.115 *
Westbound	RT	1.97	326	3,148	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	V/C: 0.714
	LT	1.03	171	1,486	0.115 *	Lost Time: 0.120
Northbound	RT	0.00	134	0	0.000	
	TH	3.00	1,794	4,800	0.402 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.834
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: MIDDAY PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.615 *
	TH	3.00	1,945	4,800	0.405	N-S(2): 0.405
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.111 *
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091
	TH	0.00	0	0	0.000	V/C: 0.726
	LT	1.00	178	1,600	0.111 *	Lost Time: 0.120
Northbound	RT	0.00	234	0	0.000	
	TH	3.00	2,052	4,800	0.476 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.846
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: PM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.773 *
	TH	3.00	2,486	4,800	0.518	N-S(2): 0.518
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.099 *
Westbound	RT	2.00	539	3,200	0.072	E-W(2): 0.072
	TH	0.00	0	0	0.000	V/C: 0.872
	LT	1.00	158	1,600	0.099 *	Lost Time: 0.120
Northbound	RT	0.00	251	0	0.000	
	TH	3.00	2,534	4,800	0.580 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.992
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

\* = Critical Movement

<b>Project: China Shipping SEIR</b>						
<b>Int #: 22</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>Scenario: 2045 Revised Project</b>						
Thru Lane: 1600 vph				N-S Split Phase : N		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 12		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.600 *
	TH	3.00	2,206	4,800	0.460	N-S(2): 0.460
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.115 *
Westbound	RT	1.97	326	3,148	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	V/C: 0.715
	LT	1.03	171	1,486	0.115 *	Lost Time: 0.120
Northbound	RT	0.00	134	0	0.000	
	TH	3.00	1,801	4,800	0.403 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.835
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.616 *
	TH	3.00	1,948	4,800	0.406	N-S(2): 0.406
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.111 *
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091
	TH	0.00	0	0	0.000	V/C: 0.727
	LT	1.00	178	1,600	0.111 *	Lost Time: 0.120
Northbound	RT	0.00	234	0	0.000	
	TH	3.00	2,055	4,800	0.477 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.847
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.773 *
	TH	3.00	2,486	4,800	0.518	N-S(2): 0.518
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.099 *
Westbound	RT	2.00	539	3,200	0.072	E-W(2): 0.072
	TH	0.00	0	0	0.000	V/C: 0.872
	LT	1.00	158	1,600	0.099 *	Lost Time: 0.120
Northbound	RT	0.00	251	0	0.000	
	TH	3.00	2,534	4,800	0.580 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.992
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

\* = Critical Movement



<b>Project:</b> China Shipping SEIR						
<b>Int #:</b> 23						
<b>North/South Street:</b> SEPULVEDA BOULEVARD-ALAMEDA RAMP						
<b>East/West Street:</b> SEPULVEDA BOULEVARD						
<b>Scenario:</b> 2045 Mitigated Baseline with ICTF and SCIG						
Thru Lane: 1600 vph				N-S Split Phase : Y		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 18		
<b>Peak Period: AM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	1.00	273	1,600	0.051	N-S(1): 0.074 *
	TH	0.19	19	310	0.061	N-S(2): 0.000
	LT	1.81	177	2,601	0.068 *	E-W(1): 0.188
Westbound	RT	1.00	399	1,600	0.188	E-W(2): 0.798 *
	TH	1.00	1,087	1,600	0.679 *	V/C: 0.872
	LT	1.00	8	1,600	0.005	Lost Time: 0.180
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	16	3,200	0.006 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 1.052
	TH	2.00	583	3,200	0.183	
	LT	1.00	191	1,600	0.119 *	LOS: F
<b>Peak Period: MIDDAY PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	1.00	304	1,600	0.031	N-S(1): 0.084 *
	TH	0.14	15	218	0.069	N-S(2): 0.000
	LT	1.86	205	2,684	0.076 *	E-W(1): 0.266
Westbound	RT	1.00	340	1,600	0.144	E-W(2): 0.734 *
	TH	1.00	920	1,600	0.575 *	V/C: 0.818
	LT	1.00	2	1,600	0.001	Lost Time: 0.180
Northbound	RT	0.00	8	0	0.000	
	TH	2.00	19	3,200	0.008 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.998
	TH	2.00	846	3,200	0.265	
	LT	1.00	254	1,600	0.159 *	LOS: E
<b>Peak Period: PM PEAK HOUR</b>						
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>
Southbound	RT	1.00	393	1,600	0.064	N-S(1): 0.091 *
	TH	0.02	2	27	0.074	N-S(2): 0.000
	LT	1.98	236	2,856	0.083 *	E-W(1): 0.309
Westbound	RT	1.00	332	1,600	0.133	E-W(2): 0.927 *
	TH	1.00	1,193	1,600	0.746 *	V/C: 1.018
	LT	1.00	0	1,600	0.000	Lost Time: 0.180
Northbound	RT	0.00	5	0	0.000	
	TH	2.00	17	3,200	0.008 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	1	0	0.000	ICU: 1.198
	TH	2.00	989	3,200	0.309	
	LT	1.00	290	1,600	0.181 *	LOS: F

\* = Critical Movement

<b>Project:</b>	<b>China Shipping SEIR</b>						
<b>Int #:</b>	<b>23</b>						
<b>North/South Street:</b>	<b>SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>East/West Street:</b>	<b>SEPULVEDA BOULEVARD</b>						
<b>Scenario:</b>	<b>2045 Revised Project</b>						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
<b>Peak Period: AM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	273	1,600	0.051	N-S(1):	0.074 *
	TH	0.19	19	310	0.061	N-S(2):	0.000
	LT	1.81	177	2,601	0.068 *	E-W(1):	0.188
Westbound	RT	1.00	399	1,600	0.188	E-W(2):	0.798 *
	TH	1.00	1,087	1,600	0.679 *	V/C:	0.872
	LT	1.00	8	1,600	0.005	Lost Time:	0.180
Northbound	RT	0.00	3	0	0.000		
	TH	2.00	16	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	1.052
	TH	2.00	583	3,200	0.183		
	LT	1.00	191	1,600	0.119 *	LOS:	F
<b>Peak Period: MIDDAY PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	304	1,600	0.031	N-S(1):	0.084 *
	TH	0.14	15	218	0.069	N-S(2):	0.000
	LT	1.86	205	2,684	0.076 *	E-W(1):	0.266
Westbound	RT	1.00	340	1,600	0.144	E-W(2):	0.734 *
	TH	1.00	920	1,600	0.575 *	V/C:	0.818
	LT	1.00	2	1,600	0.001	Lost Time:	0.180
Northbound	RT	0.00	8	0	0.000		
	TH	2.00	19	3,200	0.008 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	1	0	0.000	ICU:	0.998
	TH	2.00	846	3,200	0.265		
	LT	1.00	254	1,600	0.159 *	LOS:	E
<b>Peak Period: PM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	393	1,600	0.064	N-S(1):	0.091 *
	TH	0.02	2	27	0.074	N-S(2):	0.000
	LT	1.98	236	2,856	0.083 *	E-W(1):	0.309
Westbound	RT	1.00	332	1,600	0.133	E-W(2):	0.927 *
	TH	1.00	1,193	1,600	0.746 *	V/C:	1.018
	LT	1.00	0	1,600	0.000	Lost Time:	0.180
Northbound	RT	0.00	5	0	0.000		
	TH	2.00	17	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	1	0	0.000	ICU:	1.198
	TH	2.00	989	3,200	0.309		
	LT	1.00	290	1,600	0.181 *	LOS:	F

\* = Critical Movement



I/S #: 24

PROJECT TITLE: Berths 97-109 SEIR  
 North-South Street: Front St East-West Street: Knoll Dr/WBCT gate 2  
 Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
 Count Date: Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1,227	2	675	1,137	2	625	1,292	2	711
	Left-Through		0			0			0	
	Through	288	1	288	270	1	270	330	1	330
	Through-Right		0			1			1	
	Right	158	1	122	267	0	185	149	0	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
SOUTHBOUND	Left	71	1	71	56	1	56	44	1	44
	Left-Through		0			0			0	
	Through	126	1	64	151	2	76	156	2	79
	Through-Right		1			0			0	
	Right	1	0	1	1	0	1	1	0	1
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
EASTBOUND	Left	18	1	18	23	1	23	159	1	159
	Left-Through		0			0			0	
	Through	186	1	186	223	0	223	222	0	222
	Through-Right		0			1			1	
	Right	650	2	21	701	0	74	1,206	0	308
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
WESTBOUND	Left	131	2	72	298	1	164	562	1	309
	Left-Through		0			0			0	
	Through	284	0	299	178	0	251	346	0	404
	Through-Right		1			0			0	
	Right	15	0	0	73	1	0	58	1	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
CRITICAL VOLUMES		North-South: 746		746	North-South: 701		701	North-South: 790		790
		East-West: 485		485	East-West: 474		474	East-West: 712		712
		SUM: 1231		1231	SUM: 1175		1175	SUM: 1502		1502
VOLUME/CAPACITY (V/C) RATIO:		0.821		0.821	0.783		0.783	1.001		1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.721		0.721	0.683		0.683	0.901		0.901
LEVEL OF SERVICE (LOS):		C		C	B		B	E		E

Version: 11 Beta; 8/4/2011

I/S #: 24

PROJECT TITLE: Berths 97-109 SEIR  
 North-South Street: Front St East-West Street: Knoll Dr/WBCT gate 2  
 Scenario: 2030 Mitigated Baseline with ICTF and SCIG  
 Count Date: Analyst: Iteris, Inc.

Date: 5/13/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	1,227	2	675	1,137	2	625	1,292	2	711
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	288	1	288	270	1	270	330	1	330
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	217	1	177	288	0	204	156	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	71	1	71	56	1	56	44	1	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	126	1	64	151	2	76	156	2	79
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	1	1	1	1	0	1	1	0	1
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	18	1	18	23	1	23	159	1	159
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	230	1	230	238	0	238	226	0	226
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	650	2	21	701	0	74	1,206	0	308
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	145	2	80	307	1	169	573	1	315
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	286	0	301	179	0	253	350	0	412
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	15	0	0	74	1	0	62	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 746			North-South: 701			North-South: 790		
		East-West: 531			East-West: 491			East-West: 720		
		SUM: 1277			SUM: 1192			SUM: 1510		
VOLUME/CAPACITY (V/C) RATIO:		0.851			0.795			1.007		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.751			0.695			0.907		
LEVEL OF SERVICE (LOS):		C			B			E		

Version: 11 Beta; 8/4/2011

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	20	20	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	793	2	397	0	793	397	854	1647	2	824	0	1647	2	824	0	1647	2	824
	Through-Right		0							0				0				0	
	Right	152	1	132	0	152	132	67	219	1	105	0	219	1	105	0	219	1	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	393	1	393	0	393	393	277	670	1	670	0	670	1	670	0	670	1	670
	Left-Through		0							0				0				0	
	Through	391	1	206	0	391	206	94	485	1	253	0	485	1	253	0	485	1	253
	Through-Right		1							1				1				1	
	Right	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	15	0	46	0	15	46	0	15	0	46	0	15	0	46	0	15	0	46
	Through-Right		0							0				0				0	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	0	41	0	41	41	188	229	0	229	0	229	0	229	0	229	0	229
	Left-Through		1							1				1				1	
	Through	8	0	49	0	8	49	0	8	0	237	0	8	0	237	0	8	0	237
	Through-Right		0							0				0				0	
	Right	565	1	369	0	565	369	199	764	1	429	0	764	1	429	0	764	1	429
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	790	North-South:	790	North-South:	1494	North-South:	1494	North-South:	1494	North-South:	1494	North-South:	1494	North-South:	1494	North-South:	1494
		East-West:	415	East-West:	415	East-West:	475	East-West:	475	East-West:	475	East-West:	475	East-West:	475	East-West:	475	East-West:	475
		SUM:	1205	SUM:	1205	SUM:	1969	SUM:	1969	SUM:	1969	SUM:	1969	SUM:	1969	SUM:	1969	SUM:	1969
VOLUME/CAPACITY (V/C) RATIO:																			
V/C LESS ATSAC/ATCS ADJUSTMENT:																			
LEVEL OF SERVICE (LOS):																			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>	Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>									
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>	Projection Year:	<b>2030</b>	Peak Hour:	<b>MD</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>									
No. of Phases				<b>4</b>		<b>4</b>		<b>4</b>		<b>4</b>									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>									
ATSAC-1 or ATSAC+ATCS-2?		EB-- <b>0</b> WB-- <b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>									
Override Capacity				<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>									
				<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	8	1	8	
	Left-Through		0							0				0			0		
	Through	752	2	376	0	752	376	849	1601	2	801	0	1601	2	801	1601	2	801	
	Through-Right		0							0				0			0		
	Right	34	1	0	0	34	0	0	34	1	0	0	34	1	0	34	1	0	
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
SOUTHBOUND	Left	251	1	251	0	251	251	223	474	1	474	0	474	1	474	474	1	474	
	Left-Through		0							0				0			0		
	Through	721	1	372	0	721	372	157	878	1	451	0	878	1	451	878	1	451	
	Through-Right		1							1				1			1		
	Right	23	0	23	0	23	23	0	23	0	23	0	23	0	23	23	0	23	
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
EASTBOUND	Left	20	0	20	0	20	20	0	20	0	20	0	20	0	20	20	0	20	
	Left-Through		0							0				0			0		
	Through	1	0	38	0	1	38	0	1	0	38	0	1	0	38	1	0	38	
	Through-Right		0							0				0			0		
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	17	0	0	
Left-Through-Right		1							1				1			1		1	
Left-Right		0							0				0			0		0	
WESTBOUND	Left	78	0	78	0	78	78	287	365	0	365	0	365	0	365	365	0	365	
	Left-Through		1							1				1			1		
	Through	16	0	94	0	16	94	-3	13	0	378	0	13	0	378	13	0	378	
	Through-Right		0							0				0			0		
	Right	589	1	464	0	589	464	226	815	1	578	0	815	1	578	815	1	578	
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
CRITICAL VOLUMES		North-South: 627	East-West: 502	SUM: 1129	North-South: 627	East-West: 502	SUM: 1129	North-South: 1275	East-West: 616	SUM: 1891	North-South: 1275	East-West: 616	SUM: 1891	North-South: 1275	East-West: 616	SUM: 1891	North-South: 1275	East-West: 616	SUM: 1891
VOLUME/CAPACITY (V/C) RATIO:			0.821			0.821			1.375			1.375			1.375			1.375	
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.721</b>			<b>0.721</b>			<b>1.275</b>			<b>1.275</b>			<b>1.275</b>			<b>1.275</b>	
LEVEL OF SERVICE (LOS):			<b>C</b>			<b>C</b>			<b>F</b>			<b>F</b>			<b>F</b>			<b>F</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>	Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>									
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>	Projection Year:	<b>2030</b>	Peak Hour:	<b>PM</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>									
No. of Phases				<b>4</b>					<b>4</b>										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>2</b>					<b>2</b>										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>	NB-- <b>0</b> SB-- <b>0</b>	<b>0</b>									
ATSAC-1 or ATSAC+ATCS-2?		EB-- <b>0</b> WB-- <b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>	EB-- <b>0</b> WB-- <b>0</b>	<b>0</b>									
Override Capacity				<b>2</b>					<b>2</b>										
				<b>0</b>					<b>0</b>										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	12	0	12	12	0	12	1	12	0	12	1	12		12	1	12	
	Left-Through	0							0				0				0		
	Through	2	350	0	699	350	657	1356	2	678	0	1356	2	678		1356	2	678	
	Through-Right	0							0				0				0		
	Right	1	11	0	67	11	0	67	1	0	0	67	1	0		67	1	0	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
SOUTHBOUND	Left	1	417	0	417	417	178	595	1	595	0	595	1	595		595	1	595	
	Left-Through	0							0				0				0		
	Through	1	381	0	732	381	248	980	1	505	0	980	1	505		980	1	505	
	Through-Right	1							1				1				1		
	Right	0	30	0	30	30	0	30	0	30	0	30	0	30		30	0	30	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
EASTBOUND	Left	0	20	0	20	20	0	20	0	20	0	20	0	20		20	0	20	
	Left-Through	0							0				0				0		
	Through	0	45	0	12	45	0	12	0	45	0	12	0	45		12	0	45	
	Through-Right	0							0				0				0		
	Right	0	0	0	13	0	0	13	0	0	0	13	0	0		13	0	0	
Left-Through-Right	1							1				1				1			
Left-Right	0							0				0				0			
WESTBOUND	Left	0	113	0	113	113	163	276	0	276	0	276	0	276		276	0	276	
	Left-Through	1							1				1				1		
	Through	0	128	0	15	128	0	15	0	291	0	15	0	291		15	0	291	
	Through-Right	0							0				0				0		
	Right	1	503	0	711	503	267	978	1	681	0	978	1	681		978	1	681	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
CRITICAL VOLUMES		North-South: 767	North-South: 767	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	North-South: 1273	
		East-West: 548	East-West: 548	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	East-West: 726	
		SUM: 1315	SUM: 1315	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	SUM: 1999	
VOLUME/CAPACITY (V/C) RATIO:			0.956		0.956		1.454		1.454		1.454		1.454		1.454		1.454		1.454
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.856</b>		<b>0.856</b>		<b>1.354</b>		<b>1.354</b>		<b>1.354</b>		<b>1.354</b>		<b>1.354</b>		<b>1.354</b>		<b>1.354</b>
LEVEL OF SERVICE (LOS):			<b>D</b>		<b>D</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #:	North-South Street:	Gaffey Street	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	SD	Date:	7/23/2018									
26	East-West Street:	Channel Street	Projection Year:	2030	Peak Hour:	AM	Reviewed by:	SD	Project:	China Shipping									
No. of Phases			4			4			4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 3			NB-- 0 SB-- 0 EB-- 0 WB-- 3			NB-- 0 SB-- 0 EB-- 0 WB-- 3										
ATSAC-1 or ATSAC+ATCS-2?			2			2			2										
Override Capacity			0			0			0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	139	1	139	0	139	139	263	402	1	402	0	402	1	402	0	402	1	402
	Left-Through		0							0				0				0	
	Through	895	2	448	0	895	448	326	1221	2	611	0	1221	2	611	0	1221	2	611
	Through-Right		0							0				0				0	
	Right	312	1	281	0	312	281	595	907	1	876	0	907	1	876	0	907	1	876
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	554	2	305	3	557	306	108	662	2	364	3	665	2	366	0	665	2	366
	Left-Through		0							0				0				0	
	Through	597	1	303	0	597	303	252	849	1	429	0	849	1	429	0	849	1	429
	Through-Right		1							1				1				1	
	Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	39	1	39	0	39	39	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	357	2	179	0	357	179	593	950	2	475	0	950	2	475	0	950	2	475
	Through-Right		0							0				0				0	
	Right	130	1	61	0	130	61	151	281	1	80	0	281	1	80	0	281	1	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	1	62	0	62	62	1	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0				0				0	
	Through	125	1	125	0	125	125	67	192	1	192	0	192	1	192	0	192	1	192
	Through-Right		0							0				0				0	
	Right	566	1	261	2	568	262	204	770	1	406	2	772	1	406	0	772	1	406
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			North-South: 753	East-West: 300	SUM: 1053	North-South: 754	East-West: 301	SUM: 1055	North-South: 1240	East-West: 538	SUM: 1778	North-South: 1242	East-West: 538	SUM: 1780	North-South: 1242	East-West: 538	SUM: 1780		
VOLUME/CAPACITY (V/C) RATIO:			0.766			0.767			1.293			1.295			1.295				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.666			0.667			1.193			1.195			1.195				
LEVEL OF SERVICE (LOS):			B			B			F			F			F				

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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



I/S #: <b>26</b>	North-South Street:	<b>Gaffey Street</b>	Year of Count:		<b>2018</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>								
	East-West Street:	<b>Channel Street</b>	Projection Year:		<b>2030</b>	Peak Hour:	<b>MD</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>								
No. of Phases					<b>4</b>			<b>4</b>			<b>4</b>								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					<b>0</b>			<b>0</b>			<b>0</b>								
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0					
			EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3					
ATSAC-1 or ATSAC+ATCS-2?					<b>2</b>			<b>2</b>			<b>2</b>								
Override Capacity					<b>0</b>			<b>0</b>			<b>0</b>								
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	155	0	155	155	342	497	1	497	0	497	1	497		497	1	497	
	Left-Through	0							0				0				0		
	Through	2	454	0	907	454	357	1264	2	632	0	1264	2	632		1264	2	632	
	Through-Right	0							0				0				0		
	Right	1	233	0	282	233	533	815	1	746	0	815	1	746		815	1	746	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
SOUTHBOUND	Left	2	300	2	547	301	254	799	2	439	2	800	2	440		800	2	440	
	Left-Through	0							0				0				0		
	Through	1	408	0	781	408	241	1022	1	528	0	1022	1	528		1022	1	528	
	Through-Right	1							1				1				1		
	Right	0	34	0	34	34	0	34	0	34	0	34	0	34		34	0	34	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
EASTBOUND	Left	1	50	0	50	50	0	50	1	50	0	50	1	50		50	1	50	
	Left-Through	0							0				0				0		
	Through	2	111	0	221	111	511	732	2	366	0	732	2	366		732	2	366	
	Through-Right	0							0				0				0		
	Right	1	30	0	107	30	122	229	1	0	0	229	1	0		229	1	0	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
WESTBOUND	Left	1	98	0	98	98	40	138	1	138	0	138	1	138		138	1	138	
	Left-Through	0							0				0				0		
	Through	1	86	0	86	86	122	208	1	208	0	208	1	208		208	1	208	
	Through-Right	0							0				0				0		
	Right	1	72	2	374	73	274	646	1	207	2	648	1	208		648	1	208	
Left-Through-Right	0							0				0				0			
Left-Right	0							0				0				0			
CRITICAL VOLUMES			North-South:	754	North-South:	755	North-South:	1185	North-South:	1186	North-South:	1186	North-South:	1186	North-South:	1186	North-South:	1186	
			East-West:	209	East-West:	209	East-West:	504	East-West:	504	East-West:	504	East-West:	504	East-West:	504	East-West:	504	
			SUM:	963	SUM:	964	SUM:	1689	SUM:	1690	SUM:	1690	SUM:	1690	SUM:	1690	SUM:	1690	
VOLUME/CAPACITY (V/C) RATIO:					0.700			1.228			1.229			1.229			1.229		
V/C LESS ATSAC/ATCS ADJUSTMENT:					<b>0.600</b>			<b>1.128</b>			<b>1.129</b>			<b>1.129</b>			<b>1.129</b>		
LEVEL OF SERVICE (LOS):					<b>B</b>			<b>F</b>			<b>F</b>			<b>F</b>			<b>F</b>		

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>26</b>	North-South Street:	<b>Gaffey Street</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Channel Street</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases		4		4		4		4		4		4		4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	203	1	203	0	203	203	355	558	1	558	0	558	1	558				
	Left-Through		0							0				0					
	Through	898	2	449	0	898	449	230	1128	2	564	0	1128	2	564				
	Through-Right		0							0				0					
	Right	329	1	271	0	329	271	520	849	1	725	0	849	1	725				
Left-Through-Right		0								0				0					
Left-Right		0								0				0					
SOUTHBOUND	Left	629	2	346	2	631	347	385	1014	2	558	2	1016	2	559				
	Left-Through		0							0				0					
	Through	939	1	485	0	939	485	213	1152	1	591	0	1152	1	591				
	Through-Right		1							1				1					
	Right	30	0	30	0	30	30	0	30	0	30	0	30	0	30				
Left-Through-Right		0								0				0					
Left-Right		0								0				0					
EASTBOUND	Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41				
	Left-Through		0							0				0					
	Through	307	2	154	0	307	154	349	656	2	328	0	656	2	328				
	Through-Right		0							0				0					
	Right	135	1	34	0	135	34	107	242	1	0	0	242	1	0				
Left-Through-Right		0								0				0					
Left-Right		0								0				0					
WESTBOUND	Left	117	1	117	0	117	117	132	249	1	249	0	249	1	249				
	Left-Through		0							0				0					
	Through	147	1	147	1	148	148	302	449	1	449	1	450	1	450				
	Through-Right		0							0				0					
	Right	424	1	78	8	431	84	668	1092	1	534	8	1099	1	540				
Left-Through-Right		0								0				0					
Left-Right		0								0				0					
CRITICAL VOLUMES		North-South: 795		North-South: 796		North-South: 1283		North-South: 1284		North-South: 1284		North-South: 1284		North-South: 1284					
		East-West: 271		East-West: 271		East-West: 577		East-West: 581		East-West: 581		East-West: 581		East-West: 581					
		SUM: 1066		SUM: 1067		SUM: 1860		SUM: 1865		SUM: 1865		SUM: 1865		SUM: 1865					
VOLUME/CAPACITY (V/C) RATIO:		0.775		0.776		1.353		1.356		1.356		1.356		1.356					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.675		0.676		1.253		1.256		1.256		1.256		1.256					
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>					

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2030 No Project</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,409	3,200	0.440 *	N-S(1): 0.410
	TH	2.00	435	3,200	0.136	N-S(2): 0.507 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.184 *
Westbound	RT	1.00	147	1,600	0.000	E-W(2): 0.165
	TH	1.21	319	1,931	0.165	V/C: 0.691
	LT	1.79	474	2,582	0.184 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,310	3,200	0.409	
	LT	1.00	108	1,600	0.067 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.811
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,420	3,200	0.444 *	N-S(1): 0.439
	TH	2.00	345	3,200	0.108	N-S(2): 0.524 *
	LT	0.00	0	0	0.000	E-W(1): 0.187 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.168
	TH	1.09	294	1,747	0.168	V/C: 0.711
	LT	1.91	514	2,748	0.187 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,406	3,200	0.439	
	LT	1.00	128	1,600	0.080 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.831
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,719	3,200	0.537 *	N-S(1): 0.585
	TH	2.00	340	3,200	0.106	N-S(2): 0.619 *
	LT	0.00	0	0	0.000	E-W(1): 0.171 *
Westbound	RT	1.00	158	1,600	0.000	E-W(2): 0.154
	TH	1.30	320	2,078	0.154	V/C: 0.790
	LT	1.70	419	2,449	0.171 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,872	3,200	0.585	
	LT	1.00	131	1,600	0.082 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.910
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2030 Project</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,444	3,200	0.451 *	N-S(1): 0.413
	TH	2.00	435	3,200	0.136	N-S(2): 0.519 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.184 *
Westbound	RT	1.00	147	1,600	0.000	E-W(2): 0.165
	TH	1.21	319	1,931	0.165	V/C: 0.703
	LT	1.79	474	2,582	0.184 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,319	3,200	0.412	
	LT	1.00	108	1,600	0.068 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.823
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,444	3,200	0.451 *	N-S(1): 0.443
	TH	2.00	345	3,200	0.108	N-S(2): 0.532 *
	LT	0.00	0	0	0.000	E-W(1): 0.187 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.168
	TH	1.09	294	1,747	0.168	V/C: 0.719
	LT	1.91	514	2,748	0.187 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,417	3,200	0.443	
	LT	1.00	129	1,600	0.081 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.839
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,747	3,200	0.546 *	N-S(1): 0.589
	TH	2.00	340	3,200	0.106	N-S(2): 0.629 *
	LT	0.00	0	0	0.000	E-W(1): 0.171 *
Westbound	RT	1.00	158	1,600	0.000	E-W(2): 0.154
	TH	1.30	320	2,078	0.154	V/C: 0.800
	LT	1.70	419	2,449	0.171 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,884	3,200	0.589	
	LT	1.00	132	1,600	0.083 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.920
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

\* = Critical Movement

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

**Project:** China Shipping SEIR  
**Int #:** 28  
**North/South Street:** PIER S WAY  
**East/West Street:** OCEAN BOULEVARD RAMPS WESTBOUND  
  
**Scenario:** Year 2030 No Project

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	264	1,600	0.165 *	N-S(1): 0.061
	TH	2.00	393	3,200	0.123	N-S(2): 0.165 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	317	3,200	0.099	E-W(2): 0.338 *
	TH	2.00	1,081	3,200	0.338 *	V/C: 0.503
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	194	3,200	0.061	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.603
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.131 *	N-S(1): 0.036
	TH	2.00	493	3,200	0.154	N-S(2): 0.158 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	209	3,200	0.065	E-W(2): 0.332 *
	TH	2.00	1,061	3,200	0.332 *	V/C: 0.490
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	109	3,200	0.036	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.590
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	229	1,600	0.143	N-S(1): 0.053
	TH	2.00	543	3,200	0.170 *	N-S(2): 0.170 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	338	3,200	0.106	E-W(2): 0.381 *
	TH	2.00	1,219	3,200	0.381 *	V/C: 0.551
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	170	3,200	0.053	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.651
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

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

**Project:** China Shipping SEIR  
**Int #:** 28  
**North/South Street:** PIER S WAY  
**East/West Street:** OCEAN BOULEVARD RAMPS WESTBOUND  
  
**Scenario:** Year 2030 Project

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	264	1,600	0.165 *	N-S(1): 0.061
	TH	2.00	393	3,200	0.123	N-S(2): 0.165 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	317	3,200	0.099	E-W(2): 0.349 *
	TH	2.00	1,116	3,200	0.349 *	
	LT	0.00	0	0	0.000	V/C: 0.514
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	194	3,200	0.061	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.614
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.131 *	N-S(1): 0.036
	TH	2.00	493	3,200	0.154	N-S(2): 0.158 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	209	3,200	0.065	E-W(2): 0.340 *
	TH	2.00	1,087	3,200	0.340 *	
	LT	0.00	0	0	0.000	V/C: 0.498
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	110	3,200	0.036	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.598
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	229	1,600	0.143	N-S(1): 0.053
	TH	2.00	543	3,200	0.170 *	N-S(2): 0.170 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	338	3,200	0.106	E-W(2): 0.390 *
	TH	2.00	1,248	3,200	0.390 *	
	LT	0.00	0	0	0.000	V/C: 0.560
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	170	3,200	0.053	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.660
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%)			Conducted by:			Date:	7/23/2018								
29	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2030		Peak Hour:	AM		Reviewed by:			Project:	China Shipping								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			4		4		4		4		4		4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?			2		2		2		2		2		2									
ATSAC-1 or ATSAC+ATCS-2?			2		2		2		2		2		2									
Override Capacity			0		0		0		0		0		0									
			NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2									
			EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1									
			2		2		2		2		2		2									
			0		0		0		0		0		0									
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND		Left 1	2	1	2	0	2	2	-1	1	1	1	0	1	1	1	0	1	1	1	1	
		Left-Through 2		0							0				0				0			0
		Through 3	39	2	20	0	39	20	698	737	2	369	0	737	2	369	0	737	2	369	0	
		Through-Right 4		0							0				0				0			0
		Right 5	45	1	0	0	45	0	-11	34	1	0	0	34	1	0	0	34	1	0	0	0
		Left-Through-R 6		0							0				0				0			0
		Left-Right 7		0							0				0				0			0
SOUTHBOUND		Left 8	137	2	75	0	137	75	246	383	2	211	0	383	2	211	0	383	2	211	0	
		Left-Through 9		0							0				0				0			0
		Through 10	325	1	168	17	342	176	692	1017	1	541	17	1034	1	550	0	1034	1	550	0	
		Through-Right 11		1							1				1				1			1
		Right 12	10	0	10	0	10	10	55	65	0	65	0	65	0	65	0	65	0	65	0	65
		Left-Through-R 13		0							0				0				0			0
Left-Right 14		0							0				0				0			0		
EASTBOUND		Left 15	30	1	30	0	30	30	26	56	1	56	0	56	1	56	0	56	1	56	0	
		Left-Through 16		0							0				0				0			0
		Through 17	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	
		Through-Right 18		1							1				1				1			1
		Right 19	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	0
		Left-Through-R 20		0							0				0				0			0
Left-Right 21		0							0				0				0			0		
WESTBOUND		Left 22	44	0	44	0	44	44	13	57	0	57	0	57	0	57	0	57	0	57	0	
		Left-Through 23		1							1				1				1			1
		Through 24	0	0	44	0	0	44	0	0	0	57	0	0	0	57	0	0	0	0	57	0
		Through-Right 25		0							0				0				0			0
		Right 26	92	1	0	0	92	0	254	346	1	0	0	346	1	0	0	346	1	0	0	0
		Left-Through-R 27		0							0				0				0			0
Left-Right 28		0							0				0				0			0		
CRITICAL VOLUMES			North-South: 170 East-West: 74 SUM: 244			North-South: 178 East-West: 74 SUM: 252			North-South: 580 East-West: 113 SUM: 693				North-South: 580 East-West: 113 SUM: 693				North-South: 580 East-West: 113 SUM: 693					
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.177 0.089 A			0.183 0.092 A			0.504 0.404 A				0.504 0.404 A				0.504 0.404 A					

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	7/23/2018						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2030		Peak Hour:	MD		Reviewed by:	0		Project:	China Shipping						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2						
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2						
Override Capacity		0		0		0		0		0		0		0						
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	11	1	11	0	11	11	-1	10	1	10	0	10	1	10	0	10	1	10	
	Left-Through	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	303	2	152	0	303	152	372	675	2	338	0	675	2	338	0	675	2	338	
	Through-Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Right	82	1	0	0	82	0	-18	64	1	0	0	64	1	0	0	64	1	0	
	Left-Through-R	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	0
	Left-Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0
SOUTHBOUND	Left	202	2	111	0	202	111	174	376	2	207	0	376	2	207	0	376	2	207	
	Left-Through	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9	
	Through	394	1	217	5	399	220	287	681	1	377	5	686	1	380	5	686	1	380	
	Through-Right	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11	
	Right	40	0	40	0	40	40	33	73	0	73	0	73	0	73	0	73	0	73	
	Left-Through-R	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
	Left-Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14	0
EASTBOUND	Left	53	1	53	0	53	53	39	92	1	92	0	92	1	92	0	92	1	92	
	Left-Through	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16	
	Through	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	
	Through-Right	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18	0
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0	0
	Left-Through-R	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20	0
	Left-Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21	0
WESTBOUND	Left	88	0	88	0	88	88	-7	81	0	81	0	81	0	81	0	81	0	81	
	Left-Through	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23	0
	Through	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
	Through-Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25	0
	Right	188	1	0	0	188	0	196	384	1	0	0	384	1	0	0	384	1	0	0
	Left-Through-R	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27	0
	Left-Right	28	0	28	0	28	28	0	28	0	28	0	28	0	28	0	28	0	28	0
CRITICAL VOLUMES		North-South: 263 East-West: 144 SUM: 407		North-South: 263 East-West: 144 SUM: 407		North-South: 263 East-West: 144 SUM: 407		North-South: 545 East-West: 176 SUM: 721		North-South: 545 East-West: 176 SUM: 721		North-South: 545 East-West: 176 SUM: 721		North-South: 545 East-West: 176 SUM: 721						
VOLUME/CAPACITY (V/C) RATIO:		0.296		0.296		0.296		0.524		0.524		0.524		0.524						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.196		0.196		0.196		0.424		0.424		0.424		0.424						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

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

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



I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	7/23/2018					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2030		Peak Hour:	PM		Reviewed by:	0		Project:	China Shipping					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	3	0	3	3	-2	1	1	1	0	1	1	1	1	1	1	1	1
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	292	146	0	292	146	850	1142	2	571	0	1142	2	571	1142	2	571	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	50	0	0	50	0	-8	42	1	0	0	42	1	0	42	1	0	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	193	106	0	193	106	168	361	2	199	0	361	2	199	361	2	199	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	384	210	11	395	215	532	916	1	512	11	927	1	517	927	1	517	
	Through-Right	11	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	1
	Right	12	35	35	0	35	35	72	107	0	107	0	107	0	107	107	0	107	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	57	57	0	57	57	49	106	1	106	0	106	1	106	106	1	106	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0	7	
	Through-Right	18	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	1
	Right	19	7	0	0	7	0	0	7	0	0	0	7	0	0	7	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	69	69	0	69	69	3	72	0	72	0	72	0	72	72	0	72	
	Left-Through	23	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	
	Through	24	0	69	0	0	69	0	0	0	72	0	0	0	72	0	0	72	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	349	0	0	349	0	191	540	1	0	0	540	1	0	540	1	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	252	North-South:	252	North-South:	770	North-South:	770	North-South:	770	North-South:	770	North-South:	770	North-South:	770	North-South:	770
		East-West:	126	East-West:	126	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178
		SUM:	378	SUM:	378	SUM:	948	SUM:	948	SUM:	948	SUM:	948	SUM:	948	SUM:	948	SUM:	948
VOLUME/CAPACITY (V/C) RATIO:		0.275		0.275		0.689		0.689		0.689		0.689		0.689		0.689		0.689	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.175		0.175		0.589		0.589		0.589		0.589		0.589		0.589		0.589	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>						
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2030</b>	Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>						
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	164	2	90	0	164	90	17	181	2	100	0	181	2	100	0	181	2	100
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	20	1	20	0	20	20	-6	14	1	14	0	14	1	14	0	14	1	14
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	3	0	3	0	3	3	9	12	0	12	0	12	0	12	0	12	0	12
	Left-Through	54	1	57	0	54	57	2	56	0	68	0	56	0	68	0	56	0	68
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	24	1	24	0	24	24	9	33	1	33	0	33	1	33	0	33	1	33
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	32	1	0	0	32	0	-12	20	1	0	0	20	1	0	0	20	1	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 90		North-South: 90		North-South: 100		North-South: 100		North-South: 100		North-South: 100		North-South: 100		North-South: 100		North-South: 100	
		East-West: 57		East-West: 57		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68	
		SUM: 147		SUM: 147		SUM: 168		SUM: 168		SUM: 168		SUM: 168		SUM: 168		SUM: 168		SUM: 168	
VOLUME/CAPACITY (V/C) RATIO:		0.098		0.098		0.112		0.112		0.112		0.112		0.112		0.112		0.112	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098		0.098		0.112		0.112		0.112		0.112		0.112		0.112		0.112	
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>MD</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	170	2	94	0	170	94	-37	133	2	73	0	133	2	73	133	2	73	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	19	1	19	0	19	19	-3	16	1	16	0	16	1	16	16	1	16	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	5	0	5	0	5	5	12	17	0	17	0	17	0	17	17	0	17	
	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Through	51	0	56	0	51	56	0	51	0	68	0	51	0	68	51	0	68	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	33	1	33	0	33	33	6	39	1	39	0	39	1	39	39	1	39	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	29	1	0	0	29	0	-9	20	1	0	0	20	1	0	20	1	0	
CRITICAL VOLUMES		North-South: 94		North-South: 94		North-South: 73		North-South: 73		North-South: 73		North-South: 73		North-South: 73		North-South: 73			
		East-West: 56		East-West: 56		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68			
		SUM: 150		SUM: 150		SUM: 141		SUM: 141		SUM: 141		SUM: 141		SUM: 141		SUM: 141			
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.100		0.094		0.094		0.094		0.094		0.094		0.094			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.100		0.094		0.094		0.094		0.094		0.094		0.094			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2030</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	210	2	116	0	210	116	-9	201	2	111	0	201	2	111	201	2	111	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	18	1	18	0	18	18	-2	16	1	16	0	16	1	16	16	1	16	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	13	0	13	0	13	13	6	19	0	19	0	19	0	19	19	0	19	
	Left-Through	42	1	55	0	42	55	-6	36	0	55	0	36	0	55	36	0	55	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	25	1	25	0	25	25	18	43	1	43	0	43	1	43	43	1	43	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	33	1	0	0	33	0	17	50	1	0	0	50	1	0	50	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 116		North-South: 116		North-South: 111		North-South: 111		North-South: 111		North-South: 111		North-South: 111		North-South: 111			
		East-West: 55		East-West: 55		East-West: 62		East-West: 62		East-West: 62		East-West: 62		East-West: 62		East-West: 62			
		SUM: 171		SUM: 171		SUM: 173		SUM: 173		SUM: 173		SUM: 173		SUM: 173		SUM: 173			
VOLUME/CAPACITY (V/C) RATIO:		0.114		0.114		0.115		0.115		0.115		0.115		0.115		0.115			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.114		0.114		0.115		0.115		0.115		0.115		0.115		0.115			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

**Detailed Intersection Calculation Sheets for**

**Table 4-11: Intersection Level of Service Analysis— Year 2045 Remodeled Future Mitigated Baseline With Proposed ICTF and SCIG Compared to Year 2045 Revised Project With Proposed ICTF and SCIG**



I/S #: **2**

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI

East-West Street: Harry Bridges BI

Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		4			4			4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			
Override Capacity		0			0			0			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0	
	Left-Through		0			0			0		
	Through	2	1	2	12	1	12	35	1	35	
	Through-Right		0			0			0		
	Right	12	1	0	46	1	27	75	1	40	
	Left-Through-Right		0			0			0		
SOUTHBOUND	Left	8	1	8	55	1	55	83	1	83	
	Left-Through		0			0			0		
	Through	11	1	11	11	1	11	20	1	20	
	Through-Right		0			0			0		
	Right	204	1	164	118	1	78	188	1	94	
	Left-Through-Right		0			0			0		
EASTBOUND	Left	80	1	80	80	1	80	188	1	188	
	Left-Through		0			0			0		
	Through	1,149	2	575	1,153	2	577	1,329	2	665	
	Through-Right		0			0			0		
	Right	0	1	0	0	1	0	0	1	0	
	Left-Through-Right		0			0			0		
WESTBOUND	Left	43	1	43	38	1	38	70	1	70	
	Left-Through		0			0			0		
	Through	1,189	2	595	1,081	2	541	1,367	2	684	
	Through-Right		0			0			0		
	Right	75	1	71	27	1	0	40	1	0	
	Left-Through-Right		0			0			0		
CRITICAL VOLUMES		North-South: 164		North-South: 82		North-South: 123		East-West: 872		East-West: 995	
		East-West: 675		East-West: 621		East-West: 872		SUM: 872		SUM: 995	
		SUM: 839		SUM: 703		SUM: 703		SUM: 995		SUM: 995	
VOLUME/CAPACITY (V/C) RATIO:		0.610			0.511			0.724			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.510			0.411			0.624			
LEVEL OF SERVICE (LOS):		A			A			B			

Version: 11 Beta; 8/4/2011



I/S #: **2**

PROJECT TITLE: China Shipping  
North-South Street: Avalon BI

East-West Street: Harry Bridges BI

Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4			4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through									
	Through	2	1	2	12	1	12	35	1	35
	Through-Right									
	Right	12	1	0	46	1	27	75	1	40
	Left-Through-Right									
SOUTHBOUND	Left	8	1	8	55	1	55	83	1	83
	Left-Through									
	Through	11	1	11	11	1	11	20	1	20
	Through-Right									
	Right	204	1	164	118	1	78	188	1	94
	Left-Through-Right									
EASTBOUND	Left	80	1	80	80	1	80	188	1	188
	Left-Through									
	Through	1,203	2	602	1,168	2	584	1,347	2	674
	Through-Right									
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right									
WESTBOUND	Left	43	1	43	38	1	38	70	1	70
	Left-Through									
	Through	1,189	2	595	1,081	2	541	1,367	2	684
	Through-Right									
	Right	75	1	71	27	1	0	40	1	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 164 East-West: 675 SUM: 839			North-South: 82 East-West: 622 SUM: 704			North-South: 123 East-West: 872 SUM: 995		
VOLUME/CAPACITY (V/C) RATIO:		0.610			0.512			0.724		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.510			0.412			0.624		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR

North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: 2045 Revised Project with ICTF and SCIG With Mitigation

Count Date: ### Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3	0	NB -- 3	SB -- 3	0	NB -- 3	SB -- 3	0
		EB -- 2	WB -- 0	0	EB -- 2	WB -- 0	0	EB -- 2	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	15	1	15	20	1	20
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	530	2	265	427	2	214	551	2	276
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	486	1	0	665	1	346	708	1	148
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	23	1	23	14	1	14
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	627	2	304	641	2	309	699	2	350
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	286	1	286	286	1	286	354	1	199
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	177	1	177	130	1	130	155	1	155
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	685	2	234	770	2	260	803	2	271
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	18	1	18	9	1	9	11	1	11
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	884	2	486	580	2	319	1,018	2	560
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	582	2	291	669	2	335	973	2	487
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	6	30	1	19	25	1	18
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 328			North-South: 369			North-South: 370		
		East-West: 720			East-West: 595			East-West: 831		
		SUM: 1048			SUM: 964			SUM: 1201		
VOLUME/CAPACITY (V/C) RATIO:		0.762			0.701			0.873		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.662			0.601			0.773		
LEVEL OF SERVICE (LOS):		B			B			C		

Version: 11 Beta; 8/4/2011



I/S #: 3

PROJECT TITLE: China Shipping SEIR

North-South Street: Alameda St

East-West Street: Anaheim St

Scenario: 2045 Mitigated Baseline W ICTF

SCIG Count Date: ### Analyst: Iteris,

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3		NB -- 3	SB -- 3		NB -- 3	SB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB -- 2	WB -- 0		EB -- 2	WB -- 0		EB -- 2	WB -- 0	
Override Capacity		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	15	1	15	20	1	20
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	510	2	255	421	2	211	547	2	274
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	486	1	0	665	1	346	708	1	148
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	9	1	9	23	1	23	14	1	14
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	627	2	314	641	2	321	699	2	350
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	286	1	109	286	1	156	354	1	199
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	177	1	177	130	1	130	155	1	155
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	684	2	234	770	2	260	803	2	271
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	18	1	18	9	1	9	11	1	11
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	884	2	486	580	2	319	1,018	2	560
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	582	2	291	669	2	335	973	2	487
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	10	1	6	30	1	19	25	1	18
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 338			North-South: 369			North-South: 370		
		East-West: 720			East-West: 595			East-West: 831		
		SUM: 1058			SUM: 964			SUM: 1201		
VOLUME/CAPACITY (V/C) RATIO:		0.769			0.701			0.873		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.669			0.601			0.773		
LEVEL OF SERVICE (LOS):		B			B			C		

Version: 11 Beta; 8/4/2011

I/S #: 3

PROJECT TITLE: China Shipping SEIR  
North-South Street: Alameda St East-West Street: Anaheim St  
Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: 1/0/1900 Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 3	0	NB -- 3	SB -- 3	0	NB -- 3	SB -- 3	0
		EB -- 2	WB -- 0	0	EB -- 2	WB -- 0	0	EB -- 2	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	15	1	15	20	1	20
	Left-Through		0			0			0	
	Through	530	2	265	427	2	214	551	2	276
	Through-Right		0			0			0	
	Right	486	1	0	665	1	346	708	1	148
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	9	1	9	23	1	23	14	1	14
	Left-Through		0			0			0	
	Through	627	2	314	641	2	321	699	2	350
	Through-Right		0			0			0	
	Right	286	1	109	286	1	156	354	1	199
	Left-Through-Right		0			0			0	
EASTBOUND	Left	177	1	177	130	1	130	155	1	155
	Left-Through		0			0			0	
	Through	685	2	343	770	2	385	803	2	402
	Through-Right		0			0			0	
	Right	18	1	18	9	1	9	11	1	11
	Left-Through-Right		0			0			0	
WESTBOUND	Left	884	2	486	580	2	319	1,018	2	560
	Left-Through		0			0			0	
	Through	582	2	291	669	2	335	973	2	487
	Through-Right		0			0			0	
	Right	10	1	6	30	1	19	25	1	18
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 338		338	North-South: 369		369	North-South: 370		370
		East-West: 829		829	East-West: 720		720	East-West: 962		962
		SUM: 1167		1167	SUM: 1089		1089	SUM: 1332		1332
VOLUME/CAPACITY (V/C) RATIO:				0.849			0.792			0.969
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.692			0.869
LEVEL OF SERVICE (LOS):				C			B			D

Version: 1I Beta; 8/4/2011



I/S #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue

East-West Street: Anaheim Street

Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								
				4			4			4
				1			1			1
		Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB -- 0	NB -- 0	SB -- 0	NB -- 0	SB -- 0	NB -- 0	SB -- 0
			EB -- 1	WB -- 0	EB -- 1	WB -- 0	EB -- 1	WB -- 0	EB -- 1	WB -- 0
		ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2
		Override Capacity		0		0		0		0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	569	1	402	394	1	394	816	1	652
	Left-Through		1			1			1	
	Through	636	1	402	819	1	410	1,139	1	652
	Through-Right		0			0			0	
	Right	58	1	0	108	1	46	135	1	98
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	290	1	290	174	1	174	196	1	196
	Left-Through		0			0			0	
	Through	855	2	298	772	2	276	904	2	324
	Through-Right		1			1			1	
	Right	38	0	38	55	0	55	67	0	67
	Left-Through-Right		0			0			0	
EASTBOUND	Left	79	1	79	122	1	122	120	1	120
	Left-Through		0			0			0	
	Through	956	2	478	1,108	2	554	1,062	2	531
	Through-Right		0			0			0	
	Right	774	1	0	434	1	0	631	1	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	133	1	133	124	1	124	74	1	74
	Left-Through		0			0			0	
	Through	943	2	472	912	2	456	1,253	2	627
	Through-Right		0			0			0	
	Right	206	1	61	186	1	99	270	1	172
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES			North-South: 700		North-South: 686		North-South: 976		East-West: 747	
			East-West: 611		East-West: 678		East-West: 747		SUM: 1723	
			SUM: 1311		SUM: 1364					
VOLUME/CAPACITY (V/C) RATIO:			0.953		0.992		1.253			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.853		0.892		1.153			
LEVEL OF SERVICE (LOS):			D		D		F			

Version: 1I Beta; 8/4/2011



I/S #: 4

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Avenue East-West Street: Anaheim Street  
Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	569	1	402	394	1	394	816	1	652
	Left-Through									
	Through	636	1	402	819	1	410	1,139	1	652
	Through-Right									
	Right	58	1	0	108	1	46	135	1	98
	Left-Through-Right									
SOUTHBOUND	Left	290	1	290	174	1	174	196	1	196
	Left-Through									
	Through	875	2	304	778	2	278	908	2	325
	Through-Right									
	Right	38	0	38	55	0	55	67	0	67
	Left-Through-Right									
EASTBOUND	Left	79	1	79	122	1	122	120	1	120
	Left-Through									
	Through	956	2	478	1,108	2	554	1,062	2	531
	Through-Right									
	Right	809	1	0	442	1	0	646	1	0
	Left-Through-Right									
WESTBOUND	Left	133	1	133	124	1	124	74	1	74
	Left-Through									
	Through	943	2	472	912	2	456	1,253	2	627
	Through-Right									
	Right	206	1	61	186	1	99	270	1	172
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 706 East-West: 611 SUM: 1317			North-South: 688 East-West: 678 SUM: 1366			North-South: 977 East-West: 747 SUM: 1724		
VOLUME/CAPACITY (V/C) RATIO:		0.958			0.993			1.254		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.858			0.893			1.154		
LEVEL OF SERVICE (LOS):		D			D			F		

Version: 11 Beta; 8/4/2011

I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St East-West Street: SR47WB on-ramp  
Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0	NB -- 3	SB -- 0	0
		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,726	2	863	1,624	2	812	1,939	2	970
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	903	2	452	1,316	1	658	2,097	1	1049
	Through-Right	0	0	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 863	East-West: 0	SUM: 863	North-South: 812	East-West: 0	SUM: 812	North-South: 1049	East-West: 0	SUM: 1049
VOLUME/CAPACITY (V/C) RATIO:		0.628			0.591			0.763		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.528			0.491			0.663		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 5

PROJECT TITLE: China Shipping  
North-South Street: Front St East-West Street: SR47WB on-ramp  
Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	1,785	2	893	1,644	2	822	1,945	2	973
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	917	2	459	1,324	1	662	2,108	1	1054
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 893			North-South: 822			North-South: 1054		
		East-West: 0			East-West: 0			East-West: 0		
		SUM: 893			SUM: 822			SUM: 1054		
VOLUME/CAPACITY (V/C) RATIO:		0.649			0.598			0.767		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.549			0.498			0.667		
LEVEL OF SERVICE (LOS):		A			A			B		

Version: 11 Beta; 8/4/2011

# Level of Service Workheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			2045 Mitigated BL W ICTF SCIG			2045 Revised Proj W ICTF SCIG		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
	RT	LT		RT	LT		RT	LT		RT	LT	
	N-S	473	473	N-S	478	478	N-S	825	825	N-S	827	827
	EB	217	226	EB	217	275	EB	214	97	EB	214	146
	WB	4	4	WB	4	4	WB	57	57	WB	57	57
	Sum	694	703	Sum	699	757	Sum	1096	979	Sum	1098	1030
	<b>V/C</b>	0.505	0.511	<b>V/C</b>	0.508	0.551	<b>V/C</b>	0.797	0.712	<b>V/C</b>	0.799	0.749
	Less	0.405	0.411	Less A	0.408	0.451	Less ATE	0.697	0.612	Less ATE	0.699	0.649
	LOS A	A	A	LOS A	A	A	LOS B	B	B	LOS B	B	B
	<b>Int V/C</b>	<b>0.411</b>		<b>Int V/C</b>	<b>0.451</b>		<b>Int V/C</b>	<b>0.697</b>		<b>Int V/C</b>	<b>0.699</b>	
		A			A			B			B	
<b>PROJECT IMPACT</b>												
Change in v/c due to project:											<b>0.001</b>	
Significant impacted?											<b>NO</b>	

# Level of Service Workheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			2045 Mitigated BL W ICTF SCIG			2045 Revised Proj W ICTF SCIG		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
		RT	LT		RT	LT		RT	LT		RT	LT
	N-S	285	285	N-S	286	286	N-S	826	826	N-S	827	827
	EB	175	242	EB	175	260	EB	174	172	EB	174	190
	WB	15	15	WB	15	15	WB	39	39	WB	39	39
	Sum	475	542	Sum	476	561	Sum	1039	1037	Sum	1040	1056
	<b>V/C</b>	0.345	0.394	<b>V/C</b>	0.346	0.408	<b>V/C</b>	0.756	0.754	<b>V/C</b>	0.756	0.768
	Less	0.245	0.294	Less A	0.246	0.308	Less ATE	0.656	0.654	Less ATE	0.656	0.668
	LOS A	A	A	LOS	A	A	LOS	B	B	LOS	B	B
	<b>Int V/C</b>	<b>0.294</b>		<b>Int V/C</b>	<b>0.308</b>		<b>Int V/C</b>	<b>0.656</b>		<b>Int V/C</b>	<b>0.668</b>	
		A			A			B			B	
<b>PROJECT IMPACT</b>												
Change in v/c due to project:										<b>0.012</b>		
Significant impacted?										<b>NO</b>		



# Level of Service Worksheet (Circular 212 Method)



Specialized EB RT Calcs	EXISTING CONDITION			EXISTING PLUS PROJECT			2045 Mitigated BL W ICTF SCIG			2045 Revised Proj W ICTF SCIG		
	EB Critical Move			EB Critical Move			EB Critical Move			EB Critical Move		
		RT	LT		RT	LT		RT	LT		RT	LT
	N-S	331	331	N-S	333	333	N-S	1304	1304	N-S	1308	1308
	EB	218	206	EB	218	209	EB	146	124	EB	146	127
	WB	15	15	WB	15	15	WB	18	18	WB	18	18
	Sum	564	552	Sum	566	557	Sum	1468	1446	Sum	1472	1453
	<b>V/C</b>	0.410	0.401	<b>V/C</b>	0.412	0.405	<b>V/C</b>	1.068	1.052	<b>V/C</b>	1.071	1.057
	Less	0.310	0.301	Less A	0.312	0.305	Less A	0.968	0.952	Less A	0.971	0.957
	LOS A	A	A	LOS	A	A	LOS	E	E	LOS	E	E
	<b>Int V/C</b>	<b>0.310</b>		<b>Int V/C</b>	<b>0.312</b>		<b>Int V/C</b>	<b>0.968</b>		<b>Int V/C</b>	<b>0.971</b>	
		A			A			E			E	
<b>PROJECT IMPACT</b>												
Change in v/c due to project:										<b>0.003</b>		
Significant impacted?										<b>NO</b>		

I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2045 Mitigated Baseline with ICTF and SCIG

Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	939	2	516	654	2	360	724	2	398
	Left-Through		0			0			0	
	Through	467	1	269	387	1	239	473	1	257
	Through-Right		1			1			1	
	Right	71	0	71	91	0	91	41	0	41
	Left-Through-Right		0			0		0		
	Left-Right		0			0		0		
SOUTHBOUND	Left	764	1	764	712	1	712	973	1	973
	Left-Through		0			0			0	
	Through	638	2	319	636	2	318	518	2	259
	Through-Right		0			0			0	
	Right	10	1	0	11	1	0	27	1	0
	Left-Through-Right		0			0		0		
	Left-Right		0			0		0		
EASTBOUND	Left	47	0	47	66	0	66	72	0	72
	Left-Through		1			1			1	
	Through	34	0	120	36	0	160	35	0	107
	Through-Right		1			1			1	
	Right	112	0	120	124	0	0	341	0	142
	Left-Through-Right		0			0		0		
	Left-Right		0			0		0		
WESTBOUND	Left	40	1	40	58	1	58	143	1	143
	Left-Through		0			0			0	
	Through	315	1	291	471	1	370	555	1	390
	Through-Right		1			1			1	
	Right	266	0	266	269	0	269	225	0	225
	Left-Through-Right		0			0		0		
	Left-Right		0			0		0		
CRITICAL VOLUMES		North-South: 1033			North-South: 951			North-South: 1230		
		East-West: 411			East-West: 530			East-West: 532		
		SUM: 1444			SUM: 1481			SUM: 1762		
VOLUME/CAPACITY (V/C) RATIO:		1.050			1.077			1.281		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.950			0.977			1.181		
LEVEL OF SERVICE (LOS):		E			E			F		

Version: 11 Beta; 8/4/2011

I/S #: 7

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2045 Revised Project With ICTF and SCIG With Additional Mitigation

Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	939	2	516	654	2	360	724	2	398
	Left-Through		0			0			0	
	Through	467	1	272	387	1	240	473	1	258
	Through-Right		1			1			1	
	Right	77	0	77	93	0	93	43	0	43
	Left-Through-Right		0			0		0	0	
	Left-Right		0			0		0	0	
SOUTHBOUND	Left	765	2	421	712	1	392	973	1	535
	Left-Through		0			0			0	
	Through	638	1	324	636	2	324	518	2	273
	Through-Right		1			0			0	
	Right	10	0	10	11	1	11	27	1	27
	Left-Through-Right		0			0		0	0	
	Left-Right		0			0		0	0	
EASTBOUND	Left	47	1	47	66	0	66	72	0	72
	Left-Through		0			1			1	
	Through	119	0	231	67	0	191	49	0	390
	Through-Right		1			1			1	
	Right	112	0	0	124	0	0	341	0	0
	Left-Through-Right		0			0		0	0	
	Left-Right		0			0		0	0	
WESTBOUND	Left	61	1	61	73	1	73	170	1	170
	Left-Through		0			0			0	
	Through	317	2	159	473	1	237	562	1	281
	Through-Right		0			1			1	
	Right	266	1	56	269	0	73	225	0	0
	Left-Through-Right		0			0		0	0	
	Left-Right		0			0		0	0	
CRITICAL VOLUMES		North-South: 840		840	North-South: 684		684	North-South: 793		793
		East-West: 390		390	East-West: 428		428	East-West: 671		671
		SUM: 1230		1230	SUM: 1112		1112	SUM: 1464		1464
VOLUME/CAPACITY (V/C) RATIO:		0.895		0.895	0.809		0.809	1.065		1.065
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.795		0.795	0.709		0.709	0.965		0.965
LEVEL OF SERVICE (LOS):		C		C	C		C	E		E

Version: 11 Beta; 8/4/2011

I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: 2045 Revised Project With ICTF and SCIG With Mitigation

Count Date: Analyst: Iteris, Inc.

Date: 2/1/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	939	2	516	654	2	360	724	2	398
	Left-Through		0			0			0	
	Through	467	1	272	387	1	240	473	1	258
	Through-Right		1			1			1	
	Right	77	0	77	93	0	93	43	0	43
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
SOUTHBOUND	Left	765	1	765	712	1	712	973	1	973
	Left-Through		0			0			0	
	Through	638	1	324	636	2	324	518	2	273
	Through-Right		1			0			0	
	Right	10	0	10	11	1	11	27	1	27
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
EASTBOUND	Left	47	1	47	66	0	66	72	0	72
	Left-Through		0			1			1	
	Through	119	0	231	67	0	191	49	0	390
	Through-Right		1			1			1	
	Right	112	0	0	124	0	0	341	0	0
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
WESTBOUND	Left	61	1	61	73	1	73	170	1	170
	Left-Through		0			0			0	
	Through	317	2	159	473	1	237	562	1	281
	Through-Right		0			1			1	
	Right	266	1	0	269	0	0	225	0	0
	Left-Through-Right		0			0			0	
	Left-Right		0			0			0	
CRITICAL VOLUMES		North-South: 1037		1037	North-South: 952		952	North-South: 1231		1231
		East-West: 390		390	East-West: 428		428	East-West: 671		671
		SUM: 1427		1427	SUM: 1380		1380	SUM: 1902		1902
VOLUME/CAPACITY (V/C) RATIO:				1.038			1.004			1.383
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.938			0.904			1.283
LEVEL OF SERVICE (LOS):				E			E			F

Version: 11 Beta; 8/4/2011



I/S #: **7**

PROJECT TITLE: China Shipping  
North-South Street: John S Gibson

East-West Street: I-110NB ramps/WBCT gate1

Scenario: Year 2045 Revised Project With ICTF and SCIG

Count Date:

Analyst: Iteris, Inc.

Date: 2/1/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		4			4			4		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	939	2	516	654	2	360	724	2	398
	Left-Through		0			0			0	
	Through	467	1	272	387	1	240	473	1	258
	Through-Right		1			1			1	
	Right	77	0	77	93	0	93	43	0	43
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	765	1	765	712	1	712	973	1	973
	Left-Through		0			0			0	
	Through	638	1	324	636	1	324	518	1	273
	Through-Right		1			1			1	
	Right	10	0	10	11	0	11	27	0	27
	Left-Through-Right		0			0			0	
EASTBOUND	Left	47	1	47	66	1	66	72	1	72
	Left-Through		0			0			0	
	Through	119	0	231	67	0	191	49	0	390
	Through-Right		1			1			1	
	Right	112	0	0	124	0	0	341	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	61	1	61	73	1	73	170	1	170
	Left-Through		0			0			0	
	Through	317	1	292	473	1	371	562	1	394
	Through-Right		1			1			1	
	Right	266	0	266	269	0	269	225	0	225
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 1037			North-South: 952			North-South: 1231		
		East-West: 523			East-West: 562			East-West: 784		
		SUM: 1560			SUM: 1514			SUM: 2015		
VOLUME/CAPACITY (V/C) RATIO:		1.135			1.101			1.465		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.035			1.001			1.365		
LEVEL OF SERVICE (LOS):		F			F			F		

Version: 11 Beta; 8/4/2011

I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St

East-West Street: C St/I110NB ramps

Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								
				4			4			4
				3			3			3
		Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3 EB -- 1	SB -- 0 WB -- 0	NB -- 3 EB -- 1	SB -- 0 WB -- 0	NB -- 3 EB -- 1	SB -- 0 WB -- 0	SB -- 0 WB -- 0	0 0
		ATSAC-1 or ATSAC+ATCS-2?		2			2			2
		Override Capacity		0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	2	6	19	2	10	6	2	3
	Left-Through		0		0	0		0	0	
	Through	82	2	41	122	2	61	91	2	46
	Through-Right		0		0	0		0	0	
	Right	677	1	176	634	1	111	643	1	0
	Left-Through-Right		0		0	0		0	0	
SOUTHBOUND	Left	101	1	101	95	1	95	124	1	124
	Left-Through		0		0	0		0	0	
	Through	230	1	179	194	1	131	0	1	0
	Through-Right		1		1	1		1	1	
	Right	127	0	127	67	0	67	68	0	38
	Left-Through-Right		0		0	0		0	0	
EASTBOUND	Left	42	1	42	56	1	56	60	1	60
	Left-Through		0		0	0		0	0	
	Through	453	2	227	449	2	225	536	2	268
	Through-Right		0		0	0		0	0	
	Right	239	1	0	167	1	0	211	1	0
	Left-Through-Right		0		0	0		0	0	
WESTBOUND	Left	910	2	501	950	2	523	1,254	2	690
	Left-Through		0		0	0		0	0	
	Through	492	2	171	541	2	195	732	2	274
	Through-Right		1		1	1		1	1	
	Right	21	0	21	43	0	43	89	0	89
	Left-Through-Right		0		0	0		0	0	
CRITICAL VOLUMES				North-South: 355 East-West: 728 SUM: 1083			North-South: 242 East-West: 748 SUM: 990			North-South: 170 East-West: 958 SUM: 1128
VOLUME/CAPACITY (V/C) RATIO:				0.788			0.720			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.688			0.620			0.720
LEVEL OF SERVICE (LOS):				B			B			C

Version: 11 Beta; 8/4/2011



I/S #: 8

PROJECT TITLE: China Shipping  
North-South Street: Figueroa St

East-West Street: C St/I110NB ramps

Scenario: 2045 Revised Proj W ICTF SCIG

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 3 SB -- 0 EB -- 1 WB -- 0			NB -- 3 SB -- 0 EB -- 1 WB -- 0			NB -- 3 SB -- 0 EB -- 1 WB -- 0		
NORTHBOUND	Left	11	2	6	19	2	10	6	2	3
	Left-Through		0		0	0		0	0	
	Through	82	2	41	122	2	61	91	2	46
	Through-Right		0		0	0		0	0	
	Right	677	1	176	634	1	111	643	1	0
	Left-Through-Right		0		0	0		0	0	
SOUTHBOUND	Left	101	1	101	95	1	95	124	1	124
	Left-Through		0		0	0		0	0	
	Through	230	1	179	194	1	131	116	1	92
	Through-Right		1		1	1		1	1	
	Right	127	0	127	67	0	67	68	0	68
	Left-Through-Right		0		0	0		0	0	
EASTBOUND	Left	42	1	42	56	1	56	60	1	60
	Left-Through		0		0	0		0	0	
	Through	453	2	227	449	2	225	536	2	268
	Through-Right		0		0	0		0	0	
	Right	239	1	0	167	1	0	211	1	0
	Left-Through-Right		0		0	0		0	0	
WESTBOUND	Left	911	2	501	950	2	523	1,254	2	690
	Left-Through		0		0	0		0	0	
	Through	492	2	171	541	2	195	732	2	274
	Through-Right		1		1	1		1	1	
	Right	21	0	21	43	0	43	89	0	89
	Left-Through-Right		0		0	0		0	0	
CRITICAL VOLUMES		North-South: 355 East-West: 728 SUM: 1083			North-South: 242 East-West: 748 SUM: 990			North-South: 170 East-West: 958 SUM: 1128		
VOLUME/CAPACITY (V/C) RATIO:		0.788			0.720			0.820		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.688			0.620			0.720		
LEVEL OF SERVICE (LOS):		B			B			C		

Version: 11 Beta; 8/4/2011



I/S #: 9

PROJECT TITLE: China Shipping  
 North-South Street: Pacific Ave East-West Street: Front St  
 Scenario: 2045 Mitigated Baseline W ICTF SCIG  
 Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases				3			3			3
Opposed Ø'ing: N/S-1, EW-2 or Both-3?				1			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity				2			2			2
				0			0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	1,000	1	533	641	1	333	655	1	341
	Through-Right									
	Right	65	0	65	24	0	24	27	0	27
	Left-Through-Right									
SOUTHBOUND	Left	167	1	167	152	1	152	183	1	183
	Left-Through									
	Through	651	2	326	762	2	381	759	2	380
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	39	1	39	38	1	38	252	1	252
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	284	2	0	289	2	7	360	2	15
	Left-Through-Right									
CRITICAL VOLUMES		North-South:		859	North-South:		714	North-South:		721
		East-West:		39	East-West:		38	East-West:		252
		SUM:		898	SUM:		752	SUM:		973
VOLUME/CAPACITY (V/C) RATIO:				0.630			0.528			0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.428			0.583
LEVEL OF SERVICE (LOS):				A			A			A

Version: 11 Beta; 8/4/2011





I/S #: 9

PROJECT TITLE: China Shipping  
North-South Street: Pacific Ave East-West Street: Front St  
Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
		No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3			3		
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			1			1		
		ATSAC-1 or ATSAC+ATCS-2?			3			3		
		Override Capacity			2			2		
		0			0			0		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	1,000	1	533	641	1	333	655	1	341
	Through-Right									
	Right	65	1	65	24	0	24	27	0	27
	Left-Through-Right									
SOUTHBOUND	Left	167	1	167	152	1	152	183	1	183
	Left-Through									
	Through	655	2	328	765	2	383	766	2	383
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	39	1	39	39	1	39	254	1	254
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	284	2	0	289	2	7	362	2	16
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 861			North-South: 716			North-South: 724		
		East-West: 39			East-West: 39			East-West: 254		
		SUM: 900			SUM: 755			SUM: 978		
VOLUME/CAPACITY (V/C) RATIO:		0.632			0.530			0.686		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.532			0.430			0.586		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave East-West Street: Harry Bridges Bl  
Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc. Date: 1/0/1900

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB --	SB --	EB --	WB --	NB --	SB --	EB --	WB --
		2	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0
		2	2	2	2	2	2	2	2	2
		0	0	0	0	0	0	0	0	0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	116	1	116	127	1	127
	Left-Through		0			0			0	
	Through	7	1	7	13	1	13	7	1	7
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	1	0	0	1	0	1	1	1
	Left-Through		0			0			0	
	Through	16	1	16	5	1	5	2	1	2
	Through-Right		0			0			0	
	Right	93	1	82	41	1	13	46	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	23	1	23	56	1	56	106	1	106
	Left-Through		0			0			0	
	Through	1,249	2	625	1,138	2	569	1,326	2	663
	Through-Right		0			0			0	
	Right	50	1	24	45	1	0	85	1	22
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,299	3	433	1,196	3	399	1,601	3	534
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South:		135	North-South:		129	North-South:		129
		East-West:		625	East-West:		569	East-West:		663
		SUM:		760	SUM:		698	SUM:		792
VOLUME/CAPACITY (V/C) RATIO:				0.507			0.465			0.528
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.365			0.428
LEVEL OF SERVICE (LOS):				A			A			A

Version: 11 Beta; 8/4/2011



I/S #: 10

PROJECT TITLE: 0  
North-South Street: Fries Ave East-West Street: Harry Bridges BI  
Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc. Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	53	1	53	116	1	116	127	1	127
	Left-Through		0			0			0	
	Through	7	1	7	13	1	13	7	1	7
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	1	0	0	1	0	1	1	1
	Left-Through		0			0			0	
	Through	16	1	16	5	1	5	2	1	2
	Through-Right		0			0			0	
	Right	93	1	82	41	1	13	46	1	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	23	1	23	56	1	56	106	1	106
	Left-Through		0			0			0	
	Through	1,303	2	652	1,153	2	577	1,344	2	672
	Through-Right		0			0			0	
	Right	50	1	24	45	1	0	85	1	22
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,299	2	650	1,196	3	598	1,601	3	801
	Through-Right		0			0			0	
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 135 East-West: 673 SUM: 808			North-South: 129 East-West: 654 SUM: 783			North-South: 129 East-West: 907 SUM: 1036		
VOLUME/CAPACITY (V/C) RATIO:		0.539			0.522			0.691		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.439			0.422			0.591		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive

East-West Street: Harry Bridges Boulevard

Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,684	2	842	1,487	2	744	1,624	2	812
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,633	2	817	1,403	2	702	1,742	2	871
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1			North-South: 13			North-South: 57		
		East-West: 922			East-West: 753			East-West: 871		
		SUM: 923			SUM: 766			SUM: 928		
VOLUME/CAPACITY (V/C) RATIO:		0.615			0.511			0.619		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.515			0.411			0.519		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 11

PROJECT TITLE: China Shipping  
North-South Street: Bay View Drive

East-West Street: Harry Bridges Boulevard

Scenario: 2045 Revised Proj W ICTF SCIG

Count Date: Analyst: Iteris, Inc.

Date: 1/0/1900

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	1	1	1	13	1	13	57	1	57
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	17	1	0	16	1	12	48	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,684	2	842	1,487	2	744	1,624	2	812
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	35	1	35	1	1	0	25	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	80	1	80	9	1	9	22	1	22
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,633	2	817	1,403	2	702	1,742	2	871
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1 East-West: 922 SUM: 923			North-South: 13 East-West: 753 SUM: 766			North-South: 57 East-West: 871 SUM: 928		
VOLUME/CAPACITY (V/C) RATIO:		0.615			0.511			0.619		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.515			0.411			0.519		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011

I/S #: 12

PROJECT TITLE: China Shipping

North-South Street: ICTF Driveway #1 (ICTF Customs)

East-West Street: Sepulveda Boulevard

Scenario: 2045 Mitigated Baseline W ICTF SCIG

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
DIRECTION	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	21	41	0	41	44	0	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	50	0	0	59	0	0	73
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	29	0	0	18	0	0	29	0	0
	Left-Through-Right	0	1	0	0	1	0	0	1	0
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	37	6	0	46	0	0	26
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	264	1	252	360	1	329	341	1	313
	Left-Through-Right	0	1	0	0	1	0	0	1	0
EASTBOUND	Left	24	1	24	63	1	63	56	1	56
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,206	1	617	1,203	1	615	1,388	1	707
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	28	0	28	26	0	26	26	0	26
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	25	1	25	35	1	35	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,520	2	507	1,208	2	403	1,351	2	450
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	2	0	2	2	0	2	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 273			North-South: 370			North-South: 357		
		East-West: 1124			East-West: 1018			East-West: 1157		
		SUM: 1397			SUM: 1388			SUM: 1514		
VOLUME/CAPACITY (V/C) RATIO:		0.980			0.974			1.062		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.880			0.874			0.962		
LEVEL OF SERVICE (LOS):		D			D			E		

Version: 11 Beta; 8/4/2011

I/S #: 12

PROJECT TITLE: China Shipping  
North-South Street: ICTF Driveway #1 (ICTF Customs) East-West Street: Sepulveda Boulevard  
Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc. Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0		
NORTHBOUND	Left	21	0	21	41	0	41	44	0	44
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	50	0	0	59	0	0	73
	Through-Right	29	0	0	18	0	0	29	0	0
	Right		1	0		1	0		1	0
	Left-Through-Right		0	0		0	0		0	0
SOUTHBOUND	Left	37	0	37	40	0	40	26	0	26
	Left-Through	0	0	0	6	0	46	0	0	26
	Through	268	1	256	362	1	331	341	1	313
	Through-Right		1	0		1	0		1	0
	Right		1	0		1	0		1	0
	Left-Through-Right		0	0		0	0		0	0
EASTBOUND	Left	24	1	24	63	1	63	56	1	56
	Left-Through	1,210	1	619	1,205	1	616	1,388	1	707
	Through	28	1	28	26	1	26	26	1	26
	Through-Right		0	0		0	0		0	0
	Right		0	0		0	0		0	0
	Left-Through-Right		0	0		0	0		0	0
WESTBOUND	Left	25	1	25	35	1	35	13	1	13
	Left-Through	1,520	2	507	1,208	2	403	1,351	2	450
	Through	2	1	2	2	1	2	0	1	0
	Through-Right		0	0		0	0		0	0
	Right		0	0		0	0		0	0
	Left-Through-Right		0	0		0	0		0	0
CRITICAL VOLUMES		North-South: 277 East-West: 1126 SUM: 1403			North-South: 372 East-West: 1019 SUM: 1391			North-South: 357 East-West: 1157 SUM: 1514		
VOLUME/CAPACITY (V/C) RATIO:		0.985			0.976			1.062		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.885			0.876			0.962		
LEVEL OF SERVICE (LOS):		D			D			E		

Version: 11 Beta; 8/4/2011



I/S #: 13

PROJECT TITLE: China Shipping

North-South Street: ICTF DW #2 (Middle Road)

East-West Street: Sepulveda Boulevard

Scenario: 2045 Mitigated Baseline W ICTF SCIG

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity										
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		1			1			1	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	3	1	3	12	1	12	7	1	7
	Left-Through		0			0			0	
	Through	2	0	3	0	0	3	1	0	3
	Through-Right		1			1			1	
	Right	1	0	0	3	0	0	2	0	0
	Left-Through-Right		0			0			0	
EASTBOUND	Left	1	1	1	3	1	3	1	1	1
	Left-Through		0			0			0	
	Through	1,234	1	617	1,224	1	612	1,416	1	708
	Through-Right		1			1			1	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through		0			0			0	
	Through	1,546	2	773	1,242	2	621	1,362	2	681
	Through-Right		0			0			0	
	Right	7	1	6	8	1	2	2	1	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 3 East-West: 1390 SUM: 1393			North-South: 12 East-West: 1233 SUM: 1245			North-South: 7 East-West: 1389 SUM: 1396		
VOLUME/CAPACITY (V/C) RATIO:		0.978			0.874			0.980		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.878			0.774			0.880		
LEVEL OF SERVICE (LOS):		D			C			D		

Version: 11 Beta; 8/4/2011





I/S #: 13

PROJECT TITLE: China Shipping

North-South Street: ICTF DW #2 (Middle Road)

East-West Street: Sepulveda Boulevard

Scenario: 2045 Revised Proj W ICTF SCIG

Count Date:

Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0			NB -- 0 SB -- 0 EB -- 0 WB -- 0		
NORTHBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	3	1	3	12	1	12	7	1	7
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	2	0	3	0	0	3	1	0	3
	Through-Right	1	1	0	3	1	0	2	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	1	1	1	3	1	3	1	1	1
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,238	1	619	1,226	1	613	1,416	1	708
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,546	2	773	1,242	2	621	1,362	2	681
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	7	1	6	8	1	2	2	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 3 East-West: 1392 SUM: 1395			North-South: 12 East-West: 1234 SUM: 1246			North-South: 7 East-West: 1389 SUM: 1396		
VOLUME/CAPACITY (V/C) RATIO:		0.979			0.874			0.980		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.879			0.774			0.880		
LEVEL OF SERVICE (LOS):		D			C			D		

Version: 11 Beta; 8/4/2011

**Project:** China Shipping  
**Int #:** 14  
**North/South Street:** Santa Fe Avenue  
**East/West Street:** Anaheim Street

**Scenario:** 2045 Mitigated Baseline With ICTF and SCIG

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.015	N-S(1): 0.361 *
	TH	2.00	280	3,200	0.088	N-S(2): 0.101
	LT	1.00	453	1,600	0.283 *	E-W(1): 0.235
Westbound	RT	1.00	381	1,600	0.000	E-W(2): 0.254 *
	TH	3.00	1,034	4,800	0.215 *	V/C: 0.615
	LT	1.00	9	1,600	0.006	Lost Time: 0.180
Northbound	RT	1.00	27	1,600	0.011	
	TH	2.00	249	3,200	0.078 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	16	0	0.000	ICU: 0.795
	TH	3.00	1,084	4,800	0.229	
	LT	1.00	62	1,600	0.039 *	LOS: C

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	111	1,600	0.000	N-S(1): 0.374 *
	TH	2.00	263	3,200	0.082	N-S(2): 0.093
	LT	1.00	475	1,600	0.297 *	E-W(1): 0.264
Westbound	RT	1.00	440	1,600	0.000	E-W(2): 0.366 *
	TH	3.00	1,302	4,800	0.271 *	V/C: 0.740
	LT	1.00	23	1,600	0.014	Lost Time: 0.180
Northbound	RT	1.00	32	1,600	0.006	
	TH	2.00	247	3,200	0.077 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.920
	TH	3.00	1,182	4,800	0.250	
	LT	1.00	152	1,600	0.095 *	LOS: E

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	225	1,600	0.066	N-S(1): 0.368 *
	TH	2.00	237	3,200	0.074	N-S(2): 0.103
	LT	1.00	440	1,600	0.275 *	E-W(1): 0.292
Westbound	RT	1.00	525	1,600	0.053	E-W(2): 0.294 *
	TH	3.00	1,051	4,800	0.219 *	V/C: 0.662
	LT	1.00	15	1,600	0.009	Lost Time: 0.180
Northbound	RT	1.00	43	1,600	0.018	
	TH	2.00	297	3,200	0.093 *	
	LT	1.00	46	1,600	0.029	
Eastbound	RT	0.00	15	0	0.000	ICU: 0.842
	TH	3.00	1,341	4,800	0.283	
	LT	1.00	120	1,600	0.075 *	LOS: D

\* = Critical Movement

**Project:** China Shipping  
**Int #:** 14  
**North/South Street:** Santa Fe Avenue  
**East/West Street:** Anaheim Street

**Scenario:** 2045 Revised Project With ICTF and SCIG

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.015	N-S(1): 0.361 *
	TH	2.00	280	3,200	0.088	N-S(2): 0.101
	LT	1.00	453	1,600	0.283 *	E-W(1): 0.235
Westbound	RT	1.00	381	1,600	0.000	E-W(2): 0.254 *
	TH	3.00	1,034	4,800	0.215 *	V/C: 0.615
	LT	1.00	9	1,600	0.006	Lost Time: 0.180
Northbound	RT	1.00	27	1,600	0.011	
	TH	2.00	249	3,200	0.078 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	16	0	0.000	ICU: 0.795
	TH	3.00	1,084	4,800	0.229	
	LT	1.00	62	1,600	0.039 *	LOS: C

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	111	1,600	0.000	N-S(1): 0.374 *
	TH	2.00	263	3,200	0.082	N-S(2): 0.093
	LT	1.00	475	1,600	0.297 *	E-W(1): 0.264
Westbound	RT	1.00	440	1,600	0.000	E-W(2): 0.366 *
	TH	3.00	1,302	4,800	0.271 *	V/C: 0.740
	LT	1.00	23	1,600	0.014	Lost Time: 0.180
Northbound	RT	1.00	32	1,600	0.006	
	TH	2.00	247	3,200	0.077 *	
	LT	1.00	17	1,600	0.011	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.920
	TH	3.00	1,182	4,800	0.250	
	LT	1.00	152	1,600	0.095 *	LOS: E

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	225	1,600	0.066	N-S(1): 0.368 *
	TH	2.00	237	3,200	0.074	N-S(2): 0.103
	LT	1.00	440	1,600	0.275 *	E-W(1): 0.292
Westbound	RT	1.00	525	1,600	0.053	E-W(2): 0.294 *
	TH	3.00	1,051	4,800	0.219 *	V/C: 0.662
	LT	1.00	15	1,600	0.009	Lost Time: 0.180
Northbound	RT	1.00	43	1,600	0.018	
	TH	2.00	297	3,200	0.093 *	
	LT	1.00	46	1,600	0.029	
Eastbound	RT	0.00	15	0	0.000	ICU: 0.842
	TH	3.00	1,341	4,800	0.283	
	LT	1.00	120	1,600	0.075 *	LOS: D

\* = Critical Movement



I/S #: 15

PROJECT TITLE: China Shpping  
 North-South Street: Pacific Ave/JSG BI East-West Street: Channel St  
 Scenario: 2045 Mitigated Baseline W ICTF  
 SCIG Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	461	1	461	496	1	496	481	1	481
	Left-Through		0			0			0	
	Through	823	2	412	434	2	217	534	2	267
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	449	2	225	409	2	205	292	2	146
	Through-Right		0			0			0	
	Right	319	1	0	394	1	16	683	1	344
	Left-Through-Right		0			0			0	
EASTBOUND	Left	655	2	360	688	2	378	616	2	339
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	368	1	0	506	1	10	624	1	143
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 686			North-South: 701			North-South: 825		
		East-West: 360			East-West: 378			East-West: 339		
		SUM: 1046			SUM: 1079			SUM: 1164		
VOLUME/CAPACITY (V/C) RATIO:		0.734			0.757			0.817		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.634			0.657			0.717		
LEVEL OF SERVICE (LOS):		B			B			C		

Version: 11 Beta; 8/4/2011



I/S #: 15

PROJECT TITLE: China Shipping  
 North-South Street: Pacific Ave/JSG BI East-West Street: Channel St  
 Scenario: 2045 Revised Proj W ICTF SCIG  
 Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3	0	NB -- 0	SB -- 3	0	NB -- 0	SB -- 3	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0	EB -- 3	WB -- 0	0
Override Capacity		2			2			2		
		0			0			0		
DIRECTION	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	462	1	462	496	1	496	483	1	483
	Left-Through		0			0			0	
	Through	823	2	412	434	2	217	534	2	267
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	453	2	227	412	2	206	299	2	150
	Through-Right		0			0			0	
	Right	336	1	0	406	1	26	703	1	363
	Left-Through-Right		0			0			0	
EASTBOUND	Left	661	2	364	690	2	380	618	2	340
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	368	1	0	506	1	10	624	1	141
	Left-Through-Right		0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through		0			0			0	
	Through	0	0	0	0	0	0	0	0	0
	Through-Right		0			0			0	
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0			0			0	
CRITICAL VOLUMES		North-South: 689			North-South: 702			North-South: 846		
		East-West: 364			East-West: 380			East-West: 340		
		SUM: 1053			SUM: 1082			SUM: 1186		
VOLUME/CAPACITY (V/C) RATIO:		0.739			0.759			0.832		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.639			0.659			0.732		
LEVEL OF SERVICE (LOS):		B			B			C		

Version: 11 Beta; 8/4/2011

I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave

East-West Street: Harry Bridges Bl

Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	26	1	26	14	1	14	61	1	61
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	55	1	37	19	1	14	47	1	43
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	36	1	36	11	1	11	8	1	8
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,134	2	567	1,264	2	632	1,434	2	717
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	4	1	4	2	1	2	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,222	2	611	1,102	2	551	1,377	2	689
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	11	1	0	30	1	23	87	1	57
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 37		37	North-South: 14		14	North-South: 61		61
		East-West: 647		647	East-West: 632		632	East-West: 717		717
		SUM: 684		684	SUM: 646		646	SUM: 778		778
VOLUME/CAPACITY (V/C) RATIO:		0.456		0.456	0.431		0.431	0.519		0.519
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.356		0.356	0.331		0.331	0.419		0.419
LEVEL OF SERVICE (LOS):		A		A	A		A	A		A

Version: 11 Beta; 8/4/2011



I/S #: 16

PROJECT TITLE: China Shipping  
North-South Street: Broad Ave

East-West Street: Harry Bridges BI

Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	26	1	26	14	1	14	61	1	61
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	1	0	0	1	0	0	1	0
	Through-Right	55	0	37	19	0	14	47	0	43
	Right	0	1	0	0	1	0	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	36	1	36	11	1	11	8	1	8
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,188	2	594	1,278	2	639	1,452	2	726
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	4	1	4	2	1	2	0	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	1	0	0	1	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,222	2	611	1,102	2	551	1,377	2	689
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	11	1	0	30	1	23	87	1	57
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 37 East-West: 647 SUM: 684			North-South: 14 East-West: 639 SUM: 653			North-South: 61 East-West: 726 SUM: 787		
VOLUME/CAPACITY (V/C) RATIO:		0.456			0.435			0.525		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.356			0.335			0.425		
LEVEL OF SERVICE (LOS):		A			A			A		

Version: 11 Beta; 8/4/2011



I/S #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road

East-West Street: Harry Bridges Bl

Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-3?										
ATSAC-1 or ATSAC+ATCS-2?										
Override Capacity										
NORTHBOUND	Left	410	2	226	464	2	255	620	2	341
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	458	1	78	519	1	204	651	1	325
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	829	2	415	712	2	356	725	2	363
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	454	1	228	390	1	135	423	1	82
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	690	2	380	573	1	315	592	1	326
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	794	2	397	734	2	367	965	2	483
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 226			North-South: 255			North-South: 341		
		East-West: 795			East-West: 671			East-West: 689		
		SUM: 1021			SUM: 926			SUM: 1030		
VOLUME/CAPACITY (V/C) RATIO:		0.716			0.650			0.723		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.616			0.550			0.623		
LEVEL OF SERVICE (LOS):		B			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 18

PROJECT TITLE: China Shipping  
North-South Street: North Access Road

East-West Street: Harry Bridges BI

Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB -- 3 SB -- 0 EB -- 3 WB -- 0 2 0			NB -- 3 SB -- 0 EB -- 3 WB -- 0 2 0			NB -- 3 SB -- 0 EB -- 3 WB -- 0 2 0		
NORTHBOUND	Left	410	2	226	464	2	255	620	2	341
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	458	1	78	519	1	204	651	1	325
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	883	2	442	727	2	364	743	2	372
	Through-Right	454	1	228	390	1	135	423	1	82
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	690	2	380	573	1	315	592	1	326
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	794	2	397	734	2	367	965	2	483
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 226 East-West: 822 SUM: 1048			North-South: 255 East-West: 679 SUM: 934			North-South: 341 East-West: 698 SUM: 1039		
VOLUME/CAPACITY (V/C) RATIO:		0.735			0.655			0.729		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.635			0.555			0.629		
LEVEL OF SERVICE (LOS):		B			A			B		

Version: 11 Beta; 8/4/2011



I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave

East-West Street: Denni St

Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR			
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
No. of Phases		3			3			3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			
Override Capacity		0			0			0			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	1	0	0	0	0	0	
	Left-Through		0			0			0		
	Through	641	2	321	1,092	2	546	1,232	2	616	
	Through-Right		0			0			0		
	Right	18	1	18	48	1	48	48	1	48	
	Left-Through-Right		0			0			0		
SOUTHBOUND	Left	15	0	15	13	0	13	19	0	19	
	Left-Through		1			1			1		
	Through	795	0	428	799	0	439	854	0	486	
	Through-Right		1			1			1		
	Right	1	0	428	1	0	439	3	0	486	
	Left-Through-Right		0			0			0		
EASTBOUND	Left	451	1	451	409	1	409	568	1	568	
	Left-Through		0			0			0		
	Through	2	0	126	7	0	11	5	0	12	
	Through-Right		1			1			1		
	Right	124	0	0	4	0	0	7	0	0	
	Left-Through-Right		0			0			0		
WESTBOUND	Left	9	0	9	9	0	9	16	0	16	
	Left-Through		0			0			0		
	Through	2	0	22	6	0	41	4	0	65	
	Through-Right		0			0			0		
	Right	11	0	0	26	0	0	45	0	0	
	Left-Through-Right		1			1			1		
CRITICAL VOLUMES		North-South: 428		North-South: 559		North-South: 635		East-West: 633		East-West: 1268	
		East-West: 473		East-West: 450		East-West: 633		SUM: 1009		SUM: 1268	
		SUM: 901		SUM: 1009		SUM: 1268					
VOLUME/CAPACITY (V/C) RATIO:		0.632			0.708			0.890			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.532			0.608			0.790			
LEVEL OF SERVICE (LOS):		A			B			C			

Version: 11 Beta; 8/4/2011



I/S #: 19

PROJECT TITLE: China Shipping  
North-South Street: Henry Ford Ave East-West Street: Denni St  
Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
NORTHBOUND	Left	1	0	0	1	0	0	0	0	0
	Left-Through									
	Through	641	2	321	1,092	2	546	1,232	2	616
	Through-Right									
	Right	18	1	18	48	1	48	48	1	48
	Left-Through-Right									
SOUTHBOUND	Left	15	0	15	13	0	13	19	0	19
	Left-Through									
	Through	803	0	432	802	0	441	854	0	486
	Through-Right									
	Right	1	1	432	1	1	441	3	1	486
	Left-Through-Right									
EASTBOUND	Left	458	1	458	412	1	412	568	1	568
	Left-Through									
	Through	2	0	126	7	0	11	5	0	12
	Through-Right									
	Right	124	1	0	4	1	0	7	1	0
	Left-Through-Right									
WESTBOUND	Left	9	0	9	9	0	9	16	0	16
	Left-Through									
	Through	2	0	22	6	0	41	4	0	65
	Through-Right									
	Right	11	0	0	26	0	0	45	0	0
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 432 East-West: 480 SUM: 912			North-South: 559 East-West: 453 SUM: 1012			North-South: 635 East-West: 633 SUM: 1268		
VOLUME/CAPACITY (V/C) RATIO:		0.640			0.710			0.890		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.540			0.610			0.790		
LEVEL OF SERVICE (LOS):		A			B			C		

Version: 11 Beta; 8/4/2011



I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St

East-West Street: O St

Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3	EB -- 0	WB -- 3	3
Override Capacity		2			2			2		
		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	861	2	431	1,155	2	578	1,547	2	774
	Through-Right									
	Right	130	1	53	172	1	86	179	1	109
	Left-Through-Right									
SOUTHBOUND	Left	345	1	345	278	1	278	396	1	396
	Left-Through									
	Through	1,577	2	789	1,309	2	655	1,527	2	764
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	154	1	154	173	1	173	140	1	140
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	350	1	5	377	1	99	399	1	3
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 1220			North-South: 1233			North-South: 1538		
		East-West: 154			East-West: 173			East-West: 140		
		SUM: 1374			SUM: 1406			SUM: 1678		
VOLUME/CAPACITY (V/C) RATIO:		0.964			0.987			1.178		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.864			0.887			1.078		
LEVEL OF SERVICE (LOS):		D			D			F		

Version: 11 Beta; 8/4/2011



I/S #: 20

PROJECT TITLE: China Shipping  
North-South Street: Alameda St

East-West Street: O St

Scenario: 2045 Revised Proj W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		3			3			3		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			3			3		
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT										
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	868	2	434	1,158	2	579	1,547	2	774
	Through-Right									
	Right	130	1	53	172	1	86	179	1	109
	Left-Through-Right									
SOUTHBOUND	Left	345	1	345	278	1	278	396	1	396
	Left-Through									
	Through	1,585	2	793	1,312	2	656	1,527	2	764
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
EASTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right									
WESTBOUND	Left	154	1	154	173	1	173	140	1	140
	Left-Through									
	Through	0	0	0	0	0	0	0	0	0
	Through-Right									
	Right	350	1	5	377	1	99	399	1	3
	Left-Through-Right									
CRITICAL VOLUMES		North-South: 1227 East-West: 154 SUM: 1381			North-South: 1235 East-West: 173 SUM: 1408			North-South: 1538 East-West: 140 SUM: 1678		
VOLUME/CAPACITY (V/C) RATIO:		0.969			0.988			1.178		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.869			0.888			1.078		
LEVEL OF SERVICE (LOS):		D			D			F		

Version: 11 Beta; 8/4/2011



I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St

East-West Street: Pacific Coast Highway

Scenario: 2045 Mitigated Baseline W ICTF SCIG  
Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 3		NB -- 0	SB -- 3		NB -- 0	SB -- 3	
		EB -- 0	WB -- 3		EB -- 0	WB -- 3		EB -- 0	WB -- 3	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	234	1	211	340	1	340	221	1	221
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	282	1	20	199	1	0	228	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	261	1	262	406	1	406	318	1	318
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,423	2	698	1,265	2	633	1,333	2	667
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,351	2	515	1,513	2	658	1,896	2	755
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	238	0	178	462	0	462	370	0	370
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 211		211	North-South: 340		340	North-South: 221		221
		East-West: 1213		1213	East-West: 1291		1291	East-West: 1422		1422
		SUM: 1424		1424	SUM: 1631		1631	SUM: 1643		1643
VOLUME/CAPACITY (V/C) RATIO:		0.949		0.949	1.087		1.087	1.095		1.095
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.849		0.849	0.987		0.987	0.995		0.995
LEVEL OF SERVICE (LOS):		D		D	E		E	E		E

Version: 1I Beta; 8/4/2011

I/S #: 21

PROJECT TITLE: China Shipping  
North-South Street: O St

East-West Street: Pacific Coast Highway

Scenario: 2045 Revised Proj W ICTF SCIG

Count Date: Analyst: Iteris, Inc.

Date: 6/15/2016

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		0			0			0		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2			2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3			3			3		
ATSAC-1 or ATSAC+ATCS-2?		3			3			3		
Override Capacity		2			2			2		
		1500			1500			1500		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	234	1	211	340	1	340	221	1	221
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0
	Through-Right	282	1	20	199	1	0	228	1	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	261	1	262	406	1	406	318	1	318
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,423	2	698	1,265	2	633	1,333	2	667
	Through-Right	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0
	Through	1,351	2	515	1,513	2	658	1,896	2	755
	Through-Right	0	1	0	0	1	0	0	1	0
	Right	238	0	178	462	0	462	370	0	370
	Left-Through-Right	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 211			North-South: 340			North-South: 221		
		East-West: 1213			East-West: 1291			East-West: 1422		
		SUM: 1424			SUM: 1631			SUM: 1643		
VOLUME/CAPACITY (V/C) RATIO:		0.949			1.087			1.095		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.849			0.987			0.995		
LEVEL OF SERVICE (LOS):		D			E			E		

Version: 11 Beta; 8/4/2011

<b>Project:</b> China Shipping SEIR						
<b>Int #:</b> 22						
<b>North/South Street:</b> ALAMEDA STREET						
<b>East/West Street:</b> SEPULVEDA BOULEVARD-ALAMEDA RAMP						
<b>Scenario:</b> 2045 Mitigated Baseline With ICTF and SCIG						
Thru Lane: 1600 vph				N-S Split Phase : N		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 12		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.613 *
	TH	3.00	2,336	4,800	0.487	N-S(2): 0.487
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.115 *
Westbound	RT	1.97	326	3,148	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	
	LT	1.03	171	1,486	0.115 *	V/C: 0.728
Northbound	RT	0.00	134	0	0.000	Lost Time: 0.120
	TH	3.00	1,864	4,800	0.416 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.848
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.628 *
	TH	3.00	2,088	4,800	0.435	N-S(2): 0.435
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.111 *
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091
	TH	0.00	0	0	0.000	
	LT	1.00	178	1,600	0.111 *	V/C: 0.739
Northbound	RT	0.00	234	0	0.000	Lost Time: 0.120
	TH	3.00	2,114	4,800	0.489 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.859
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.802 *
	TH	3.00	2,696	4,800	0.562	N-S(2): 0.562
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.099 *
Westbound	RT	2.00	539	3,200	0.072	E-W(2): 0.072
	TH	0.00	0	0	0.000	
	LT	1.00	158	1,600	0.099 *	V/C: 0.901
Northbound	RT	0.00	251	0	0.000	Lost Time: 0.120
	TH	3.00	2,673	4,800	0.609 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.021
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement



<b>Project: China Shipping SEIR</b>						
<b>Int #: 22</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>Scenario: 2045 Revised Project With ICTF and SCIG</b>						
Thru Lane: 1600 vph				N-S Split Phase : N		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 12		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.615 *
	TH	3.00	2,343	4,800	0.488	N-S(2): 0.488
	LT	1.00	315	1,600	0.197 *	E-W(1): 0.115 *
Westbound	RT	1.97	326	3,148	0.003	E-W(2): 0.003
	TH	0.00	0	0	0.000	V/C: 0.730
	LT	1.03	171	1,486	0.115 *	Lost Time: 0.120
Northbound	RT	0.00	134	0	0.000	
	TH	3.00	1,871	4,800	0.418 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.850
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.629 *
	TH	3.00	2,091	4,800	0.436	N-S(2): 0.436
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.111 *
Westbound	RT	2.00	513	3,200	0.091	E-W(2): 0.091
	TH	0.00	0	0	0.000	V/C: 0.740
	LT	1.00	178	1,600	0.111 *	Lost Time: 0.120
Northbound	RT	0.00	234	0	0.000	
	TH	3.00	2,117	4,800	0.490 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.860
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.802 *
	TH	3.00	2,696	4,800	0.562	N-S(2): 0.562
	LT	1.00	309	1,600	0.193 *	E-W(1): 0.099 *
Westbound	RT	2.00	539	3,200	0.072	E-W(2): 0.072
	TH	0.00	0	0	0.000	V/C: 0.901
	LT	1.00	158	1,600	0.099 *	Lost Time: 0.120
Northbound	RT	0.00	251	0	0.000	
	TH	3.00	2,673	4,800	0.609 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.021
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

<b>Project:</b> China Shipping SEIR						
<b>Int #:</b> 23						
<b>North/South Street:</b> SEPULVEDA BOULEVARD-ALAMEDA RAMP						
<b>East/West Street:</b> SEPULVEDA BOULEVARD						
<b>Scenario:</b> 2045 Mitigated Baseline With ICTF and SCIG						
Thru Lane: 1600 vph				N-S Split Phase : Y		
Left-Turn Lane: 1600 vph				E-W Split Phase : N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) : 18		
<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	271	1,600	0.050	N-S(1): 0.074 * N-S(2): 0.000 E-W(1): 0.325 E-W(2): 0.936 * V/C: 1.010 Lost Time: 0.180
	TH	0.19	19	310	0.061	
	LT	1.81	177	2,601	0.068 *	
Westbound	RT	1.00	519	1,600	0.263	
	TH	1.00	1,307	1,600	0.817 *	
	LT	1.00	8	1,600	0.005	
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	16	3,200	0.006 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 1.190
	TH	2.00	1,022	3,200	0.320	LOS: F
	LT	1.00	191	1,600	0.119 *	
<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	349	1,600	0.059	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.374 E-W(2): 0.940 * V/C: 1.024 Lost Time: 0.180
	TH	0.14	15	218	0.069	
	LT	1.86	205	2,684	0.076 *	
Westbound	RT	1.00	340	1,600	0.144	
	TH	1.00	1,250	1,600	0.781 *	
	LT	1.00	2	1,600	0.001	
Northbound	RT	0.00	8	0	0.000	
	TH	2.00	19	3,200	0.008 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 1.204
	TH	2.00	1,193	3,200	0.373	LOS: F
	LT	1.00	254	1,600	0.159 *	
<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	377	1,600	0.054	N-S(1): 0.091 * N-S(2): 0.000 E-W(1): 0.375 E-W(2): 1.152 * V/C: 1.243 Lost Time: 0.180
	TH	0.02	2	27	0.074	
	LT	1.98	236	2,856	0.083 *	
Westbound	RT	1.00	332	1,600	0.133	
	TH	1.00	1,553	1,600	0.971 *	
	LT	1.00	0	1,600	0.000	
Northbound	RT	0.00	5	0	0.000	
	TH	2.00	17	3,200	0.008 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	1	0	0.000	ICU: 1.423
	TH	2.00	1,200	3,200	0.375	LOS: F
	LT	1.00	290	1,600	0.181 *	

\* = Critical Movement

<b>Project:</b>	<b>China Shipping SEIR</b>						
<b>Int #:</b>	<b>23</b>						
<b>North/South Street:</b>	<b>SEPULVEDA BOULEVARD-ALAMEDA RAMP</b>						
<b>East/West Street:</b>	<b>SEPULVEDA BOULEVARD</b>						
<b>Scenario:</b>	<b>2045 Revised Project With ICTF and SCIG</b>						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
<b>Peak Period: AM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	271	1,600	0.050	N-S(1):	0.074 *
	TH	0.19	19	310	0.061	N-S(2):	0.000
	LT	1.81	177	2,601	0.068 *	E-W(1):	0.325
Westbound	RT	1.00	519	1,600	0.263	E-W(2):	0.936 *
	TH	1.00	1,307	1,600	0.817 *	V/C:	1.010
	LT	1.00	8	1,600	0.005	Lost Time:	0.180
Northbound	RT	0.00	3	0	0.000		
	TH	2.00	16	3,200	0.006 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	1.190
	TH	2.00	1,022	3,200	0.320		
	LT	1.00	191	1,600	0.119 *	LOS:	F
<b>Peak Period: MIDDAY PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	349	1,600	0.059	N-S(1):	0.084 *
	TH	0.14	15	218	0.069	N-S(2):	0.000
	LT	1.86	205	2,684	0.076 *	E-W(1):	0.374
Westbound	RT	1.00	340	1,600	0.144	E-W(2):	0.940 *
	TH	1.00	1,250	1,600	0.781 *	V/C:	1.024
	LT	1.00	2	1,600	0.001	Lost Time:	0.180
Northbound	RT	0.00	8	0	0.000		
	TH	2.00	19	3,200	0.008 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	1	0	0.000	ICU:	1.204
	TH	2.00	1,193	3,200	0.373		
	LT	1.00	254	1,600	0.159 *	LOS:	F
<b>Peak Period: PM PEAK HOUR</b>							
<b>Approach</b>	<b>Movement</b>	<b>Lanes</b>	<b>Volume</b>	<b>Capacity</b>	<b>V/C</b>	<b>ICU ANALYSIS</b>	
Southbound	RT	1.00	377	1,600	0.054	N-S(1):	0.091 *
	TH	0.02	2	27	0.074	N-S(2):	0.000
	LT	1.98	236	2,856	0.083 *	E-W(1):	0.375
Westbound	RT	1.00	332	1,600	0.133	E-W(2):	1.152 *
	TH	1.00	1,553	1,600	0.971 *	V/C:	1.243
	LT	1.00	0	1,600	0.000	Lost Time:	0.180
Northbound	RT	0.00	5	0	0.000		
	TH	2.00	17	3,200	0.008 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	1	0	0.000	ICU:	1.423
	TH	2.00	1,200	3,200	0.375		
	LT	1.00	290	1,600	0.181 *	LOS:	F

\* = Critical Movement



I/S #: 24

PROJECT TITLE: Berths 97-109 SEIR  
 North-South Street: Front St East-West Street: Knoll Dr/WBCT gate 2  
 Scenario: 2045 Mitigated Baseline W ICTF SCIG  
 Count Date: Analyst: Iteris, Inc.

Date: 5/13/2017

MOVEMENT		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0	NB -- 0	SB -- 0	0
		EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0	EB -- 0	WB -- 0	0
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
DIRECTION	MOVEMENT	AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1,311	2	721	1,219	2	670	1,504	2	827
	Left-Through		0			0			0	
	Through	288	1	288	253	1	253	327	1	327
	Through-Right		0			1			1	
	Right	128	1	83	152	0	59	108	0	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
SOUTHBOUND	Left	78	1	78	59	1	59	44	1	44
	Left-Through		0			0			0	
	Through	110	1	77	154	2	78	157	2	79
	Through-Right		1			0			0	
	Right	44	0	44	1	0	1	0	0	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
EASTBOUND	Left	20	1	20	27	1	27	230	1	230
	Left-Through		0			0			0	
	Through	148	1	148	144	0	144	170	0	170
	Through-Right		0			1			1	
	Right	627	2	0	823	0	118	1,318	0	312
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
WESTBOUND	Left	166	2	91	338	1	186	622	1	342
	Left-Through		0			0			0	
	Through	202	0	217	137	0	184	280	0	335
	Through-Right		1			0			0	
	Right	15	0	0	47	1	0	55	1	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
CRITICAL VOLUMES		North-South: 799			North-South: 748			North-South: 906		
		East-West: 365			East-West: 330			East-West: 654		
		SUM: 1164			SUM: 1078			SUM: 1560		
VOLUME/CAPACITY (V/C) RATIO:		0.776			0.719			1.040		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.676			0.619			0.940		
LEVEL OF SERVICE (LOS):		B			B			E		

Version: 11 Beta; 8/4/2011

I/S #: 24

PROJECT TITLE: Berths 97-109 SEIR  
 North-South Street: Front St East-West Street: Knoll Dr/WBCT gate 2  
 Scenario: 2045 Mitigated Baseline W ICTF SCIG  
 Count Date: Analyst: Iteris, Inc.

Date: 5/13/2017

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
No. of Phases		2			2			2		
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB -- 0		NB -- 0	SB -- 0		NB -- 0	SB -- 0	
		EB -- 0	WB -- 0		EB -- 0	WB -- 0		EB -- 0	WB -- 0	
ATSAC-1 or ATSAC+ATCS-2?		2			2			2		
Override Capacity		0			0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1,311	2	721	1,219	2	670	1,504	2	827
	Left-Through		0			0			0	
	Through	288	1	288	253	1	253	327	1	327
	Through-Right		0			1			1	
	Right	186	1	137	172	0	77	114	0	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
SOUTHBOUND	Left	78	1	78	59	1	59	44	1	44
	Left-Through		0			0			0	
	Through	110	1	77	154	2	78	157	2	79
	Through-Right		1			0			0	
	Right	44	0	44	1	0	1	0	0	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
EASTBOUND	Left	20	1	20	27	1	27	230	1	230
	Left-Through		0			0			0	
	Through	192	1	192	158	0	158	174	0	174
	Through-Right		2			1			1	
	Right	627	0	0	823	0	118	1,318	0	312
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
WESTBOUND	Left	180	2	99	347	1	191	633	1	348
	Left-Through		0			0			0	
	Through	204	0	219	138	0	186	284	0	343
	Through-Right		1			0			0	
	Right	15	0	0	48	1	0	59	1	0
	Left-Through-Right		0			0			0	
Left-Right		0			0			0		
CRITICAL VOLUMES		North-South: 799		799	North-South: 748		748	North-South: 906		906
		East-West: 411		411	East-West: 349		349	East-West: 660		660
		SUM: 1210		1210	SUM: 1097		1097	SUM: 1566		1566
VOLUME/CAPACITY (V/C) RATIO:		0.807		0.807	0.731		0.731	1.044		1.044
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.707		0.707	0.631		0.631	0.944		0.944
LEVEL OF SERVICE (LOS):		C		C	B		B	E		E

Version: 11 Beta; 8/4/2011

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	20	20	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	793	2	397	0	793	397	914	1707	2	854	0	1707	2	854	0	1707	2	854
	Through-Right		0							0				0				0	
	Right	152	1	132	0	152	132	48	200	1	36	0	200	1	36	0	200	1	36
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	393	1	393	0	393	393	310	703	1	703	0	703	1	703	0	703	1	703
	Left-Through		0							0				0				0	
	Through	391	1	206	0	391	206	98	489	1	255	0	489	1	255	0	489	1	255
	Through-Right		1							1				1				1	
	Right	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	15	0	46	0	15	46	0	15	0	46	0	15	0	46	0	15	0	46
	Through-Right		0							0				0				0	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
WESTBOUND	Left	41	0	41	0	41	41	287	328	0	328	0	328	0	328	0	328	0	328
	Left-Through		1							1				1				1	
	Through	8	0	49	0	8	49	0	8	0	336	0	8	0	336	0	8	0	336
	Through-Right		0							0				0				0	
	Right	565	1	369	0	565	369	169	734	1	383	0	734	1	383	0	734	1	383
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 790		North-South: 790		North-South: 1557		North-South: 1557		North-South: 1557		North-South: 1557		North-South: 1557		North-South: 1557		North-South: 1557	
		East-West: 415		East-West: 415		East-West: 429		East-West: 429		East-West: 429		East-West: 429		East-West: 429		East-West: 429		East-West: 429	
		SUM: 1205		SUM: 1205		SUM: 1986		SUM: 1986		SUM: 1986		SUM: 1986		SUM: 1986		SUM: 1986		SUM: 1986	
VOLUME/CAPACITY (V/C) RATIO:				0.876		0.876		1.444		1.444		1.444		1.444		1.444		1.444	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.776		0.776		1.344		1.344		1.344		1.344		1.344		1.344	
LEVEL OF SERVICE (LOS):				C		C		F		F		F		F		F		F	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>		Year of Count:	<b>2018</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>MD</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through		0							0				0				0	
	Through	752	2	376	0	752	376	902	1654	2	827	0	1654	2	827	0	1654	2	827
	Through-Right		0							0				0				0	
	Right	34	1	0	0	34	0	0	34	1	0	0	34	1	0	0	34	1	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	251	1	251	0	251	251	279	530	1	530	0	530	1	530	0	530	1	530
	Left-Through		0							0				0				0	
	Through	721	1	372	0	721	372	223	944	1	484	0	944	1	484	0	944	1	484
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	23	0	23	0	23	0	23	0	23	0	23
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through		0							0				0				0	
	Through	1	0	38	0	1	38	0	1	0	38	0	1	0	38	0	1	0	38
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
WESTBOUND	Left	78	0	78	0	78	78	343	421	0	421	0	421	0	421	0	421	0	421
	Left-Through		1							1				1				1	
	Through	16	0	94	0	16	94	0	16	0	437	0	16	0	437	0	16	0	437
	Through-Right		0							0				0				0	
	Right	589	1	464	0	589	464	212	801	1	536	0	801	1	536	0	801	1	536
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 627		North-South: 627		North-South: 1357		North-South: 1357		North-South: 1357		North-South: 1357		North-South: 1357		North-South: 1357		North-South: 1357	
		East-West: 502		East-West: 502		East-West: 574		East-West: 574		East-West: 574		East-West: 574		East-West: 574		East-West: 574		East-West: 574	
		SUM: 1129		SUM: 1129		SUM: 1931		SUM: 1931		SUM: 1931		SUM: 1931		SUM: 1931		SUM: 1931		SUM: 1931	
VOLUME/CAPACITY (V/C) RATIO:				0.821		0.821		1.404		1.404		1.404		1.404		1.404		1.404	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721		0.721		1.304		1.304		1.304		1.304		1.304		1.304	
LEVEL OF SERVICE (LOS):				C		C		F		F		F		F		F		F	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>25</b>	North-South Street:	<b>Gaffey</b>	Year of Count:	<b>2018</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b>SD</b>	Date:	<b>7/23/2018</b>								
	East-West Street:	<b>Miraflores / SB 110 Off Ramp</b>	Projection Year:	<b>2045</b>	Peak Hour:	<b>PM</b>	Reviewed by:	<b>SD</b>	Project:	<b>China Shipping</b>								
No. of Phases																		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?																		
Override Capacity																		
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	12	0	12	12	0	12	1	12	0	12	1	12		12	1	12
	Left-Through	0							0				0				0	
	Through	2	350	0	699	350	702	1401	2	701	0	1401	2	701		1401	2	701
	Through-Right	0							0				0				0	
	Right	1	11	0	67	11	17	84	1	0	0	84	1	0		84	1	0
Left-Through-Right	0							0				0				0		
Left-Right	0							0				0				0		
SOUTHBOUND	Left	1	417	0	417	417	210	627	1	627	0	627	1	627		627	1	627
	Left-Through	0							0				0				0	
	Through	1	381	0	732	381	363	1095	1	563	0	1095	1	563		1095	1	563
	Through-Right	1							1				1				1	
	Right	0	30	0	30	30	0	30	0	30	0	30	0	30		30	0	30
Left-Through-Right	0							0				0				0		
Left-Right	0							0				0				0		
EASTBOUND	Left	0	20	0	20	20	0	20	0	20	0	20	0	20		20	0	20
	Left-Through	0							0				0				0	
	Through	0	45	0	12	45	0	12	0	45	0	12	0	45		12	0	45
	Through-Right	0							0				0				0	
	Right	0	0	0	13	0	0	13	0	0	0	13	0	0		13	0	0
Left-Through-Right	1							1				1				1		
Left-Right	0							0				0				0		
WESTBOUND	Left	0	113	0	113	113	158	271	0	271	0	271	0	271		271	0	271
	Left-Through	1							1				1				1	
	Through	0	128	0	15	128	0	15	0	286	0	15	0	286		15	0	286
	Through-Right	0							0				0				0	
	Right	1	503	0	711	503	301	1012	1	699	0	1012	1	699		1012	1	699
Left-Through-Right	0							0				0				0		
Left-Right	0							0				0				0		
CRITICAL VOLUMES		North-South: 767 East-West: 548 SUM: 1315	North-South: 767 East-West: 548 SUM: 1315	North-South: 1328 East-West: 744 SUM: 2072	North-South: 1328 East-West: 744 SUM: 2072	North-South: 1328 East-West: 744 SUM: 2072	North-South: 1328 East-West: 744 SUM: 2072											
VOLUME/CAPACITY (V/C) RATIO:		0.956	0.956	1.507	1.507	1.507	1.507											
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.856</b>	<b>0.856</b>	<b>1.407</b>	<b>1.407</b>	<b>1.407</b>	<b>1.407</b>											
LEVEL OF SERVICE (LOS):		<b>D</b>	<b>D</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>											

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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



I/S #: <b>26</b>	North-South Street:	<b>Gaffey Street</b>		Year of Count:	<b>2017</b>	Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>							
	East-West Street:	<b>Channel Street</b>		Projection Year:	<b>2045</b>	Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>							
No. of Phases					<b>4</b>		<b>4</b>						<b>4</b>			<b>4</b>				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					<b>0</b>		<b>0</b>						<b>0</b>			<b>0</b>				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
		EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3			
ATSAC-1 or ATSAC+ATCS-2?					<b>2</b>		<b>2</b>						<b>2</b>			<b>2</b>				
Override Capacity					<b>0</b>		<b>0</b>						<b>0</b>			<b>0</b>				
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	139	1	139	0	139	139	255	394	1	394	0	394	1	394	0	394	1	394
		Left-Through		0							0			0		0		0		0
		Through	895	2	448	0	895	448	383	1278	2	639	0	1278	2	639	0	1278	2	639
		Through-Right		0							0			0		0		0		0
		Right	312	1	281	0	312	281	574	886	1	846	0	886	1	846	0	886	1	846
		Left-Through-Right		0							0			0		0		0		0
Left-Right		0							0			0		0		0		0		
SOUTHBOUND		Left	554	2	305	3	557	306	127	681	2	375	3	684	2	376	0	684	2	376
		Left-Through		0							0			0		0		0		0
		Through	597	1	303	0	597	303	275	872	1	441	0	872	1	441	0	872	1	441
		Through-Right		1							1			1		1		1		1
		Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
		Left-Through-Right		0							0			0		0		0		0
Left-Right		0							0			0		0		0		0		
EASTBOUND		Left	39	1	39	0	39	39	0	39	1	39	0	39	1	39	0	39	1	39
		Left-Through		0							0			0		0		0		0
		Through	357	2	179	0	357	179	624	981	2	491	0	981	2	491	0	981	2	491
		Through-Right		0							0			0		0		0		0
		Right	130	1	61	0	130	61	147	277	1	80	0	277	1	80	0	277	1	80
		Left-Through-Right		0							0			0		0		0		0
Left-Right		0							0			0		0		0		0		
WESTBOUND		Left	62	1	62	0	62	62	18	80	1	80	0	80	1	80	0	80	1	80
		Left-Through		0							0			0		0		0		0
		Through	125	1	125	0	125	125	73	198	1	198	0	198	1	198	0	198	1	198
		Through-Right		0							0			0		0		0		0
		Right	566	1	261	2	568	262	188	754	1	379	2	756	1	380	0	756	1	380
		Left-Through-Right		0							0			0		0		0		0
Left-Right		0							0			0		0		0		0		
CRITICAL VOLUMES			North-South:	753	North-South:	754	North-South:	1221	North-South:	1222	North-South:	1222	North-South:	1222	North-South:	1222	North-South:	1222		
			East-West:	300	East-West:	301	East-West:	571	East-West:	571	East-West:	571	East-West:	571	East-West:	571	East-West:	571		
			SUM:	1053	SUM:	1055	SUM:	1792	SUM:	1793	SUM:	1793	SUM:	1793	SUM:	1793	SUM:	1793		
VOLUME/CAPACITY (V/C) RATIO:																				
V/C LESS ATSAC/ATCS ADJUSTMENT:																				
LEVEL OF SERVICE (LOS):																				
				0.766		0.767		1.303		1.304		1.304		1.304		1.304		1.304		
				<b>0.666</b>		<b>0.667</b>		<b>1.203</b>		<b>1.204</b>		<b>1.204</b>		<b>1.204</b>		<b>1.204</b>		<b>1.204</b>		
				<b>B</b>		<b>B</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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

I/S #: <b>26</b>	North-South Street:	<b>Gaffey Street</b>		Year of Count:	<b>2017</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>							
	East-West Street:	<b>Channel Street</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>MD</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>							
No. of Phases			4		4		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0					
			EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3					
ATSAC-1 or ATSAC+ATCS-2?			2		2		2		2		2		2		2						
Override Capacity			0		0		0		0		0		0		0						
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	155	1	155	0	155	155	334	489	1	489	0	489	1	489	489		1	489	
		Left-Through		0							0			0		0		0		0	
		Through	907	2	454	0	907	454	370	1277	2	639	0	1277	2	639	1277		2	639	
		Through-Right		0							0			0		0	0		0		
		Right	282	1	233	0	282	233	569	851	1	763	0	851	1	763	851		1	763	
			0							0			0		0		0				
			0							0			0		0		0				
SOUTHBOUND		Left	545	2	300	2	547	301	281	825	2	454	2	827	2	455	827		2	455	
		Left-Through		0							0			0		0	0		0		
		Through	781	1	408	0	781	408	330	1111	1	573	0	1111	1	573	1111		1	573	
		Through-Right		1							1			1		1	1		1		
		Right	34	0	34	0	34	34	0	34	0	34	0	34	0	34	34		0	34	
			0							0			0		0		0				
			0							0			0		0		0				
EASTBOUND		Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	50		1	50	
		Left-Through		0							0			0		0	0		0		
		Through	221	2	111	0	221	111	612	833	2	417	0	833	2	417	833		2	417	
		Through-Right		0							0			0		0	0		0		
		Right	107	1	30	0	107	30	117	224	1	0	0	224	1	0	224		1	0	
			0							0			0		0		0				
			0							0			0		0		0				
WESTBOUND		Left	98	1	98	0	98	98	79	177	1	177	0	177	1	177	177		1	177	
		Left-Through		0							0			0		0	0		0		
		Through	86	1	86	0	86	86	136	222	1	222	0	222	1	222	222		1	222	
		Through-Right		0							0			0		0	0		0		
		Right	372	1	72	2	374	73	301	673	1	219	2	675	1	220	675		1	220	
			0							0			0		0		0				
			0							0			0		0		0				
CRITICAL VOLUMES			North-South: 754	East-West: 209	SUM: 963	North-South: 755	East-West: 209	SUM: 964	North-South: 1217	East-West: 594	SUM: 1811	North-South: 1218	East-West: 594	SUM: 1812	North-South: 1218	East-West: 594	SUM: 1812				
VOLUME/CAPACITY (V/C) RATIO:			0.700		0.701		1.317		1.318		1.318		1.318		1.318						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.600		0.601		1.217		1.218		1.218		1.218		1.218						
LEVEL OF SERVICE (LOS):			B		B		F		F		F		F		F						

REMARKS:

Version: 1i Beta; 8/4/2011

<b>PROJECT IMPACT</b>	
Change in v/c due to project: <b>0.001</b>	Δv/c after mitigation: <b>0.001</b>
Significant impacted? <b>NO</b>	Fully mitigated? <b>N/A</b>

I/S #: <b>26</b>	North-South Street:	<b>Gaffey Street</b>		Year of Count:	<b>2017</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>Channel Street</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			4		4			4			4			4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3		
Override Capacity			2		2			2			2			2			2		
			0		0			0			0			0			0		
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	203	1	203	0	203	203	427	630	1	630	0	630	1	630		630	1	630
	Left-Through		0							0				0			0		0
	Through	898	2	449	0	898	449	228	1126	2	563	0	1126	2	563		1126	2	563
	Through-Right		0							0				0			0		0
	Right	329	1	271	0	329	271	530	859	1	728	0	859	1	728		859	1	728
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
SOUTHBOUND	Left	629	2	346	2	631	347	394	1023	2	563	2	1025	2	564		1025	2	564
	Left-Through		0							0				0			0		0
	Through	939	1	485	0	939	485	338	1277	1	654	0	1277	1	654		1277	1	654
	Through-Right		1							1				1			1		1
	Right	30	0	30	0	30	30	0	30	0	30	0	30	0	30		30	0	30
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
EASTBOUND	Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41		41	1	41
	Left-Through		0							0				0			0		0
	Through	307	2	154	0	307	154	422	729	2	365	0	729	2	365		729	2	365
	Through-Right		0							0				0			0		0
	Right	135	1	34	0	135	34	117	252	1	0	0	252	1	0		252	1	0
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
WESTBOUND	Left	117	1	117	0	117	117	145	262	1	262	0	262	1	262		262	1	262
	Left-Through		0							0				0			0		0
	Through	147	1	147	1	148	148	369	516	1	516	1	517	1	517		517	1	517
	Through-Right		0							0				0			0		0
	Right	424	1	78	8	432	85	707	1131	1	568	8	1139	1	575		1139	1	575
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
CRITICAL VOLUMES		North-South: 795	East-West: 271	SUM: 1066	North-South: 796	East-West: 271	SUM: 1067	North-South: 1291	East-West: 627	SUM: 1918	North-South: 1292	East-West: 627	SUM: 1919	North-South: 1292	East-West: 627	SUM: 1919	North-South: 1292	East-West: 627	SUM: 1919
VOLUME/CAPACITY (V/C) RATIO:			0.775			0.776			1.395			1.396			1.396			1.396	
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.675</b>			<b>0.676</b>			<b>1.295</b>			<b>1.296</b>			<b>1.296</b>			<b>1.296</b>	
LEVEL OF SERVICE (LOS):			<b>B</b>			<b>B</b>			<b>F</b>			<b>F</b>			<b>F</b>			<b>F</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	434	3,200	0.136 *	N-S(1): 0.076
	TH	2.00	173	3,200	0.054	N-S(2): 0.137 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.105 *
Westbound	RT	1.00	31	1,600	0.000	E-W(2): 0.095
	TH	1.37	207	2,189	0.095	
	LT	1.63	247	2,350	0.105 *	V/C: 0.242
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	239	3,200	0.075	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.362
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	416	3,200	0.130 *	N-S(1): 0.169 *
	TH	2.00	158	3,200	0.049	N-S(2): 0.131
	LT	0.00	0	0	0.000	E-W(1): 0.128 *
Westbound	RT	1.00	309	1,600	0.000	E-W(2): 0.115
	TH	1.62	299	2,591	0.115	
	LT	1.38	255	1,988	0.128 *	V/C: 0.297
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	541	3,200	0.169	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.417
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	448	3,200	0.140	N-S(1): 0.159 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.141
	LT	0.00	0	0	0.000 *	E-W(1): 0.102 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.092
	TH	1.64	241	2,629	0.092	
	LT	1.36	199	1,954	0.102 *	V/C: 0.261
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	508	3,200	0.159 *	
	LT	1.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.381
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	463	3,200	0.145 *	N-S(1): 0.078
	TH	2.00	173	3,200	0.054	N-S(2): 0.146 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.105 *
Westbound	RT	1.00	31	1,600	0.000	E-W(2): 0.095
	TH	1.37	207	2,189	0.095	
	LT	1.63	247	2,350	0.105 *	V/C: 0.251
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	246	3,200	0.077	
	LT	1.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.371
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

<b>Peak Period: MIDDAY PEAK HOUR</b>						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	435	3,200	0.136 *	N-S(1): 0.172 *
	TH	2.00	158	3,200	0.049	N-S(2): 0.137
	LT	0.00	0	0	0.000	E-W(1): 0.128 *
Westbound	RT	1.00	309	1,600	0.000	E-W(2): 0.115
	TH	1.62	299	2,591	0.115	
	LT	1.38	255	1,988	0.128 *	V/C: 0.300
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	550	3,200	0.172	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.420
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

<b>Peak Period: PM PEAK HOUR</b>						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	471	3,200	0.147	N-S(1): 0.162 *
	TH	2.00	169	3,200	0.053	N-S(2): 0.148
	LT	0.00	0	0	0.000 *	E-W(1): 0.102 *
Westbound	RT	1.00	138	1,600	0.000	E-W(2): 0.092
	TH	1.64	241	2,629	0.092	
	LT	1.36	199	1,954	0.102 *	V/C: 0.264
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	518	3,200	0.162 *	
	LT	1.00	2	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.384
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.371 *
	TH	2.00	1,187	3,200	0.371 *	
	LT	0.00	0	0	0.000	V/C: 0.555
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.655
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	279	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.341 *
	TH	2.00	1,092	3,200	0.341 *	
	LT	0.00	0	0	0.000	V/C: 0.524
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	124	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.624
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.175	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.457 *
	TH	2.00	1,461	3,200	0.457 *	
	LT	0.00	0	0	0.000	V/C: 0.655
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.755
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Baseline</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	465	3,200	0.145	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.380 *
	TH	2.00	1,217	3,200	0.380 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	V/C: 0.564 Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.664
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
						LOS: B

<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	280	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	572	3,200	0.179	N-S(2): 0.183 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.347 *
	TH	2.00	1,111	3,200	0.347 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	V/C: 0.530 Lost Time: 0.100
	TH	2.00	125	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.630
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
						LOS: B

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.176	N-S(1): 0.058
	TH	2.00	634	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.464 *
	TH	2.00	1,485	3,200	0.464 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	V/C: 0.662 Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.762
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
						LOS: C

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2045 No Project</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,490	3,200	0.466 *	N-S(1): 0.469
	TH	2.00	558	3,200	0.175	N-S(2): 0.541 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.189 *
Westbound	RT	1.00	183	1,600	0.000	E-W(2): 0.146
	TH	1.00	234	1,600	0.146	V/C: 0.730
	LT	2.00	543	2,880	0.189 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,497	3,200	0.468	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.850
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,413	3,200	0.441 *	N-S(1): 0.504
	TH	2.00	527	3,200	0.165	N-S(2): 0.532 *
	LT	0.00	0	0	0.000	E-W(1): 0.183 *
Westbound	RT	1.00	153	1,600	0.000	E-W(2): 0.165
	TH	1.02	268	1,624	0.165	V/C: 0.715
	LT	1.98	524	2,858	0.183 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,613	3,200	0.504	
	LT	1.00	145	1,600	0.091 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.835
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,890	3,200	0.591	N-S(1): 0.713 *
	TH	2.00	436	3,200	0.136	N-S(2): 0.710
	LT	0.00	0	0	0.000 *	E-W(1): 0.169 *
Westbound	RT	1.00	196	1,600	0.000	E-W(2): 0.151
	TH	1.00	241	1,600	0.151	V/C: 0.882
	LT	2.00	488	2,880	0.169 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	2,283	3,200	0.713 *	
	LT	1.00	190	1,600	0.119	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.002
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

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



<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>27</b>
<b>North/South Street:</b>	<b>TERMINAL ISLAND FREEWAY (SR-47)</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2045 Project</b>

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,520	3,200	0.475 *	N-S(1): 0.471
	TH	2.00	558	3,200	0.175	N-S(2): 0.550 *
	LT	0.00	1	1,600	0.001	E-W(1): 0.189 *
Westbound	RT	1.00	183	1,600	0.000	E-W(2): 0.146
	TH	1.00	234	1,600	0.146	
	LT	2.00	543	2,880	0.189 *	V/C: 0.739
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,504	3,200	0.470	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.859
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,431	3,200	0.447 *	N-S(1): 0.507
	TH	2.00	527	3,200	0.165	N-S(2): 0.538 *
	LT	0.00	0	0	0.000	E-W(1): 0.183 *
Westbound	RT	1.00	153	1,600	0.000	E-W(2): 0.165
	TH	1.02	268	1,624	0.165	
	LT	1.98	524	2,858	0.183 *	V/C: 0.721
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,622	3,200	0.507	
	LT	1.00	146	1,600	0.091 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.841
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,913	3,200	0.598 *	N-S(1): 0.717 *
	TH	2.00	436	3,200	0.136	N-S(2): 0.717 *
	LT	0.00	0	0	0.000 *	E-W(1): 0.169 *
Westbound	RT	1.00	196	1,600	0.000	E-W(2): 0.151
	TH	1.00	241	1,600	0.151	
	LT	2.00	488	2,880	0.169 *	V/C: 0.886
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,293	3,200	0.717 *	
	LT	1.00	191	1,600	0.119 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.006
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

\* = Critical Movement

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

<b>Project:</b>	<b>China Shipping SEIR</b>
<b>Int #:</b>	<b>28</b>
<b>North/South Street:</b>	<b>PIER S WAY</b>
<b>East/West Street:</b>	<b>OCEAN BOULEVARD RAMPS WESTBOUND</b>
<b>Scenario:</b>	<b>Year 2045 No Project</b>

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

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	461	3,200	0.144	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.369 *
	TH	2.00	1,181	3,200	0.369 *	
	LT	0.00	0	0	0.000	V/C: 0.553
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.653
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period: MIDDAY PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	279	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	563	3,200	0.176	N-S(2): 0.180 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.337 *
	TH	2.00	1,080	3,200	0.337 *	
	LT	0.00	0	0	0.000	V/C: 0.517
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	124	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.617
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.175	N-S(1): 0.058
	TH	2.00	633	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.454 *
	TH	2.00	1,454	3,200	0.454 *	
	LT	0.00	0	0	0.000	V/C: 0.652
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.752
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

**Project:** China Shipping SEIR  
**Int #:** 28  
**North/South Street:** PIER S WAY  
**East/West Street:** OCEAN BOULEVARD RAMPS WESTBOUND  
  
**Scenario:** Year 2045 Project

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

**Peak Period: AM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	295	1,600	0.184 *	N-S(1): 0.066
	TH	2.00	461	3,200	0.144	N-S(2): 0.184 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	227	3,200	0.071	E-W(2): 0.378 *
	TH	2.00	1,211	3,200	0.378 *	
	LT	0.00	0	0	0.000	V/C: 0.562
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.066	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.662
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: MIDDAY PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	280	1,600	0.175 *	N-S(1): 0.041
	TH	2.00	563	3,200	0.176	N-S(2): 0.180 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	183	3,200	0.057	E-W(2): 0.344 *
	TH	2.00	1,099	3,200	0.344 *	
	LT	0.00	0	0	0.000	V/C: 0.524
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	125	3,200	0.041	
	LT	0.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.624
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

**Peak Period: PM PEAK HOUR**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	281	1,600	0.176	N-S(1): 0.058
	TH	2.00	633	3,200	0.198 *	N-S(2): 0.198 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	260	3,200	0.081	E-W(2): 0.462 *
	TH	2.00	1,478	3,200	0.462 *	
	LT	0.00	0	0	0.000	V/C: 0.660
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.058	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.760
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

\* = Critical Movement

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

I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	2018	Ambient Growth: (%)		Conducted by:		Date:	10/5/2016										
29	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	2045	Peak Hour:	AM	Reviewed by:		Project:	APL Analysis										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4		4		4		4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1											
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0		2 0		2 0		2 0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	2	0	2	2	-1	1	1	0	1	1	1	0	1	1	1	1	
	Left-Through	2	0							0			0				0		0	
	Through	3	2	20	0	39	20	706	745	2	373	0	745	2	373	0	745	2	373	
	Through-Right	4	0							0			0				0		0	
	Right	5	1	0	0	45	0	-8	37	1	0	0	37	1	0	0	37	1	0	
	Left-Through-R	6	0							0				0				0		0
	Left-Right	7	0							0				0				0		0
SOUTHBOUND	Left	8	2	75	0	137	75	316	453	2	249	0	453	2	249	0	453	2	249	
	Left-Through	9	0							0				0				0		
	Through	10	1	168	17	343	177	821	1147	1	606	17	1164	1	615	0	1164	1	615	
	Through-Right	11	1							1				1				1		
	Right	12	0	10	0	10	10	55	65	0	65	0	65	0	65	0	65	0	65	
	Left-Through-R	13	0							0				0				0		0
	Left-Right	14	0							0				0				0		0
EASTBOUND	Left	15	1	30	0	30	30	26	56	1	56	0	56	1	56	0	56	1	56	
	Left-Through	16	0							0				0				0		
	Through	17	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	
	Through-Right	18	1							1				1				1		
	Right	19	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	
	Left-Through-R	20	0							0				0				0		0
	Left-Right	21	0							0				0				0		0
WESTBOUND	Left	22	0	44	0	44	44	18	62	0	62	0	62	0	62	0	62	0	62	
	Left-Through	23	1							1				1				1		
	Through	24	0	44	0	0	44	0	0	0	62	0	0	0	62	0	0	0	62	
	Through-Right	25	0							0				0				0		
	Right	26	1	0	0	92	0	319	411	1	0	0	411	1	0	0	411	1	0	
	Left-Through-R	27	0							0				0				0		0
	Left-Right	28	0							0				0				0		0
CRITICAL VOLUMES		North-South: 170 East-West: 74 SUM: 244	North-South: 179 East-West: 74 SUM: 253	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740	North-South: 622 East-West: 118 SUM: 740													
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.177 0.089 A	0.184 0.092 A	0.538 0.438 A	0.538 0.438 A	0.538 0.438 A														

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/5/2016					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2045		Peak Hour:	MD		Reviewed by:	0		Project:	APL Analysis					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2							
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2							
Override Capacity		0		0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	11	0	11	11	-1	10	1	10	0	10	1	10	0	10	1	10
	Left-Through	2	0		0				0		0		0		0		0		
	Through	3	2	152	0	303	152	427	730	2	365	0	730	2	365	0	730	2	365
	Through-Right	4	0		0				0		0		0		0		0		
	Right	5	1	0	0	82	0	-15	67	1	0	0	67	1	0	0	67	1	0
	Left-Through-R	6	0		0				0		0		0		0		0		
	Left-Right	7	0		0				0		0		0		0		0		
SOUTHBOUND	Left	8	2	111	0	202	111	220	422	2	232	0	422	2	232	0	422	2	232
	Left-Through	9	0		0				0		0		0		0		0		
	Through	10	1	217	5	399	220	378	772	1	423	5	777	1	425	0	777	1	425
	Through-Right	11	1		0				1		1		1		1		1		
	Right	12	0	40	0	40	40	33	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-R	13	0		0				0		0		0		0		0		
	Left-Right	14	0		0				0		0		0		0		0		
EASTBOUND	Left	15	1	53	0	53	53	39	92	1	92	0	92	1	92	0	92	1	92
	Left-Through	16	0		0				0		0		0		0		0		
	Through	17	0	19	0	1	19	0	1	0	19	0	1	0	19	0	1	0	19
	Through-Right	18	1		0				1		1		1		1		1		
	Right	19	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-R	20	0		0				0		0		0		0		0		
	Left-Right	21	0		0				0		0		0		0		0		
WESTBOUND	Left	22	0	88	0	88	88	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through	23	1		0				1		1		1		1		1		
	Through	24	0	91	0	3	91	0	3	0	91	0	3	0	91	0	3	0	91
	Through-Right	25	0		0				0		0		0		0		0		
	Right	26	1	0	0	188	0	259	447	1	0	0	447	1	0	0	447	1	0
	Left-Through-R	27	0		0				0		0		0		0		0		
	Left-Right	28	0		0				0		0		0		0		0		
CRITICAL VOLUMES		North-South: 263 East-West: 144 SUM: 407		North-South: 263 East-West: 144 SUM: 407		North-South: 263 East-West: 144 SUM: 407		North-South: 597 East-West: 183 SUM: 780		North-South: 597 East-West: 183 SUM: 780		North-South: 597 East-West: 183 SUM: 780		North-South: 597 East-West: 183 SUM: 780					
VOLUME/CAPACITY (V/C) RATIO:		0.296		0.296		0.567		0.567		0.567		0.567		0.567					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.196		0.196		0.467		0.467		0.467		0.467		0.467					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: 29	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2018		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/5/2016					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2045		Peak Hour:	PM		Reviewed by:	0		Project:	APL Analysis					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	3	0	3	3	-2	1	1	1	0	1	1	1	1	1	1	1	1
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	292	146	0	292	146	1013	1305	2	653	0	1305	2	653	1305	2	653	653
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	50	0	0	50	0	-9	41	1	0	0	41	1	0	41	1	0	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	193	106	0	193	106	110	303	2	167	0	303	2	167	303	2	167	167
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	384	210	11	395	215	651	1035	1	569	11	1046	1	575	1046	1	575	575
	Through-Right	11	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	1
	Right	12	35	35	0	35	35	68	103	0	103	0	103	0	103	103	0	103	103
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	57	57	0	57	57	49	106	1	106	0	106	1	106	106	1	106	106
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0	7	7
	Through-Right	18	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	1
	Right	19	7	0	0	7	0	0	7	0	0	0	7	0	0	7	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	69	69	0	69	69	6	75	0	75	0	75	0	75	75	0	75	75
	Left-Through	23	1	1	0	1	1	0	1	1	0	1	1	1	1	1	1	1	1
	Through	24	0	69	0	0	69	4	4	0	79	0	4	0	79	4	0	79	79
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	349	0	0	349	0	219	568	1	0	0	568	1	0	568	1	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	252	North-South:	252	North-South:	820	North-South:	820	North-South:	820	North-South:	820	North-South:	820	North-South:	820	North-South:	820
		East-West:	126	East-West:	126	East-West:	185	East-West:	185	East-West:	185	East-West:	185	East-West:	185	East-West:	185	East-West:	185
		SUM:	378	SUM:	378	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005
VOLUME/CAPACITY (V/C) RATIO:		0.275		0.275		0.731		0.731		0.731		0.731		0.731		0.731		0.731	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.175		0.175		0.631		0.631		0.631		0.631		0.631		0.631		0.631	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

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

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2017</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>AM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	164	2	90	0	164	90	80	244	2	134	0	244	2	134	0	244	2	134
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	20	1	20	0	20	20	-6	14	1	14	0	14	1	14	0	14	1	14
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	3	0	3	0	3	3	9	12	0	12	0	12	0	12	0	12	0	12
	Left-Through	54	1	57	0	54	57	2	56	0	68	0	56	0	68	0	56	0	68
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	24	1	24	0	24	24	9	33	1	33	0	33	1	33	0	33	1	33
	Through	32	0	32	0	32	32	102	134	1	134	0	134	1	134	0	134	1	134
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 90		North-South: 90		North-South: 134		North-South: 134		North-South: 134		North-South: 134		North-South: 134		North-South: 134			
		East-West: 57		East-West: 57		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68		East-West: 68			
		SUM: 147		SUM: 147		SUM: 202		SUM: 202		SUM: 202		SUM: 202		SUM: 202		SUM: 202			
VOLUME/CAPACITY (V/C) RATIO:		0.098		0.098		0.135		0.135		0.135		0.135		0.135		0.135			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098		0.098		0.135		0.135		0.135		0.135		0.135		0.135			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2017</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>MD</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1	EB-- 0	WB-- 1		
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	170	2	94	0	170	94	81	251	2	138	0	251	2	138	251	2	138	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	19	1	19	0	19	19	-3	16	1	16	0	16	1	16	16	1	16	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	5	0	5	0	5	5	12	17	0	17	0	17	0	17	17	0	17	
	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Through	51	0	56	0	51	56	1	52	0	69	0	52	0	69	52	0	69	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	33	1	33	0	33	33	6	39	1	39	0	39	1	39	39	1	39	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	29	1	0	0	29	0	266	295	1	0	0	295	1	0	295	1	0	
CRITICAL VOLUMES		North-South: 94		North-South: 94		North-South: 138		North-South: 138		North-South: 138		North-South: 138		North-South: 138		North-South: 138			
		East-West: 56		East-West: 56		East-West: 69		East-West: 69		East-West: 69		East-West: 69		East-West: 69		East-West: 69			
		SUM: 150		SUM: 150		SUM: 207		SUM: 207		SUM: 207		SUM: 207		SUM: 207		SUM: 207			
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.100		0.138		0.138		0.138		0.138		0.138		0.138			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.100		0.138		0.138		0.138		0.138		0.138		0.138			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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



I/S #: <b>30</b>	North-South Street:	<b>SR-103 Off-Ramp</b>		Year of Count:	<b>2017</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:	<b>SD</b>		Date:	<b>7/23/2018</b>					
	East-West Street:	<b>S. Pacific / I Street</b>		Projection Year:	<b>2045</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SD</b>		Project:	<b>China Shipping</b>					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0		
		EB--	0	WB--	1	EB--	0	WB--	1	EB--	0	WB--	1	EB--	0	WB--	1		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	210	2	116	0	210	116	77	287	2	158	0	287	2	158	287	2	158	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	18	1	18	0	18	18	-2	16	1	16	0	16	1	16	16	1	16	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	13	0	13	0	13	13	6	19	0	19	0	19	0	19	19	0	19	
	Left-Through	42	1	55	0	42	55	0	42	0	61	0	42	0	61	42	0	61	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	25	1	25	0	25	25	95	120	1	120	0	120	1	120	120	1	120	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	33	1	0	0	33	0	369	402	1	0	0	402	1	0	402	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 116		North-South: 116		North-South: 158		North-South: 158		North-South: 158		North-South: 158		North-South: 158		North-South: 158			
		East-West: 55		East-West: 55		East-West: 139		East-West: 139		East-West: 139		East-West: 139		East-West: 139		East-West: 139			
		SUM: 171		SUM: 171		SUM: 297		SUM: 297		SUM: 297		SUM: 297		SUM: 297		SUM: 297			
VOLUME/CAPACITY (V/C) RATIO:		0.114		0.114		0.198		0.198		0.198		0.198		0.198		0.198			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.114		0.114		0.198		0.198		0.198		0.198		0.198		0.198			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

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

**China Shipping  
Freeway Weaving Worksheet**

China Shipping - 2030 Project AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1,000	987	1975	55.0	18.0	B					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1,000	393	1178	55.0	7.1	A					
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1,000	992	3969	65.0	15.3	B					
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1,000	1672	6686	64.0	26.1	D					
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1,000	2224	11122	55.4	40.2	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1,000	2260	6781	49.8	45.4	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1,000	2105	8419	52.7	39.9	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1,000	1689	8447	63.8	26.5	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1,000	2087	8349	58.3	35.8	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1,000	2246	8985	54.8	41.0	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1,000	1387	6934	65.0	21.3	C					
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1,000	1161	6967	65.0	17.9	B					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,283	0%	--	D	31.4	55.0	1,000	1728	3456	55.0	31.4	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,533	0%	--	B	16.2	55.0	1,000	889	2667	55.0	16.2	B					
3	I-110 south of C St	Basic	4	--	65	6,070	0%	--	C	24.8	64.4	1,000	1597	6389	64.4	24.8	C					
4	I-110 north of 223rd St	Basic	4	--	65	8,900	0%	--	E	44.7	52.4	1,000	2342	9369	52.4	44.7	E					
5	I-110 north of I-405	Basic	5	--	65	12,531	0%	--	F	61.0	43.3	1,000	2638	13190	43.3	61.0	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,871	0%	--	F	52.6	45.8	1,000	2411	7232	45.8	52.6	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,509	0%	--	E	44.6	50.2	1,000	2239	8957	50.2	44.6	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,011	0%	--	D	30.8	61.5	1,000	1897	9485	61.5	30.8	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,084	0%	--	E	37.0	57.5	1,000	2127	8509	57.5	37.0	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,548	0%	--	D	33.0	60.1	1,000	1986	7945	60.1	33.0	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,149	0%	--	E	37.3	57.3	1,000	2137	10683	57.3	37.3	E					
12	SR-91 east of Alameda St	Basic	6	--	65	6,707	0%	--	C	18.1	65.0	1,000	1177	7060	65.0	18.1	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,350	0%	--	D	32.1	55.0	1,000	1763	3526	55.0	32.1	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,534	0%	--	B	16.2	55.0	1,000	889	2667	55.0	16.2	B					
3	I-110 south of C St	Basic	4	--	65	6,155	0%	--	C	25.2	64.3	1,000	1620	6479	64.3	25.2	C					
4	I-110 north of 223rd St	Basic	4	--	65	8,966	0%	--	F	45.4	51.9	1,000	2359	9438	51.9	45.4	F					
5	I-110 north of I-405	Basic	5	--	65	12,585	0%	--	F	61.8	42.9	1,000	2649	13247	42.9	61.8	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,871	0%	--	F	52.7	45.8	1,000	2411	7233	45.8	52.7	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,510	0%	--	E	44.6	50.2	1,000	2239	8958	50.2	44.6	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,030	0%	--	D	30.9	61.4	1,000	1901	9505	61.4	30.9	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,098	0%	--	E	37.1	57.4	1,000	2131	8524	57.4	37.1	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,559	0%	--	D	33.1	60.1	1,000	1989	7957	60.1	33.1	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,149	0%	--	E	37.3	57.3	1,000	2137	10683	57.3	37.3	E					
12	SR-91 east of Alameda St	Basic	6	--	65	6,709	0%	--	C	18.1	65.0	1,000	1177	7062	65.0	18.1	C					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,943	0%	--	C	18.6	55.0	1,000	1023	2045	55.0	18.6	C					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,120	0%	--	A	7.1	55.0	1,000	393	1179	55.0	7.1	A					
3	I-110 south of C St	Basic	4	--	65	3,856	0%	--	B	15.6	65.0	1,000	1015	4059	65.0	15.6	B					
4	I-110 north of 223rd St	Basic	4	--	65	6,418	0%	--	D	26.5	63.8	1,000	1689	6756	63.8	26.5	D					
5	I-110 north of I-405	Basic	5	--	65	10,620	0%	--	E	40.6	55.1	1,000	2236	11179	55.1	40.6	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,443	0%	--	F	45.4	49.8	1,000	2261	6782	49.8	45.4	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,999	0%	--	E	39.9	52.7	1,000	2105	8420	52.7	39.9	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,043	0%	--	D	26.5	63.8	1,000	1693	8467	63.8	26.5	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,946	0%	--	E	35.9	58.2	1,000	2091	8364	58.2	35.9	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,547	0%	--	E	41.1	54.8	1,000	2249	8996	54.8	41.1	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1,000	1387	6934	65.0	21.3	C					
12	SR-91 east of Alameda St	Basic	6	--	65	6,621	0%	--	B	17.9	65.0	1,000	1162	6969	65.0	17.9	B					

Notes: operation analysis were conducted using HCM 2010 methodology.

- Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.
- Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.
- Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.
- Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.
- Operation occurs on freeway collector/distributor.  
N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.  
\* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

China Shipping - 2030 Project PM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909	55.0	26.4	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235	55.0	7.5	A					
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925	65.0	18.9	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090	59.5	34.0	D					
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990	56.0	39.3	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125	53.6	38.1	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142	55.0	32.5	D					
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833	65.0	21.0	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806	63.7	26.7	D					
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842	64.9	22.5	C					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660	57.4	37.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189	65.0	21.0	C					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,768	0%	--	F	59.0	42.6	1.000	2510	5019	42.6	59.0	F					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,306	0%	--	B	14.7	55.0	1.000	809	2427	55.0	14.7	B					
3	I-110 south of C St	Basic	4	--	65	5,027	0%	--	C	20.4	65.0	1.000	1323	5291	65.0	20.4	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,007	0%	--	D	29.6	62.2	1.000	1844	7376	62.2	29.6	D					
5	I-110 north of I-405	Basic	5	--	65	9,020	0%	--	D	30.9	61.5	1.000	1899	9495	61.5	30.9	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,771	0%	--	F	50.8	46.8	1.000	2376	7127	46.8	50.8	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,760	0%	--	F	47.3	48.7	1.000	2305	9221	48.7	47.3	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,032	0%	--	D	30.9	61.4	1.000	1901	9507	61.4	30.9	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,891	0%	--	E	35.5	58.5	1.000	2077	8307	58.5	35.5	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,170	0%	--	D	30.6	61.6	1.000	1887	7547	61.6	30.6	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,285	0%	--	D	32.2	60.6	1.000	1955	9774	60.6	32.2	D					
12	SR-91 east of Alameda St	Basic	6	--	65	7,799	0%	--	C	21.0	65.0	1.000	1368	8209	65.0	21.0	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,844	0%	--	F	62.0	41.1	1.000	2549	5099	41.1	62.0	F					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,318	0%	--	B	14.8	55.0	1.000	813	2440	55.0	14.8	B					
3	I-110 south of C St	Basic	4	--	65	5,144	0%	--	C	20.8	65.0	1.000	1354	5415	65.0	20.8	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,101	0%	--	D	30.2	61.9	1.000	1869	7475	61.9	30.2	D					
5	I-110 north of I-405	Basic	5	--	65	9,091	0%	--	D	31.2	61.3	1.000	1914	9569	61.3	31.2	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,772	0%	--	F	50.8	46.8	1.000	2376	7128	46.8	50.8	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,760	0%	--	F	47.3	48.7	1.000	2305	9221	48.7	47.3	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,054	0%	--	D	31.1	61.4	1.000	1906	9531	61.4	31.1	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,905	0%	--	E	35.6	58.4	1.000	2080	8321	58.4	35.6	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,180	0%	--	D	30.7	61.6	1.000	1889	7558	61.6	30.7	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,285	0%	--	D	32.2	60.6	1.000	1955	9774	60.6	32.2	D					
12	SR-91 east of Alameda St	Basic	6	--	65	7,799	0%	--	C	21.0	65.0	1.000	1368	8209	65.0	21.0	C					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,840	0%	--	D	27.2	55.0	1.000	1495	2989	55.0	27.2	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,185	0%	--	A	7.6	55.0	1.000	416	1247	55.0	7.6	A					
3	I-110 south of C St	Basic	4	--	65	4,796	0%	--	C	19.4	65.0	1.000	1262	5048	65.0	19.4	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,779	0%	--	D	34.7	59.1	1.000	2047	8189	59.1	34.7	D					
5	I-110 north of I-405	Basic	5	--	65	10,511	0%	--	E	39.8	55.6	1.000	2213	11064	55.6	39.8	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,820	0%	--	E	38.1	53.6	1.000	2042	6126	53.6	38.1	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142	55.0	32.5	D					
8	I-710 at Alondra Blvd	Basic	5	--	65	6,514	0%	--	C	21.1	65.0	1.000	1371	6857	65.0	21.1	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,479	0%	--	D	26.8	63.7	1.000	1705	6820	63.7	26.8	D					
10	I-710 north of Florence Ave	Basic	4	--	65	5,560	0%	--	C	22.5	64.9	1.000	1463	5853	64.9	22.5	C					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660	57.4	37.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189	65.0	21.0	C					

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

\* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

China Shipping - 2030 Project AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>P</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	<b>55</b>	2,235	0%	--	C	21.4	55.0	1.000	1176	2353	55.0	21.4	C					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	<b>55</b>	922	0%	--	A	5.9	55.0	1.000	323	970	55.0	5.9	A					
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364	65.0	20.6	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866	63.0	28.1	D					
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753	60.7	32.1	D					
6	I-710 between PCH and Willow St	Basic	3	--	<b>55</b>	6,545	0%	--	<b>F</b>	47.0	48.9	1.000	2297	6890	48.9	47.0	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	<b>55</b>	7,617	0%	--	<b>E</b>	37.1	54.0	1.000	2004	8018	54.0	37.1	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033	64.4	24.9	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764	60.8	31.9	D					
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914	60.3	32.8	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	<b>E</b>	35.7	58.4	1.000	2083	10416	58.4	35.7	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826	64.9	22.7	C					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	<b>55</b>	3,210	0%	--	D	30.7	55.0	1.000	1689	3378	55.0	30.7	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	<b>55</b>	2,108	0%	--	B	13.4	55.0	1.000	740	2219	55.0	13.4	B					
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364	65.0	20.6	C					
4	I-110 north of 223rd St	Basic	5	--	65	7,185	0%	--	C	23.3	64.8	1.000	1513	7563	64.8	23.3	C					
5	I-110 north of I-405	Basic	5	--	65	9,464	0%	--	D	33.2	60.0	1.000	1992	9962	60.0	33.2	D					
6	I-710 between PCH and Willow St	Basic	3	--	<b>55</b>	7,194	0%	--	<b>F</b>	60.0	42.0	1.000	2524	7573	42.0	60.0	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	<b>55</b>	8,765	0%	--	<b>F</b>	47.4	48.7	1.000	2307	9226	48.7	47.4	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	10,261	0%	--	<b>E</b>	38.0	56.8	1.000	2160	10801	56.8	38.0	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,690	0%	--	<b>F</b>	55.1	46.2	1.000	2550	10200	46.2	55.1	F					
10	I-710 north of Florence Ave	Basic	4	--	65	9,429	0%	--	<b>F</b>	51.3	48.4	1.000	2481	9926	48.4	51.3	F					
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,625	0%	--	D	29.0	62.5	1.000	1816	9078	62.5	29.0	D					
12	SR-91 east of Alameda St	Basic	6	--	65	8,629	0%	--	C	23.4	64.8	1.000	1514	9083	64.8	23.4	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	<b>55</b>	3,216	0%	--	D	30.8	55.0	1.000	1693	3385	55.0	30.8	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	<b>55</b>	2,129	0%	--	B	13.6	55.0	1.000	747	2241	55.0	13.6	B					
3	I-110 south of C St	Basic	4	--	65	5,136	0%	--	C	20.8	65.0	1.000	1352	5406	65.0	20.8	C					
4	I-110 north of 223rd St	Basic	5	--	65	7,223	0%	--	C	23.5	64.8	1.000	1521	7603	64.8	23.5	C					
5	I-110 north of I-405	Basic	5	--	65	9,490	0%	--	D	33.3	59.9	1.000	1998	9989	59.9	33.3	D					
6	I-710 between PCH and Willow St	Basic	3	--	<b>55</b>	7,229	0%	--	<b>F</b>	61.0	41.6	1.000	2536	7609	41.6	61.0	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	<b>55</b>	8,801	0%	--	<b>F</b>	47.8	48.4	1.000	2316	9264	48.4	47.8	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	10,291	0%	--	<b>E</b>	38.2	56.7	1.000	2167	10833	56.7	38.2	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,709	0%	--	<b>F</b>	55.4	46.1	1.000	2555	10220	46.1	55.4	F					
10	I-710 north of Florence Ave	Basic	4	--	65	9,445	0%	--	<b>F</b>	51.5	48.3	1.000	2486	9942	48.3	51.5	F					
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,625	0%	--	D	29.0	62.5	1.000	1816	9079	62.5	29.0	D					
12	SR-91 east of Alameda St	Basic	6	--	65	8,668	0%	--	C	23.5	64.8	1.000	1521	9124	64.8	23.5	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	<b>55</b>	2,241	0%	--	C	21.4	55.0	1.000	1180	2359	55.0	21.4	C					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	<b>55</b>	942	0%	--	A	6.0	55.0	1.000	331	992	55.0	6.0	A					
3	I-110 south of C St	Basic	4	--	65	5,136	0%	--	C	20.8	65.0	1.000	1352	5407	65.0	20.8	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,460	0%	--	D	28.3	62.9	1.000	1781	8905	62.9	28.3	D					
5	I-110 north of I-405	Basic	5	--	65	9,291	0%	--	D	32.3	60.6	1.000	1956	9780	60.6	32.3	D					
6	I-710 between PCH and Willow St	Basic	3	--	<b>55</b>	6,580	0%	--	<b>F</b>	47.5	48.6	1.000	2309	6926	48.6	47.5	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	<b>55</b>	7,653	0%	--	<b>E</b>	37.4	53.9	1.000	2014	8056	53.9	37.4	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	7,661	0%	--	C	25.1	64.4	1.000	1613	8064	64.4	25.1	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,395	0%	--	D	32.0	60.8	1.000	1946	7784	60.8	32.0	D					
10	I-710 north of Florence Ave	Basic	4	--	65	7,534	0%	--	D	32.9	60.2	1.000	1983	7931	60.2	32.9	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	<b>E</b>	35.7	58.4	1.000	2083	10416	58.4	35.7	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,423	0%	--	C	22.8	64.9	1.000	1478	8867	64.9	22.8	C					

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

\* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

China Shipping - 2030 Project PM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904	55.0	26.4	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050	55.0	6.4	A					
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476	65.0	13.4	B					
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999	65.0	18.5	C					
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476	61.5	30.8	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957	54.1	36.7	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922	54.2	36.5	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282	64.1	25.9	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251	58.8	35.1	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236	58.8	35.0	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125	62.4	29.2	D					
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350	65.0	16.3	B					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,776	0%	--	E	36.7	54.1	1.000	1988	3975	54.1	36.7	E					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,626	0%	--	A	10.4	55.0	1.000	570	1711	55.0	10.4	A					
3	I-110 south of C St	Basic	4	--	65	5,830	0%	--	C	23.7	64.7	1.000	1534	6137	64.7	23.7	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,296	0%	--	D	27.6	63.3	1.000	1747	8733	63.3	27.6	D					
5	I-110 north of I-405	Basic	5	--	65	11,503	0%	--	F	48.2	50.2	1.000	2422	12109	50.2	48.2	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,794	0%	--	F	51.2	46.6	1.000	2384	7152	46.6	51.2	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,528	0%	--	E	36.6	54.2	1.000	1981	7925	54.2	36.6	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,719	0%	--	D	34.6	59.1	1.000	2046	10231	59.1	34.6	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,521	0%	--	E	40.8	54.9	1.000	2242	8969	54.9	40.8	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,153	0%	--	E	37.6	57.1	1.000	2146	8582	57.1	37.6	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,506	0%	--	E	39.7	55.7	1.000	2212	11059	55.7	39.7	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,469	0%	--	C	22.9	64.9	1.000	1486	8914	64.9	22.9	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,805	0%	--	E	37.1	54.0	1.000	2003	4005	54.0	37.1	E					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,647	0%	--	A	10.5	55.0	1.000	578	1734	55.0	10.5	A					
3	I-110 south of C St	Basic	4	--	65	5,858	0%	--	C	23.8	64.7	1.000	1542	6166	64.7	23.8	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,322	0%	--	D	27.7	63.2	1.000	1752	8760	63.2	27.7	D					
5	I-110 north of I-405	Basic	5	--	65	11,519	0%	--	F	48.4	50.1	1.000	2425	12125	50.1	48.4	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,838	0%	--	F	52.0	46.1	1.000	2399	7198	46.1	52.0	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,572	0%	--	E	36.8	54.1	1.000	1993	7971	54.1	36.8	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,753	0%	--	D	34.8	58.9	1.000	2053	10266	58.9	34.8	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,538	0%	--	E	41.0	54.8	1.000	2247	8987	54.8	41.0	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,167	0%	--	E	37.7	57.0	1.000	2149	8597	57.0	37.7	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,506	0%	--	E	39.7	55.7	1.000	2212	11059	55.7	39.7	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,508	0%	--	C	23.0	64.9	1.000	1493	8956	64.9	23.0	C					
<b>Notes: operation analysis were conducted using HCM 2010 methodology.</b>																						
1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.																						
2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.																						
3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.																						
4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.																						
5 Operation occurs on freeway collector/distributor.																						
N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.																						
* = Demand exceeds capacity, no density is predicted.																						

**China Shipping  
Freeway Weaving Worksheet**

POLA - 2045 Project AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation			Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS			
<b>Baseline</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,875	0%	--	B	17.9	55.0	1,000	987	1974	55.0	17.9	B				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,120	0%	--	A	7.1	55.0	1,000	393	1179	55.0	7.1	A				
3	I-110 south of C St	Basic	4	--	65	4,450	0%	--	C	18.0	65.0	1,000	1171	4684	65.0	18.0	C				
4	I-110 north of 223rd St	Basic	4	--	65	7,910	0%	--	E	35.6	58.4	1,000	2082	8326	58.4	35.6	E				
5	I-110 north of I-405	Basic	5	--	65	11,690	0%	--	F	50.2	49.0	1,000	2461	12305	49.0	50.2	F				
6	I-710 between PCH and Willow St	Basic	3	--	55	5,970	0%	--	E	39.6	52.9	1,000	2095	6284	52.9	39.6	E				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,120	0%	--	D	34.2	54.9	1,000	1874	7495	54.9	34.2	D				
8	I-710 at Alondra Blvd	Basic	5	--	65	8,160	0%	--	D	27.0	63.6	1,000	1718	8589	63.6	27.0	D				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,580	0%	--	D	33.3	60.0	1,000	1995	7979	60.0	33.3	D				
10	I-710 north of Florence Ave	Basic	4	--	65	7,030	0%	--	D	29.8	62.1	1,000	1850	7400	62.1	29.8	D				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,430	0%	--	D	33.0	60.1	1,000	1985	9926	60.1	33.0	D				
12	SR-91 east of Alameda St	Basic	6	--	65	6,400	0%	--	B	17.3	65.0	1,000	1123	6737	65.0	17.3	B				
<b>No Project</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,516	0%	--	D	33.7	54.9	1,000	1850	3701	54.9	33.7	D				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,704	0%	--	B	17.3	55.0	1,000	949	2847	55.0	17.3	B				
3	I-110 south of C St	Basic	4	--	65	6,516	0%	--	D	27.0	63.6	1,000	1715	6859	63.6	27.0	D				
4	I-110 north of 223rd St	Basic	4	--	65	9,027	0%	--	F	46.1	51.5	1,000	2376	9503	51.5	46.1	F				
5	I-110 north of I-405	Basic	5	--	65	12,842	0%	--	F	66.1	40.9	1,000	2704	13518	40.9	66.1	F				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,141	0%	--	F	58.7	42.7	1,000	2506	7517	42.7	58.7	F				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,822	0%	--	F	48.1	48.3	1,000	2322	9287	48.3	48.1	F				
8	I-710 at Alondra Blvd	Basic	5	--	65	9,657	0%	--	D	34.3	59.3	1,000	2033	10165	59.3	34.3	D				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,253	0%	--	E	38.4	56.6	1,000	2172	8687	56.6	38.4	E				
10	I-710 north of Florence Ave	Basic	4	--	65	7,836	0%	--	E	35.1	58.8	1,000	2062	8248	58.8	35.1	E				
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,593	0%	--	E	40.4	55.2	1,000	2230	11151	55.2	40.4	E				
12	SR-91 east of Alameda St	Basic	6	--	65	6,953	0%	--	C	18.8	65.0	1,000	1220	7319	65.0	18.8	C				
<b>Alternative</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,583	0%	--	D	34.4	54.8	1,000	1886	3772	54.8	34.4	D				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,705	0%	--	B	17.3	55.0	1,000	949	2847	55.0	17.3	B				
3	I-110 south of C St	Basic	4	--	65	6,602	0%	--	D	27.4	63.4	1,000	1737	6949	63.4	27.4	D				
4	I-110 north of 223rd St	Basic	4	--	65	9,094	0%	--	F	46.9	51.0	1,000	2393	9573	51.0	46.9	F				
5	I-110 north of I-405	Basic	5	--	65	12,897	0%	--	F	67.1	40.5	1,000	2715	13576	40.5	67.1	F				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,141	0%	--	F	58.7	42.7	1,000	2506	7517	42.7	58.7	F				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,823	0%	--	F	48.1	48.3	1,000	2322	9287	48.3	48.1	F				
8	I-710 at Alondra Blvd	Basic	5	--	65	9,676	0%	--	D	34.4	59.2	1,000	2037	10185	59.2	34.4	D				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,267	0%	--	E	38.5	56.5	1,000	2176	8702	56.5	38.5	E				
10	I-710 north of Florence Ave	Basic	4	--	65	7,847	0%	--	E	35.2	58.7	1,000	2065	8260	58.7	35.2	E				
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,593	0%	--	E	40.4	55.2	1,000	2230	11151	55.2	40.4	E				
12	SR-91 east of Alameda St	Basic	6	--	65	6,955	0%	--	C	18.8	65.0	1,000	1220	7321	65.0	18.8	C				
<b>CEQA Alternative</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,942	0%	--	C	18.6	55.0	1,000	1022	2045	55.0	18.6	C				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,121	0%	--	A	7.1	55.0	1,000	393	1180	55.0	7.1	A				
3	I-110 south of C St	Basic	4	--	65	4,536	0%	--	C	18.4	65.0	1,000	1194	4775	65.0	18.4	C				
4	I-110 north of 223rd St	Basic	4	--	65	7,977	0%	--	E	36.1	58.1	1,000	2099	8396	58.1	36.1	E				
5	I-110 north of I-405	Basic	5	--	65	11,745	0%	--	F	50.8	48.7	1,000	2473	12363	48.7	50.8	F				
6	I-710 between PCH and Willow St	Basic	3	--	55	5,970	0%	--	E	39.6	52.9	1,000	2095	6285	52.9	39.6	E				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,121	0%	--	D	34.2	54.9	1,000	1874	7495	54.9	34.2	D				
8	I-710 at Alondra Blvd	Basic	5	--	65	8,179	0%	--	D	27.1	63.5	1,000	1722	8609	63.5	27.1	D				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,594	0%	--	D	33.4	59.9	1,000	1999	7994	59.9	33.4	D				
10	I-710 north of Florence Ave	Basic	4	--	65	7,041	0%	--	D	29.8	62.1	1,000	1853	7412	62.1	29.8	D				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,430	0%	--	D	33.0	60.1	1,000	1985	9926	60.1	33.0	D				
12	SR-91 east of Alameda St	Basic	6	--	65	6,402	0%	--	B	17.3	65.0	1,000	1123	6739	65.0	17.3	B				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

\* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

POLA - 2045 Project PM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,765	0%	--	D	26.5	55.0	1.000	1455	2911	55.0	26.5	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,175	0%	--	A	7.5	55.0	1.000	412	1237	55.0	7.5	A					
3	I-110 south of C St	Basic	4	--	65	2,990	0%	--	B	12.1	65.0	1.000	787	3147	65.0	12.1	B					
4	I-110 north of 223rd St	Basic	4	--	65	5,510	0%	--	C	22.3	65.0	1.000	1450	5800	65.0	22.3	C					
5	I-110 north of I-405	Basic	5	--	65	8,150	0%	--	D	27.0	63.6	1.000	1716	8579	63.6	27.0	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,440	0%	--	D	34.9	54.7	1.000	1909	5726	54.7	34.9	D					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,360	0%	--	E	35.5	54.5	1.000	1937	7747	54.5	35.5	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	7,560	0%	--	C	24.7	64.5	1.000	1592	7958	64.5	24.7	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,030	0%	--	D	29.8	62.1	1.000	1850	7400	62.1	29.8	D					
10	I-710 north of Florence Ave	Basic	4	--	65	6,520	0%	--	D	27.0	63.6	1.000	1716	6863	63.6	27.0	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,610	0%	--	D	29.0	62.6	1.000	1813	9063	62.6	29.0	D					
12	SR-91 east of Alameda St	Basic	6	--	65	7,340	0%	--	C	19.8	65.0	1.000	1288	7726	65.0	19.8	C					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	5,321	0%	--	F	92.5	30.3	1.000	2801	5602	30.3	92.5	F					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,784	0%	--	B	17.8	55.0	1.000	977	2930	55.0	17.8	B					
3	I-110 south of C St	Basic	4	--	65	5,837	0%	--	C	23.7	64.7	1.000	1536	6144	64.7	23.7	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,474	0%	--	D	32.5	60.4	1.000	1967	7867	60.4	32.5	D					
5	I-110 north of I-405	Basic	5	--	65	9,674	0%	--	D	34.4	59.3	1.000	2037	10184	59.3	34.4	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	7,071	0%	--	F	57.0	43.5	1.000	2481	7443	43.5	57.0	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,287	0%	--	F	54.6	44.8	1.000	2444	9776	44.8	54.6	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	10,036	0%	--	E	36.6	57.8	1.000	2113	10565	57.8	36.6	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,586	0%	--	E	41.4	54.5	1.000	2260	9038	54.5	41.4	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,084	0%	--	E	37.0	57.5	1.000	2127	8509	57.5	37.0	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,315	0%	--	E	38.4	56.6	1.000	2172	10858	56.6	38.4	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,883	0%	--	C	24.1	64.6	1.000	1558	9351	64.6	24.1	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	5,398	0%	--	F	100.6	28.2	1.000	2841	5682	28.2	100.6	F					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,796	0%	--	B	17.8	55.0	1.000	981	2943	55.0	17.8	B					
3	I-110 south of C St	Basic	4	--	65	5,955	0%	--	C	24.3	64.6	1.000	1567	6268	64.6	24.3	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,568	0%	--	D	33.2	60.0	1.000	1992	7966	60.0	33.2	D					
5	I-110 north of I-405	Basic	5	--	65	9,746	0%	--	D	34.8	59.0	1.000	2052	10259	59.0	34.8	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	7,072	0%	--	F	57.0	43.5	1.000	2481	7444	43.5	57.0	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,287	0%	--	F	54.6	44.8	1.000	2444	9776	44.8	54.6	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	10,059	0%	--	E	36.7	57.7	1.000	2118	10588	57.7	36.7	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,600	0%	--	E	41.6	54.4	1.000	2263	9053	54.4	41.6	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,094	0%	--	E	37.1	57.4	1.000	2130	8520	57.4	37.1	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,315	0%	--	E	38.4	56.6	1.000	2172	10858	56.6	38.4	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,883	0%	--	C	24.1	64.6	1.000	1558	9351	64.6	24.1	C					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,842	0%	--	D	27.2	55.0	1.000	1496	2991	55.0	27.2	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,187	0%	--	A	7.6	55.0	1.000	417	1250	55.0	7.6	A					
3	I-110 south of C St	Basic	4	--	65	3,108	0%	--	B	12.6	65.0	1.000	818	3272	65.0	12.6	B					
4	I-110 north of 223rd St	Basic	4	--	65	5,604	0%	--	C	22.7	64.9	1.000	1475	5899	64.9	22.7	C					
5	I-110 north of I-405	Basic	5	--	65	8,222	0%	--	D	27.3	63.4	1.000	1731	8654	63.4	27.3	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,441	0%	--	D	34.9	54.7	1.000	1909	5727	54.7	34.9	D					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,360	0%	--	E	35.5	54.5	1.000	1937	7747	54.5	35.5	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	7,583	0%	--	C	24.8	64.5	1.000	1596	7982	64.5	24.8	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,044	0%	--	D	29.9	62.1	1.000	1854	7414	62.1	29.9	D					
10	I-710 north of Florence Ave	Basic	4	--	65	6,530	0%	--	D	27.0	63.6	1.000	1718	6874	63.6	27.0	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,610	0%	--	D	29.0	62.6	1.000	1813	9063	62.6	29.0	D					
12	SR-91 east of Alameda St	Basic	6	--	65	7,340	0%	--	C	19.8	65.0	1.000	1288	7726	65.0	19.8	C					

Notes: operation analysis were conducted using HCM 2010 methodology.

- Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.
  - Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.
  - Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.
  - Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.
  - Operation occurs on freeway collector/distributor.
- N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.
- \* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

POLA - 2045 Project AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353	55.0	21.4	C					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	920	0%	--	A	5.9	55.0	1.000	323	968	55.0	5.9	A					
3	I-110 south of C St	Basic	4	--	65	3,250	0%	--	B	13.2	65.0	1.000	855	3421	65.0	13.2	B					
4	I-110 north of 223rd St	Basic	5	--	65	5,820	0%	--	C	18.9	65.0	1.000	1225	6126	65.0	18.9	C					
5	I-110 north of I-405	Basic	5	--	65	8,600	0%	--	D	28.9	62.6	1.000	1811	9053	62.6	28.9	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,330	0%	--	E	43.9	50.6	1.000	2221	6663	50.6	43.9	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,950	0%	--	E	39.6	52.9	1.000	2092	8368	52.9	39.6	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,510	0%	--	D	33.4	59.9	1.000	2002	10011	59.9	33.4	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,840	0%	--	E	44.0	52.8	1.000	2326	9305	52.8	44.0	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,200	0%	--	E	38.0	56.9	1.000	2158	8632	56.9	38.0	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	7,740	0%	--	C	25.4	64.3	1.000	1629	8147	64.3	25.4	C					
12	SR-91 east of Alameda St	Basic	6	--	65	8,090	0%	--	C	21.8	65.0	1.000	1419	8516	65.0	21.8	C					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,538	0%	--	D	33.9	54.9	1.000	1862	3725	54.9	33.9	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,467	0%	--	B	15.7	55.0	1.000	866	2597	55.0	15.7	B					
3	I-110 south of C St	Basic	4	--	65	5,632	0%	--	C	22.8	64.9	1.000	1482	5928	64.9	22.8	C					
4	I-110 north of 223rd St	Basic	5	--	65	7,685	0%	--	C	25.2	64.3	1.000	1618	8089	64.3	25.2	C					
5	I-110 north of I-405	Basic	5	--	65	9,971	0%	--	E	36.1	58.1	1.000	2099	10496	58.1	36.1	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	7,385	0%	--	F	65.5	39.5	1.000	2591	7774	39.5	65.5	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,996	0%	--	F	50.3	47.1	1.000	2367	9469	47.1	50.3	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	11,194	0%	--	F	45.3	52.0	1.000	2357	11783	52.0	45.3	F					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	10,170	0%	--	F	63.9	41.9	1.000	2676	10705	41.9	63.9	F					
10	I-710 north of Florence Ave	Basic	4	--	65	10,370	0%	--	F	68.3	40.0	1.000	2729	10916	40.0	68.3	F					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,116	0%	--	E	37.1	57.5	1.000	2130	10648	57.5	37.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	9,668	0%	--	D	26.6	63.8	1.000	1696	10176	63.8	26.6	D					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,545	0%	--	D	34.0	54.9	1.000	1866	3732	54.9	34.0	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,488	0%	--	B	15.9	55.0	1.000	873	2619	55.0	15.9	B					
3	I-110 south of C St	Basic	4	--	65	5,672	0%	--	C	23.0	64.9	1.000	1493	5971	64.9	23.0	C					
4	I-110 north of 223rd St	Basic	5	--	65	7,723	0%	--	C	25.3	64.3	1.000	1626	8129	64.3	25.3	C					
5	I-110 north of I-405	Basic	5	--	65	9,997	0%	--	E	36.3	58.0	1.000	2105	10523	58.0	36.3	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	7,420	0%	--	F	66.7	39.1	1.000	2604	7811	39.1	66.7	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,032	0%	--	F	50.8	46.8	1.000	2377	9507	46.8	50.8	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	11,224	0%	--	F	45.6	51.9	1.000	2363	11815	51.9	45.6	F					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	10,189	0%	--	F	64.3	41.7	1.000	2681	10725	41.7	64.3	F					
10	I-710 north of Florence Ave	Basic	4	--	65	10,386	0%	--	F	68.7	39.8	1.000	2733	10933	39.8	68.7	F					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,116	0%	--	E	37.1	57.5	1.000	2130	10648	57.5	37.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	9,707	0%	--	D	26.7	63.7	1.000	1703	10218	63.7	26.7	D					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,242	0%	--	C	21.5	55.0	1.000	1180	2360	55.0	21.5	C					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	941	0%	--	A	6.0	55.0	1.000	330	990	55.0	6.0	A					
3	I-110 south of C St	Basic	4	--	65	3,290	0%	--	B	13.3	65.0	1.000	866	3464	65.0	13.3	B					
4	I-110 north of 223rd St	Basic	5	--	65	5,858	0%	--	C	19.0	65.0	1.000	1233	6167	65.0	19.0	C					
5	I-110 north of I-405	Basic	5	--	65	8,626	0%	--	D	29.0	62.5	1.000	1816	9080	62.5	29.0	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,365	0%	--	E	44.3	50.4	1.000	2233	6700	50.4	44.3	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,986	0%	--	E	39.8	52.8	1.000	2102	8407	52.8	39.8	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,540	0%	--	D	33.6	59.7	1.000	2008	10042	59.7	33.6	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,859	0%	--	E	44.2	52.7	1.000	2331	9326	52.7	44.2	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,216	0%	--	E	38.1	56.8	1.000	2162	8648	56.8	38.1	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	7,740	0%	--	C	25.4	64.3	1.000	1630	8148	64.3	25.4	C					
12	SR-91 east of Alameda St	Basic	6	--	65	8,129	0%	--	C	21.9	65.0	1.000	1426	8557	65.0	21.9	C					

**Notes: operation analysis were conducted using HCM 2010 methodology.**  
 1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.  
 2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.  
 3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.  
 4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.  
 5 Operation occurs on freeway collector/distributor.  
 N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.  
 \* = Demand exceeds capacity, no density is predicted.



**China Shipping  
Freeway Weaving Worksheet**

POLA - 2045 Project PM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,760	0%	--	D	26.4	55.0	1,000	1453	2905	55.0	26.4	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,000	0%	--	A	6.4	55.0	1,000	351	1053	55.0	6.4	A					
3	I-110 south of C St	Basic	4	--	65	4,410	0%	--	B	17.9	65.0	1,000	1161	4642	65.0	17.9	B					
4	I-110 north of 223rd St	Basic	5	--	65	7,400	0%	--	C	24.1	64.6	1,000	1558	7789	64.6	24.1	C					
5	I-110 north of I-405	Basic	5	--	65	11,000	0%	--	E	43.6	53.1	1,000	2316	11579	53.1	43.6	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,160	0%	--	D	32.9	55.0	1,000	1811	5432	55.0	32.9	D					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,350	0%	--	D	30.4	55.0	1,000	1671	6684	55.0	30.4	D					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,310	0%	--	D	27.7	63.3	1,000	1749	8747	63.3	27.7	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,790	0%	--	D	34.7	59.0	1,000	2050	8200	59.0	34.7	D					
10	I-710 north of Florence Ave	Basic	4	--	65	7,190	0%	--	D	30.7	61.6	1,000	1892	7568	61.6	30.7	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,630	0%	--	D	34.1	59.4	1,000	2027	10137	59.4	34.1	D					
12	SR-91 east of Alameda St	Basic	6	--	65	8,120	0%	--	C	21.9	65.0	1,000	1425	8547	65.0	21.9	C					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,049	0%	--	E	40.8	52.3	1,000	2131	4262	52.3	40.8	E					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,077	0%	--	B	13.3	55.0	1,000	729	2187	55.0	13.3	B					
3	I-110 south of C St	Basic	4	--	65	6,237	0%	--	C	25.6	64.2	1,000	1641	6565	64.2	25.6	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,717	0%	--	D	29.4	62.3	1,000	1835	9175	62.3	29.4	D					
5	I-110 north of I-405	Basic	5	--	65	11,944	0%	--	F	53.1	47.4	1,000	2515	12573	47.4	53.1	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	7,059	0%	--	F	56.7	43.7	1,000	2477	7430	43.7	56.7	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,874	0%	--	E	39.0	53.2	1,000	2072	8288	53.2	39.0	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	10,229	0%	--	E	37.8	56.9	1,000	2153	10767	56.9	37.8	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,630	0%	--	E	41.9	54.2	1,000	2271	9084	54.2	41.9	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,501	0%	--	E	40.6	55.1	1,000	2237	8948	55.1	40.6	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,090	0%	--	E	44.4	52.6	1,000	2335	11674	52.6	44.4	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,962	0%	--	C	24.3	64.6	1,000	1572	9434	64.6	24.3	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,078	0%	--	E	41.2	52.0	1,000	2146	4293	52.0	41.2	E					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,099	0%	--	B	13.4	55.0	1,000	736	2209	55.0	13.4	B					
3	I-110 south of C St	Basic	4	--	65	6,265	0%	--	C	25.7	64.1	1,000	1649	6595	64.1	25.7	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,743	0%	--	D	29.6	62.2	1,000	1841	9203	62.2	29.6	D					
5	I-110 north of I-405	Basic	5	--	65	11,960	0%	--	F	53.3	47.3	1,000	2518	12589	47.3	53.3	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	7,103	0%	--	F	57.7	43.2	1,000	2492	7477	43.2	57.7	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,918	0%	--	E	39.3	53.0	1,000	2084	8335	53.0	39.3	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	10,263	0%	--	E	38.0	56.8	1,000	2161	10803	56.8	38.0	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,647	0%	--	E	42.0	54.1	1,000	2276	9102	54.1	42.0	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,515	0%	--	E	40.8	55.0	1,000	2241	8963	55.0	40.8	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,090	0%	--	E	44.4	52.6	1,000	2335	11674	52.6	44.4	E					
12	SR-91 east of Alameda St	Basic	6	--	65	9,002	0%	--	C	24.5	64.5	1,000	1579	9476	64.5	24.5	C					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,789	0%	--	D	26.7	55.0	1,000	1468	2936	55.0	26.7	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,022	0%	--	A	6.5	55.0	1,000	358	1075	55.0	6.5	A					
3	I-110 south of C St	Basic	4	--	65	4,438	0%	--	B	18.0	65.0	1,000	1168	4672	65.0	18.0	B					
4	I-110 north of 223rd St	Basic	5	--	65	7,426	0%	--	C	24.2	64.6	1,000	1563	7817	64.6	24.2	C					
5	I-110 north of I-405	Basic	5	--	65	11,016	0%	--	E	43.7	53.0	1,000	2319	11596	53.0	43.7	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,204	0%	--	D	33.2	55.0	1,000	1826	5478	55.0	33.2	D					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,394	0%	--	D	30.6	55.0	1,000	1683	6731	55.0	30.6	D					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,344	0%	--	D	27.8	63.2	1,000	1757	8783	63.2	27.8	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,807	0%	--	D	34.9	58.9	1,000	2055	8218	58.9	34.9	D					
10	I-710 north of Florence Ave	Basic	4	--	65	7,204	0%	--	D	30.8	61.5	1,000	1896	7583	61.5	30.8	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,630	0%	--	D	34.1	59.4	1,000	2027	10137	59.4	34.1	D					
12	SR-91 east of Alameda St	Basic	6	--	65	8,160	0%	--	C	22.0	65.0	1,000	1432	8589	65.0	22.0	C					

Notes: operation analysis were conducted using HCM 2010 methodology.

- Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.
  - Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.
  - Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.
  - Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.
  - Operation occurs on freeway collector/distributor.
- N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.
- \* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

China Shipping - 2030 W SCIG ICTF AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>f</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975	55.0	18.0	B					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178	55.0	7.1	A					
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969	65.0	15.3	B					
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686	64.0	26.1	D					
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122	55.4	40.2	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781	49.8	45.4	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419	52.7	39.9	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447	63.8	26.5	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349	58.3	35.8	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985	54.8	41.0	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934	65.0	21.3	C					
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967	65.0	17.9	B					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,318	0%	--	D	31.8	55.0	1.000	1746	3493	55.0	31.8	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,544	0%	--	B	16.2	55.0	1.000	893	2678	55.0	16.2	B					
3	I-110 south of C St	Basic	4	--	65	6,051	0%	--	C	24.7	64.5	1.000	1592	6369	64.5	24.7	C					
4	I-110 north of 223rd St	Basic	4	--	65	8,901	0%	--	E	44.7	52.4	1.000	2342	9370	52.4	44.7	E					
5	I-110 north of I-405	Basic	5	--	65	12,514	0%	--	F	60.7	43.4	1.000	2635	13173	43.4	60.7	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,795	0%	--	F	51.2	46.6	1.000	2384	7153	46.6	51.2	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,350	0%	--	E	43.0	51.1	1.000	2197	8790	51.1	43.0	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,922	0%	--	D	30.4	61.8	1.000	1878	9391	61.8	30.4	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,017	0%	--	E	36.5	57.9	1.000	2110	8439	57.9	36.5	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,480	0%	--	D	32.6	60.4	1.000	1969	7874	60.4	32.6	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,132	0%	--	E	37.2	57.4	1.000	2133	10666	57.4	37.2	E					
12	SR-91 east of Alameda St	Basic	6	--	65	6,621	0%	--	B	17.9	65.0	1.000	1162	6970	65.0	17.9	B					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,372	0%	--	D	32.3	55.0	1.000	1775	3549	55.0	32.3	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,545	0%	--	B	16.2	55.0	1.000	893	2679	55.0	16.2	B					
3	I-110 south of C St	Basic	4	--	65	6,131	0%	--	C	25.1	64.4	1.000	1613	6454	64.4	25.1	C					
4	I-110 north of 223rd St	Basic	4	--	65	8,957	0%	--	F	45.3	52.0	1.000	2357	9428	52.0	45.3	F					
5	I-110 north of I-405	Basic	5	--	65	12,558	0%	--	F	61.4	43.1	1.000	2644	13219	43.1	61.4	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,796	0%	--	F	51.2	46.6	1.000	2385	7154	46.6	51.2	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,352	0%	--	E	43.0	51.1	1.000	2198	8792	51.1	43.0	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,935	0%	--	D	30.5	61.7	1.000	1881	9405	61.7	30.5	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,023	0%	--	E	36.5	57.8	1.000	2111	8445	57.8	36.5	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,483	0%	--	D	32.6	60.4	1.000	1969	7877	60.4	32.6	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,133	0%	--	E	37.2	57.4	1.000	2133	10666	57.4	37.2	E					
12	SR-91 east of Alameda St	Basic	6	--	65	6,626	0%	--	B	17.9	65.0	1.000	1162	6975	65.0	17.9	B					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,930	0%	--	C	18.5	55.0	1.000	1016	2031	55.0	18.5	C					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,120	0%	--	A	7.1	55.0	1.000	393	1179	55.0	7.1	A					
3	I-110 south of C St	Basic	4	--	65	3,851	0%	--	B	15.6	65.0	1.000	1013	4054	65.0	15.6	B					
4	I-110 north of 223rd St	Basic	4	--	65	6,408	0%	--	D	26.4	63.8	1.000	1686	6745	63.8	26.4	D					
5	I-110 north of I-405	Basic	5	--	65	10,609	0%	--	E	40.5	55.1	1.000	2234	11168	55.1	40.5	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,443	0%	--	F	45.4	49.8	1.000	2261	6782	49.8	45.4	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,000	0%	--	E	40.0	52.7	1.000	2105	8421	52.7	40.0	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,038	0%	--	D	26.5	63.8	1.000	1692	8461	63.8	26.5	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,937	0%	--	E	35.8	58.3	1.000	2089	8355	58.3	35.8	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,538	0%	--	E	41.0	54.8	1.000	2247	8987	54.8	41.0	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,588	0%	--	C	21.3	65.0	1.000	1387	6935	65.0	21.3	C					
12	SR-91 east of Alameda St	Basic	6	--	65	6,624	0%	--	B	17.9	65.0	1.000	1162	6972	65.0	17.9	B					

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

\* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

China Shipping - 2030 W SCIG ICTF PM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1,000	1455	2909	55.0	26.4	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1,000	412	1235	55.0	7.5	A					
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1,000	1231	4925	65.0	18.9	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1,000	2023	8090	59.5	34.0	D					
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1,000	2198	10990	56.0	39.3	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1,000	2042	6125	53.6	38.1	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1,000	1785	7142	55.0	32.5	D					
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1,000	1367	6833	65.0	21.0	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1,000	1702	6806	63.7	26.7	D					
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1,000	1460	5842	64.9	22.5	C					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1,000	2132	10660	57.4	37.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1,000	1365	8189	65.0	21.0	C					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,809	0%	--	F	60.5	41.8	1,000	2531	5062	41.8	60.5	F					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,327	0%	--	B	14.8	55.0	1,000	816	2449	55.0	14.8	B					
3	I-110 south of C St	Basic	4	--	65	5,002	0%	--	C	20.3	65.0	1,000	1316	5265	65.0	20.3	C					
4	I-110 north of 223rd St	Basic	4	--	65	6,978	0%	--	D	29.5	62.3	1,000	1836	7346	62.3	29.5	D					
5	I-110 north of I-405	Basic	5	--	65	9,015	0%	--	D	30.9	61.5	1,000	1898	9489	61.5	30.9	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,725	0%	--	F	49.9	47.3	1,000	2360	7079	47.3	49.9	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,664	0%	--	F	46.2	49.3	1,000	2280	9120	49.3	46.2	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,857	0%	--	D	30.1	61.9	1,000	1865	9323	61.9	30.1	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,720	0%	--	D	34.2	59.3	1,000	2032	8126	59.3	34.2	D					
10	I-710 north of Florence Ave	Basic	4	--	65	7,010	0%	--	D	29.7	62.2	1,000	1845	7379	62.2	29.7	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,180	0%	--	D	31.7	61.0	1,000	1933	9663	61.0	31.7	D					
12	SR-91 east of Alameda St	Basic	6	--	65	7,767	0%	--	C	21.0	65.0	1,000	1363	8176	65.0	21.0	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,872	0%	--	F	63.2	40.6	1,000	2564	5128	40.6	63.2	F					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,338	0%	--	B	14.9	55.0	1,000	820	2461	55.0	14.9	B					
3	I-110 south of C St	Basic	4	--	65	5,113	0%	--	C	20.7	65.0	1,000	1346	5382	65.0	20.7	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,062	0%	--	D	30.0	62.0	1,000	1858	7434	62.0	30.0	D					
5	I-110 north of I-405	Basic	5	--	65	9,075	0%	--	D	31.2	61.3	1,000	1911	9553	61.3	31.2	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,727	0%	--	F	50.0	47.2	1,000	2360	7081	47.2	50.0	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,664	0%	--	F	46.2	49.3	1,000	2280	9120	49.3	46.2	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,877	0%	--	D	30.2	61.9	1,000	1869	9344	61.9	30.2	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,730	0%	--	D	34.3	59.3	1,000	2034	8137	59.3	34.3	D					
10	I-710 north of Florence Ave	Basic	4	--	65	7,016	0%	--	D	29.7	62.2	1,000	1846	7385	62.2	29.7	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,180	0%	--	D	31.7	61.0	1,000	1933	9663	61.0	31.7	D					
12	SR-91 east of Alameda St	Basic	6	--	65	7,767	0%	--	C	21.0	65.0	1,000	1363	8176	65.0	21.0	C					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,827	0%	--	D	27.1	55.0	1,000	1488	2976	55.0	27.1	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,184	0%	--	A	7.6	55.0	1,000	416	1247	55.0	7.6	A					
3	I-110 south of C St	Basic	4	--	65	4,789	0%	--	C	19.4	65.0	1,000	1260	5041	65.0	19.4	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,769	0%	--	D	34.6	59.1	1,000	2045	8178	59.1	34.6	D					
5	I-110 north of I-405	Basic	5	--	65	10,500	0%	--	E	39.7	55.7	1,000	2211	11053	55.7	39.7	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,820	0%	--	E	38.1	53.6	1,000	2042	6127	53.6	38.1	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1,000	1785	7142	55.0	32.5	D					
8	I-710 at Alondra Blvd	Basic	5	--	65	6,512	0%	--	C	21.1	65.0	1,000	1371	6854	65.0	21.1	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,476	0%	--	D	26.8	63.7	1,000	1704	6817	63.7	26.8	D					
10	I-710 north of Florence Ave	Basic	4	--	65	5,556	0%	--	C	22.5	64.9	1,000	1462	5849	64.9	22.5	C					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1,000	2132	10660	57.4	37.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1,000	1365	8189	65.0	21.0	C					

Notes: operation analysis were conducted using HCM 2010 methodology.

- Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.
  - Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.
  - Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.
  - Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.
  - Operation occurs on freeway collector/distributor.
- N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.
- \* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

China Shipping - 2030 W SCIG ICTF AM Peak Hour LOS Analysis: Default FFS: 65 PHF: 0.95 PCE: 1.5																Flow Rate Calculation			Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>P</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS			
<b>Baseline</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353	55.0	21.4	C				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970	55.0	5.9	A				
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364	65.0	20.6	C				
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866	63.0	28.1	D				
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753	60.7	32.1	D				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890	48.9	47.0	F				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018	54.0	37.1	E				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033	64.4	24.9	C				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764	60.8	31.9	D				
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914	60.3	32.8	D				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416	58.4	35.7	E				
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826	64.9	22.7	C				
<b>No Project</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,205	0%	--	D	30.7	55.0	1.000	1687	3374	55.0	30.7	D				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,150	0%	--	B	13.7	55.0	1.000	754	2263	55.0	13.7	B				
3	I-110 south of C St	Basic	4	--	65	5,035	0%	--	C	20.4	65.0	1.000	1325	5300	65.0	20.4	C				
4	I-110 north of 223rd St	Basic	5	--	65	7,113	0%	--	C	23.1	64.9	1.000	1498	7488	64.9	23.1	C				
5	I-110 north of I-405	Basic	5	--	65	9,412	0%	--	D	32.9	60.2	1.000	1981	9907	60.2	32.9	D				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,180	0%	--	F	59.7	42.2	1.000	2519	7558	42.2	59.7	F				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,727	0%	--	F	47.0	48.9	1.000	2297	9186	48.9	47.0	F				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,327	0%	--	E	38.5	56.5	1.000	2174	10871	56.5	38.5	E				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,646	0%	--	F	54.4	46.6	1.000	2538	10153	46.6	54.4	F				
10	I-710 north of Florence Ave	Basic	4	--	65	9,312	0%	--	F	49.7	49.3	1.000	2451	9802	49.3	49.7	F				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,594	0%	--	D	28.9	62.6	1.000	1809	9047	62.6	28.9	D				
12	SR-91 east of Alameda St	Basic	6	--	65	8,564	0%	--	C	23.2	64.9	1.000	1502	9015	64.9	23.2	C				
<b>Alternative</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,213	0%	--	D	30.7	55.0	1.000	1691	3382	55.0	30.7	D				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,167	0%	--	B	13.8	55.0	1.000	760	2281	55.0	13.8	B				
3	I-110 south of C St	Basic	4	--	65	5,078	0%	--	C	20.6	65.0	1.000	1336	5345	65.0	20.6	C				
4	I-110 north of 223rd St	Basic	5	--	65	7,153	0%	--	C	23.2	64.8	1.000	1506	7529	64.8	23.2	C				
5	I-110 north of I-405	Basic	5	--	65	9,439	0%	--	D	33.1	60.1	1.000	1987	9936	60.1	33.1	D				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,204	0%	--	F	60.3	41.9	1.000	2528	7583	41.9	60.3	F				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,752	0%	--	F	47.2	48.7	1.000	2303	9213	48.7	47.2	F				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,347	0%	--	E	38.6	56.4	1.000	2178	10892	56.4	38.6	E				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,657	0%	--	F	54.6	46.5	1.000	2541	10165	46.5	54.6	F				
10	I-710 north of Florence Ave	Basic	4	--	65	9,320	0%	--	F	49.8	49.3	1.000	2453	9811	49.3	49.8	F				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,596	0%	--	D	28.9	62.6	1.000	1810	9048	62.6	28.9	D				
12	SR-91 east of Alameda St	Basic	6	--	65	8,592	0%	--	C	23.2	64.8	1.000	1507	9044	64.8	23.2	C				
<b>Notes: operation analysis were conducted using HCM 2010 methodology.</b>																					
1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.																					
2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.																					
3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.																					
4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.																					
5 Operation occurs on freeway collector/distributor.																					
N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.																					
* = Demand exceeds capacity, no density is predicted.																					

**China Shipping  
Freeway Weaving Worksheet**

China Shipping - 2030 W SCIG ICTF PM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1,000	1452	2904	55.0	26.4	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1,000	350	1050	55.0	6.4	A					
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1,000	869	3476	65.0	13.4	B					
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1,000	1200	5999	65.0	18.5	C					
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1,000	1895	9476	61.5	30.8	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1,000	1986	5957	54.1	36.7	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1,000	1980	7922	54.2	36.5	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1,000	1656	8282	64.1	25.9	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1,000	2063	8251	58.8	35.1	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1,000	2059	8236	58.8	35.0	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1,000	1825	9125	62.4	29.2	D					
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1,000	1058	6350	65.0	16.3	B					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,819	0%	--	E	37.3	53.9	1,000	2010	4020	53.9	37.3	E					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,619	0%	--	A	10.3	55.0	1,000	568	1705	55.0	10.3	A					
3	I-110 south of C St	Basic	4	--	65	5,796	0%	--	C	23.5	64.8	1,000	1525	6101	64.8	23.5	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,248	0%	--	D	27.4	63.4	1,000	1736	8682	63.4	27.4	D					
5	I-110 north of I-405	Basic	5	--	65	11,427	0%	--	F	47.5	50.7	1,000	2406	12028	50.7	47.5	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,736	0%	--	F	50.1	47.2	1,000	2363	7090	47.2	50.1	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,405	0%	--	E	35.8	54.5	1,000	1949	7795	54.5	35.8	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,522	0%	--	D	33.5	59.8	1,000	2005	10023	59.8	33.5	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,349	0%	--	E	39.2	56.0	1,000	2197	8789	56.0	39.2	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,964	0%	--	E	36.0	58.1	1,000	2096	8383	58.1	36.0	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,442	0%	--	E	39.3	56.0	1,000	2198	10992	56.0	39.3	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,488	0%	--	C	23.0	64.9	1,000	1489	8935	64.9	23.0	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,848	0%	--	E	37.7	53.7	1,000	2025	4051	53.7	37.7	E					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,637	0%	--	A	10.4	55.0	1,000	574	1723	55.0	10.4	A					
3	I-110 south of C St	Basic	4	--	65	5,826	0%	--	C	23.7	64.7	1,000	1533	6133	64.7	23.7	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,275	0%	--	D	27.5	63.3	1,000	1742	8711	63.3	27.5	D					
5	I-110 north of I-405	Basic	5	--	65	11,443	0%	--	F	47.6	50.6	1,000	2409	12045	50.6	47.6	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,769	0%	--	F	50.7	46.8	1,000	2375	7125	46.8	50.7	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,438	0%	--	E	36.0	54.4	1,000	1957	7829	54.4	36.0	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,544	0%	--	D	33.6	59.7	1,000	2009	10046	59.7	33.6	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,357	0%	--	E	39.3	55.9	1,000	2199	8797	55.9	39.3	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,968	0%	--	E	36.1	58.1	1,000	2097	8387	58.1	36.1	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,442	0%	--	E	39.3	56.0	1,000	2198	10992	56.0	39.3	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,524	0%	--	C	23.1	64.9	1,000	1495	8973	64.9	23.1	C					
<b>Notes: operation analysis were conducted using HCM 2010 methodology.</b>																						
1	Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.																					
2	Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.																					
3	Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.																					
4	Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.																					
5	Operation occurs on freeway collector/distributor.																					
	N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.																					
	* = Demand exceeds capacity, no density is predicted.																					

**China Shipping  
Freeway Weaving Worksheet**

POLA - 2045 WICTF SCIG AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>P</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1,000	987	1975	55.0	18.0	B					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1,000	393	1178	55.0	7.1	A					
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1,000	992	3969	65.0	15.3	B					
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1,000	1672	6686	64.0	26.1	D					
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1,000	2224	11122	55.4	40.2	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1,000	2260	6781	49.8	45.4	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1,000	2105	8419	52.7	39.9	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1,000	1689	8447	63.8	26.5	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1,000	2087	8349	58.3	35.8	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1,000	2246	8985	54.8	41.0	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1,000	1387	6934	65.0	21.3	C					
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1,000	1161	6967	65.0	17.9	B					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,465	0%	--	D	33.2	55.0	1,000	1824	3647	55.0	33.2	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,727	0%	--	B	17.4	55.0	1,000	957	2871	55.0	17.4	B					
3	I-110 south of C St	Basic	4	--	65	6,471	0%	--	D	26.7	63.7	1,000	1703	6811	63.7	26.7	D					
4	I-110 north of 223rd St	Basic	4	--	65	8,961	0%	--	F	45.4	52.0	1,000	2358	9432	52.0	45.4	F					
5	I-110 north of I-405	Basic	5	--	65	12,658	0%	--	F	63.0	42.3	1,000	2665	13324	42.3	63.0	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	7,033	0%	--	F	56.1	44.0	1,000	2468	7403	44.0	56.1	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,656	0%	--	F	46.1	49.4	1,000	2278	9112	49.4	46.1	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,312	0%	--	D	32.4	60.5	1,000	1960	9802	60.5	32.4	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,137	0%	--	E	37.4	57.2	1,000	2141	8565	57.2	37.4	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,596	0%	--	D	33.4	59.9	1,000	1999	7996	59.9	33.4	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,485	0%	--	E	39.6	55.8	1,000	2207	11037	55.8	39.6	E					
12	SR-91 east of Alameda St	Basic	6	--	65	6,776	0%	--	C	18.3	65.0	1,000	1189	7133	65.0	18.3	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,518	0%	--	D	33.7	54.9	1,000	1852	3703	54.9	33.7	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,728	0%	--	B	17.4	55.0	1,000	957	2872	55.0	17.4	B					
3	I-110 south of C St	Basic	4	--	65	6,550	0%	--	D	27.1	63.5	1,000	1724	6895	63.5	27.1	D					
4	I-110 north of 223rd St	Basic	4	--	65	9,016	0%	--	F	46.0	51.6	1,000	2373	9491	51.6	46.0	F					
5	I-110 north of I-405	Basic	5	--	65	12,701	0%	--	F	63.7	42.0	1,000	2674	13369	42.0	63.7	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	7,034	0%	--	F	56.1	44.0	1,000	2468	7404	44.0	56.1	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,658	0%	--	F	46.2	49.3	1,000	2278	9114	49.3	46.2	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,325	0%	--	D	32.4	60.5	1,000	1963	9816	60.5	32.4	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,142	0%	--	E	37.5	57.2	1,000	2143	8571	57.2	37.5	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,599	0%	--	D	33.4	59.9	1,000	2000	7999	59.9	33.4	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,486	0%	--	E	39.6	55.8	1,000	2208	11038	55.8	39.6	E					
12	SR-91 east of Alameda St	Basic	6	--	65	6,781	0%	--	C	18.3	65.0	1,000	1190	7138	65.0	18.3	C					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,929	0%	--	C	18.5	55.0	1,000	1015	2031	55.0	18.5	C					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,120	0%	--	A	7.1	55.0	1,000	393	1179	55.0	7.1	A					
3	I-110 south of C St	Basic	4	--	65	3,850	0%	--	B	15.6	65.0	1,000	1013	4053	65.0	15.6	B					
4	I-110 north of 223rd St	Basic	4	--	65	6,407	0%	--	D	26.4	63.8	1,000	1686	6745	63.8	26.4	D					
5	I-110 north of I-405	Basic	5	--	65	10,609	0%	--	E	40.5	55.1	1,000	2233	11167	55.1	40.5	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,443	0%	--	F	45.4	49.8	1,000	2261	6782	49.8	45.4	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,000	0%	--	E	40.0	52.7	1,000	2105	8421	52.7	40.0	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	8,038	0%	--	D	26.5	63.8	1,000	1692	8461	63.8	26.5	D					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,937	0%	--	E	35.8	58.3	1,000	2089	8355	58.3	35.8	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,538	0%	--	E	41.0	54.8	1,000	2247	8987	54.8	41.0	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,588	0%	--	C	21.3	65.0	1,000	1387	6935	65.0	21.3	C					
12	SR-91 east of Alameda St	Basic	6	--	65	6,624	0%	--	B	17.9	65.0	1,000	1162	6972	65.0	17.9	B					

Notes: operation analysis were conducted using HCM 2010 methodology.

- Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.
  - Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.
  - Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.
  - Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.
  - Operation occurs on freeway collector/distributor.
- N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.
- \* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

POLA - 2045 WICTF SCIG PM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909	55.0	26.4	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235	55.0	7.5	A					
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925	65.0	18.9	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090	59.5	34.0	D					
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990	56.0	39.3	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125	53.6	38.1	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142	55.0	32.5	D					
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833	65.0	21.0	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806	63.7	26.7	D					
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842	64.9	22.5	C					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660	57.4	37.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189	65.0	21.0	C					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	5,338	0%	--	F	94.2	29.8	1.000	2810	5619	29.8	94.2	F					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,774	0%	--	B	17.7	55.0	1.000	973	2920	55.0	17.7	B					
3	I-110 south of C St	Basic	4	--	65	5,832	0%	--	C	23.7	64.7	1.000	1535	6139	64.7	23.7	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,444	0%	--	D	32.3	60.6	1.000	1959	7836	60.6	32.3	D					
5	I-110 north of I-405	Basic	5	--	65	9,665	0%	--	D	34.3	59.3	1.000	2035	10173	59.3	34.3	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,996	0%	--	F	55.3	44.4	1.000	2455	7365	44.4	55.3	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,167	0%	--	F	52.7	45.7	1.000	2412	9649	45.7	52.7	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,925	0%	--	E	35.9	58.3	1.000	2089	10447	58.3	35.9	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,458	0%	--	E	40.2	55.3	1.000	2226	8903	55.3	40.2	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,930	0%	--	E	35.8	58.3	1.000	2087	8347	58.3	35.8	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,273	0%	--	E	38.1	56.8	1.000	2163	10814	56.8	38.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,878	0%	--	C	24.1	64.6	1.000	1558	9345	64.6	24.1	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	5,401	0%	--	F	100.9	28.2	1.000	2843	5685	28.2	100.9	F					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,785	0%	--	B	17.8	55.0	1.000	977	2932	55.0	17.8	B					
3	I-110 south of C St	Basic	4	--	65	5,942	0%	--	C	24.2	64.6	1.000	1564	6255	64.6	24.2	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,527	0%	--	D	32.9	60.2	1.000	1981	7923	60.2	32.9	D					
5	I-110 north of I-405	Basic	5	--	65	9,724	0%	--	D	34.7	59.1	1.000	2047	10236	59.1	34.7	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,998	0%	--	F	55.3	44.4	1.000	2455	7366	44.4	55.3	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,167	0%	--	F	52.7	45.7	1.000	2412	9649	45.7	52.7	F					
8	I-710 at Alondra Blvd	Basic	5	--	65	9,945	0%	--	E	36.0	58.2	1.000	2094	10468	58.2	36.0	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,468	0%	--	E	40.3	55.3	1.000	2228	8914	55.3	40.3	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,936	0%	--	E	35.8	58.3	1.000	2088	8354	58.3	35.8	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,273	0%	--	E	38.1	56.8	1.000	2163	10814	56.8	38.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,878	0%	--	C	24.1	64.6	1.000	1558	9345	64.6	24.1	C					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,827	0%	--	D	27.0	55.0	1.000	1488	2975	55.0	27.0	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,184	0%	--	A	7.6	55.0	1.000	415	1246	55.0	7.6	A					
3	I-110 south of C St	Basic	4	--	65	4,788	0%	--	C	19.4	65.0	1.000	1260	5040	65.0	19.4	C					
4	I-110 north of 223rd St	Basic	4	--	65	7,768	0%	--	D	34.6	59.1	1.000	2044	8177	59.1	34.6	D					
5	I-110 north of I-405	Basic	5	--	65	10,500	0%	--	E	39.7	55.7	1.000	2210	11052	55.7	39.7	E					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,820	0%	--	E	38.1	53.6	1.000	2042	6127	53.6	38.1	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142	55.0	32.5	D					
8	I-710 at Alondra Blvd	Basic	5	--	65	6,512	0%	--	C	21.1	65.0	1.000	1371	6854	65.0	21.1	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,476	0%	--	D	26.8	63.7	1.000	1704	6817	63.7	26.8	D					
10	I-710 north of Florence Ave	Basic	4	--	65	5,556	0%	--	C	22.5	64.9	1.000	1462	5849	64.9	22.5	C					
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660	57.4	37.1	E					
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189	65.0	21.0	C					

Notes: operation analysis were conducted using HCM 2010 methodology.

- Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.
  - Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.
  - Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.
  - Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.
  - Operation occurs on freeway collector/distributor.
- N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.
- \* = Demand exceeds capacity, no density is predicted.

**China Shipping  
Freeway Weaving Worksheet**

POLA - 2045 W ICTF SCIG AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation			Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>P</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS			
<b>Baseline</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353	55.0	21.4	C				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970	55.0	5.9	A				
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364	65.0	20.6	C				
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866	63.0	28.1	D				
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753	60.7	32.1	D				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890	48.9	47.0	F				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018	54.0	37.1	E				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033	64.4	24.9	C				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764	60.8	31.9	D				
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914	60.3	32.8	D				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416	58.4	35.7	E				
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826	64.9	22.7	C				
<b>No Project</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,503	0%	--	D	33.5	55.0	1.000	1843	3687	55.0	33.5	D				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,484	0%	--	B	15.8	55.0	1.000	871	2614	55.0	15.8	B				
3	I-110 south of C St	Basic	4	--	65	5,539	0%	--	C	22.4	65.0	1.000	1458	5830	65.0	22.4	C				
4	I-110 north of 223rd St	Basic	5	--	65	7,540	0%	--	C	24.6	64.5	1.000	1587	7937	64.5	24.6	C				
5	I-110 north of I-405	Basic	5	--	65	9,790	0%	--	E	35.0	58.8	1.000	2061	10305	58.8	35.0	E				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,405	0%	--	F	66.2	39.3	1.000	2598	7795	39.3	66.2	F				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,925	0%	--	F	49.4	47.6	1.000	2349	9395	47.6	49.4	F				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,935	0%	--	E	43.1	53.5	1.000	2302	11511	53.5	43.1	E				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	10,068	0%	--	F	61.8	42.9	1.000	2649	10598	42.9	61.8	F				
10	I-710 north of Florence Ave	Basic	4	--	65	10,035	0%	--	F	61.2	43.2	1.000	2641	10564	43.2	61.2	F				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,642	0%	--	D	34.2	59.4	1.000	2030	10150	59.4	34.2	D				
12	SR-91 east of Alameda St	Basic	6	--	65	9,141	0%	--	C	24.9	64.4	1.000	1604	9623	64.4	24.9	C				
<b>Alternative</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,510	0%	--	D	33.6	54.9	1.000	1847	3695	54.9	33.6	D				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,501	0%	--	B	16.0	55.0	1.000	878	2633	55.0	16.0	B				
3	I-110 south of C St	Basic	4	--	65	5,581	0%	--	C	22.6	64.9	1.000	1469	5875	64.9	22.6	C				
4	I-110 north of 223rd St	Basic	5	--	65	7,579	0%	--	C	24.8	64.5	1.000	1596	7978	64.5	24.8	C				
5	I-110 north of I-405	Basic	5	--	65	9,817	0%	--	E	35.2	58.7	1.000	2067	10334	58.7	35.2	E				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,429	0%	--	F	67.0	38.9	1.000	2607	7820	38.9	67.0	F				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,950	0%	--	F	49.7	47.4	1.000	2355	9421	47.4	49.7	F				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,955	0%	--	E	43.2	53.4	1.000	2306	11532	53.4	43.2	E				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	10,079	0%	--	F	62.0	42.8	1.000	2652	10609	42.8	62.0	F				
10	I-710 north of Florence Ave	Basic	4	--	65	10,043	0%	--	F	61.3	43.1	1.000	2643	10572	43.1	61.3	F				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,644	0%	--	D	34.2	59.4	1.000	2030	10152	59.4	34.2	D				
12	SR-91 east of Alameda St	Basic	6	--	65	9,169	0%	--	C	25.0	64.4	1.000	1609	9652	64.4	25.0	C				
<b>CEQA Alternative</b>																					
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,242	0%	--	C	21.5	55.0	1.000	1180	2360	55.0	21.5	C				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	939	0%	--	A	6.0	55.0	1.000	329	988	55.0	6.0	A				
3	I-110 south of C St	Basic	4	--	65	5,139	0%	--	C	20.8	65.0	1.000	1352	5409	65.0	20.8	C				
4	I-110 north of 223rd St	Basic	5	--	65	8,461	0%	--	D	28.3	62.9	1.000	1781	8907	62.9	28.3	D				
5	I-110 north of I-405	Basic	5	--	65	9,293	0%	--	D	32.3	60.6	1.000	1956	9782	60.6	32.3	D				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,569	0%	--	F	47.3	48.7	1.000	2305	6915	48.7	47.3	F				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,642	0%	--	E	37.3	53.9	1.000	2011	8044	53.9	37.3	E				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,651	0%	--	C	25.0	64.4	1.000	1611	8053	64.4	25.0	C				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,387	0%	--	D	32.0	60.8	1.000	1944	7776	60.8	32.0	D				
10	I-710 north of Florence Ave	Basic	4	--	65	7,526	0%	--	D	32.9	60.2	1.000	1981	7922	60.2	32.9	D				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,897	0%	--	E	35.7	58.4	1.000	2084	10418	58.4	35.7	E				
12	SR-91 east of Alameda St	Basic	6	--	65	8,412	0%	--	C	22.7	64.9	1.000	1476	8855	64.9	22.7	C				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

\* = Demand exceeds capacity, no density is predicted.



**China Shipping  
Freeway Weaving Worksheet**

POLA - 2045 WICTF SCIG PM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation				Basic Segment		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den <sup>1</sup>	Speed <sup>1</sup>	f <sub>HV</sub>	V <sub>p</sub>	V <sub>F</sub>	V <sub>R</sub>	S	D	LOS				
<b>Baseline</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904	55.0	26.4	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050	55.0	6.4	A					
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476	65.0	13.4	B					
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999	65.0	18.5	C					
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476	61.5	30.8	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957	54.1	36.7	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922	54.2	36.5	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282	64.1	25.9	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251	58.8	35.1	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236	58.8	35.0	D					
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125	62.4	29.2	D					
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350	65.0	16.3	B					
<b>No Project</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,067	0%	--	E	41.1	52.1	1.000	2141	4281	52.1	41.1	E					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,057	0%	--	B	13.1	55.0	1.000	722	2165	55.0	13.1	B					
3	I-110 south of C St	Basic	4	--	65	6,214	0%	--	C	25.5	64.2	1.000	1635	6541	64.2	25.5	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,700	0%	--	D	29.4	62.4	1.000	1832	9158	62.4	29.4	D					
5	I-110 north of I-405	Basic	5	--	65	11,927	0%	--	F	52.9	47.5	1.000	2511	12555	47.5	52.9	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,960	0%	--	F	54.5	44.8	1.000	2442	7327	44.8	54.5	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,723	0%	--	E	37.9	53.7	1.000	2032	8130	53.7	37.9	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	10,101	0%	--	E	37.0	57.5	1.000	2127	10633	57.5	37.0	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,477	0%	--	E	40.4	55.2	1.000	2231	8924	55.2	40.4	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,307	0%	--	E	38.9	56.2	1.000	2186	8744	56.2	38.9	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,096	0%	--	E	44.4	52.6	1.000	2336	11680	52.6	44.4	E					
12	SR-91 east of Alameda St	Basic	6	--	65	8,966	0%	--	C	24.4	64.6	1.000	1573	9438	64.6	24.4	C					
<b>Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,096	0%	--	E	41.6	51.9	1.000	2156	4312	51.9	41.6	E					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,074	0%	--	B	13.2	55.0	1.000	728	2183	55.0	13.2	B					
3	I-110 south of C St	Basic	4	--	65	6,243	0%	--	C	25.6	64.2	1.000	1643	6572	64.2	25.6	C					
4	I-110 north of 223rd St	Basic	5	--	65	8,727	0%	--	D	29.5	62.3	1.000	1837	9186	62.3	29.5	D					
5	I-110 north of I-405	Basic	5	--	65	11,943	0%	--	F	53.1	47.4	1.000	2514	12572	47.4	53.1	F					
6	I-710 between PCH and Willow St	Basic	3	--	55	6,993	0%	--	F	55.2	44.4	1.000	2454	7361	44.4	55.2	F					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,756	0%	--	E	38.1	53.6	1.000	2041	8164	53.6	38.1	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	10,123	0%	--	E	37.1	57.4	1.000	2131	10656	57.4	37.1	E					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,485	0%	--	E	40.5	55.2	1.000	2233	8932	55.2	40.5	E					
10	I-710 north of Florence Ave	Basic	4	--	65	8,311	0%	--	E	38.9	56.2	1.000	2187	8748	56.2	38.9	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,096	0%	--	E	44.4	52.6	1.000	2336	11680	52.6	44.4	E					
12	SR-91 east of Alameda St	Basic	6	--	65	9,001	0%	--	C	24.5	64.5	1.000	1579	9475	64.5	24.5	C					
<b>CEQA Alternative</b>																						
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,788	0%	--	D	26.7	55.0	1.000	1467	2934	55.0	26.7	D					
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,015	0%	--	A	6.5	55.0	1.000	356	1068	55.0	6.5	A					
3	I-110 south of C St	Basic	4	--	65	3,331	0%	--	B	13.5	65.0	1.000	877	3507	65.0	13.5	B					
4	I-110 north of 223rd St	Basic	5	--	65	5,726	0%	--	C	18.5	65.0	1.000	1206	6028	65.0	18.5	C					
5	I-110 north of I-405	Basic	5	--	65	9,018	0%	--	D	30.9	61.5	1.000	1898	9492	61.5	30.9	D					
6	I-710 between PCH and Willow St	Basic	3	--	55	5,692	0%	--	E	37.0	54.0	1.000	1997	5991	54.0	37.0	E					
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,558	0%	--	E	36.8	54.1	1.000	1989	7956	54.1	36.8	E					
8	I-710 at Alondra Blvd	Basic	5	--	65	7,890	0%	--	C	25.9	64.0	1.000	1661	8305	64.0	25.9	C					
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,846	0%	--	E	35.2	58.7	1.000	2065	8259	58.7	35.2	E					
10	I-710 north of Florence Ave	Basic	4	--	65	7,828	0%	--	E	35.0	58.8	1.000	2060	8240	58.8	35.0	E					
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125	62.4	29.2	D					
12	SR-91 east of Alameda St	Basic	6	--	65	6,067	0%	--	B	16.4	65.0	1.000	1064	6387	65.0	16.4	B					

Notes: operation analysis were conducted using HCM 2010 methodology.

- Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.
  - Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.
  - Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.
  - Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.
  - Operation occurs on freeway collector/distributor.  
N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.
- \* = Demand exceeds capacity, no density is predicted.

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: SD  
 Agency/Co.:  
 Date performed: 7/8/2018  
 Analysis time period: AM Peak Hour  
 Freeway/Dir of Travel: I-110 SB  
 Junction: at Gaffey Street  
 Jurisdiction: Los Angeles  
 Analysis Year: 2018  
 Description: Existing Baseline

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	2700	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	614	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2700	614		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	711	162		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2842	646	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2842$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	2842	4500	No
$v_{Fi} = v_F - v_R$	2196	4500	No
$v_R$	646	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2842$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	2842	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 15.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.616	
Space mean speed in ramp influence area,	S = 47.0	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 47.0	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2018  
Description: Existing Baseline

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	2640	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	839	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2640	839		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	695	221		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2779	883	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2779$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2779	4500	No
$v_{FO} = v_F - v_R$	1896	4500	No
$v_R$	883	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2779$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	2779	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 14.7$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.637	
Space mean speed in ramp influence area,	S = 46.7	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.7	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: SR-47/103 NB  
Junction: N/O Seaside Avenue  
Jurisdiction: Los Angeles  
Analysis Year: 2018  
Description: Existing Baseline

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1034	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	86	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1034	86		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	272	23		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1088	91	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 1088$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	1088	4500	No
$v_{Fi} = v_F - v_{FO}$	997	4500	No
$v_R$	91	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1088$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	1088	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_R - 0.009 L_D = 4.6$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

----- Speed Estimation -----

Intermediate speed variable,	D = 0.566	
Space mean speed in ramp influence area,	S = 47.6	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 47.6	mph

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

-----Diverge Analysis-----

Analyst: SD  
 Agency/Co.:  
 Date performed: 7/8/2018  
 Analysis time period: PM Peak Hour  
 Freeway/Dir of Travel: SR-47/103 NB  
 Junction: N/O Seaside Avenue  
 Jurisdiction: Los Angeles  
 Analysis Year: 2018  
 Description: Existing Baseline

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	830	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	345	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	830	345		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	218	91		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	874	363	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 874$  pc/h  
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	874	4500	No
$v_{Fi} = v_F - v_R$	511	4500	No
$v_R$	363	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 874$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	874	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 2.8$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence A

----- Speed Estimation -----

Intermediate speed variable,	D = 0.591	
Space mean speed in ramp influence area,	S <sub>R</sub> = 47.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = N/A	mph
Space mean speed for all vehicles,	S = 47.3	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
 Agency/Co.:  
 Date performed: 7/8/2018  
 Analysis time period: PM Peak Hour  
 Freeway/Dir of Travel: SR-47/103 NB  
 Junction: N/O Seaside Avenue  
 Jurisdiction: Los Angeles  
 Analysis Year: 2018  
 Description: Existing Baseline - With Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	842	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	345	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	842	345		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	222	91		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	886	363	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 886$  pc/h  
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	886	4500	No
$v_{FO} = v_F - v_R$	523	4500	No
$v_R$	363	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 886$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	886	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 2.9$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence A

----- Speed Estimation -----

Intermediate speed variable,	D = 0.591	
Space mean speed in ramp influence area,	S = 47.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 47.3	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
 Agency/Co.:  
 Date performed: 7/8/2018  
 Analysis time period: AM Peak Hour  
 Freeway/Dir of Travel: SR-47/103 NB  
 Junction: N/O Seaside Avenue  
 Jurisdiction: Los Angeles  
 Analysis Year: 2018  
 Description: Existing Baseline - With Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1035	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	86	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1035	86		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	272	23		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1089	91	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 1089$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	1089	4500	No
$v_{Fi} = v_F - v_{FO}$	998	4500	No
$v_R$	91	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1089$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	1089	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 4.6$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

----- Speed Estimation -----

Intermediate speed variable,	D = 0.566	
Space mean speed in ramp influence area,	S = 47.6	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 47.6	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2018  
Description:

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	2674	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	839	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2674	839		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	704	221		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2815	883	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)  
EQ  
P = 1.000 Using Equation 0  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 2815 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2815	4500	No
$v_{FO} = v_F - v_R$	1932	4500	No
$v_R$	883	1900	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2815$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	2815	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 15.0 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.637	
Space mean speed in ramp influence area,	S = 46.7	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.7	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2018  
Description:

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	2737	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	614	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2737	614		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	720	162		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2881	646	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2881 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	2881	4500	No
$v_{FO} = v_F - v_R$	2235	4500	No
$v_R$	646	1900	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2881$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	2881	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 15.5 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.616	
Space mean speed in ramp influence area,	S = 47.0	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 47.0	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: SR-47/103 NB  
Junction: N/O Seaside Avenue  
Jurisdiction: Los Angeles  
Analysis Year: 2030  
Description: 2030 No Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1121	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1185	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1121	1185		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	295	312		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1180	1247	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 1180$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	1180	4500	No
$v_{FO} = v_F - v_R$	-67	4500	No
$v_R$	1247	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1180$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	1180	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 5.4$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

----- Speed Estimation -----

Intermediate speed variable,	D = 0.670	
Space mean speed in ramp influence area,	S = 46.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.3	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: SR-47/103 NB  
Junction: N/O Seaside Avenue  
Jurisdiction: Los Angeles  
Analysis Year: 2030  
Description: 2030 No Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1761	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	772	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1761	772		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	463	203		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1854	813	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

v = v + (v - v ) P = 1854 pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v = v	1854	4500	No
Fi F			
v = v - v	1041	4500	No
FO F R			
v	813	1900	No
R			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v > 2700 pc/h?		No	
3 av34			
Is v or v > 1.5 v /2		No	
3 av34 12			
If yes, v = 1854		(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v	1854	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 4.252 + 0.0086 v - 0.009 L = 11.2 pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.631	
	S	
Space mean speed in ramp influence area,	S = 46.8	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 46.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2030  
Description: 2030 No Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	3089	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1269	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3089	1269		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	813	334		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3252	1336	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 3252 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	3252	4500	No
$v_{FO} = v_F - v_R$	1916	4500	No
$v_R$	1336	1900	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3252$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	3252	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.7 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.678	
Space mean speed in ramp influence area,	S <sub>R</sub> = 46.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = N/A	mph
Space mean speed for all vehicles,	S = 46.2	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2030  
Description: 2030 No Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	3437	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	995	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3437	995		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	904	262		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	



Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3618	1047	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 3618$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	3618	4500	No
$v_{FO} = v_F - v_R$	2571	4500	No
$v_R$	1047	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3618$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	3618	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 21.9$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.652	
Space mean speed in ramp influence area,	S = 46.5	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.5	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: SR-47/103 NB  
Junction: N/O Seaside Avenue  
Jurisdiction: Los Angeles  
Analysis Year: 2030  
Description: 2030 With Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1133	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1185	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1133	1185		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	298	312		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1193	1247	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 1193$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	1193	4500	No
$v_{FO} = v_F - v_R$	-54	4500	No
$v_R$	1247	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1193$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	1193	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 5.5$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

----- Speed Estimation -----

Intermediate speed variable,	D = 0.670	
Space mean speed in ramp influence area,	S = 46.3	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.3	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: SR-47/103 NB  
Junction: N/O Seaside Avenue  
Jurisdiction: Los Angeles  
Analysis Year: 2030  
Description: 2030 With Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1762	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	772	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1762	772		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	464	203		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1855	813	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 1855$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	1855	4500	No
$v_{Fi} = v_F - v_R$	1042	4500	No
$v_R$	813	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1855$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	1855	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 11.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.631	
Space mean speed in ramp influence area,	S = 46.8	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2030  
Description: 2030 Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	3122	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1269	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3122	1269		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	822	334		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3286	1336	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 3286$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	3286	4500	No
$v_{FO} = v_F - v_R$	1950	4500	No
$v_R$	1336	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3286$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	3286	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 19.0$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.678	
Space mean speed in ramp influence area,	S = 46.2	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.2	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2030  
Description: 2030 Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	3473	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1002	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3473	1002		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	914	264		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3656	1055	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 3656$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	3656	4500	No
$v_{Fi} = v_F - v_{FO}$	2601	4500	No
$v_R$	1055	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3656$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	3656	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.653	
Space mean speed in ramp influence area,	S = 46.5	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.5	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: SR-47/103 NB  
Junction: N/O Seaside Avenue  
Jurisdiction: Los Angeles  
Analysis Year: 2045  
Description: 2045 With Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1449	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1347	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1449	1347		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	381	354		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1525	1418	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 1525$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	1525	4500	No
$v_{Fi} = v_F - v_R$	107	4500	No
$v_R$	1418	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1525$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	1525	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 8.4$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

----- Speed Estimation -----

Intermediate speed variable,	D = 0.686	
Space mean speed in ramp influence area,	S = 46.1	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: SR-47/103 NB  
Junction: N/O Seaside Avenue  
Jurisdiction: Los Angeles  
Analysis Year: 2045  
Description: 2045 With Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1922	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	783	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1922	783		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	506	206		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2023	824	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)  
EQ  
P = 1.000 Using Equation 0  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 2023 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{2023}$	2023	4500	No
$v_{FO} = v_F - v_R$	1199	4500	No
$v_R$	824	1900	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2023$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	2023	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 12.6 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.632	
Space mean speed in ramp influence area,	S = 46.8	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: SR-47/103 NB  
Junction: N/O Seaside Avenue  
Jurisdiction: Los Angeles  
Analysis Year: 2045  
Description: 2045 No Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1437	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1347	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1437	1347		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	378	354		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1513	1418	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 1513$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	1513	4500	No
$v_{Fi} = v_F - v_{FO}$	95	4500	No
$v_R$	1418	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1513$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	1513	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 8.3$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

----- Speed Estimation -----

Intermediate speed variable,	D = 0.686	
Space mean speed in ramp influence area,	S = 46.1	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: SR-47/103 NB  
Junction: N/O Seaside Avenue  
Jurisdiction: Los Angeles  
Analysis Year: 2045  
Description: 2045 No Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	1921	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	783	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1921	783		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	506	206		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	



Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2022	824	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

v = v + (v - v ) P = 2022 pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v = v	2022	4500	No
Fi F			
v = v - v	1198	4500	No
FO F R			
v	824	1900	No
R			
v or v	0 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v	> 2700 pc/h?	No	
3 av34			
Is v or v	> 1.5 v /2	No	
3 av34 12			
If yes, v = 2022		(Equation 13-15, 13-16, 13-18, or 13-19)	
12A			

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v	2022	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 4.252 + 0.0086 v - 0.009 L = 12.6 pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.632	
	S	
Space mean speed in ramp influence area,	S = 46.8	mph
	R	
Space mean speed in outer lanes,	S = N/A	mph
	0	
Space mean speed for all vehicles,	S = 46.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2045  
Description: 2045 Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	3386	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1298	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3386	1298		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	891	342		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3564	1366	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 3564$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	3564	4500	No
$v_{FO} = v_F - v_R$	2198	4500	No
$v_R$	1366	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3564$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	3564	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 21.4$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.681	
Space mean speed in ramp influence area,	S = 46.1	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2045  
Description: 2045 Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	3736	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1071	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3736	1071		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	983	282		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3933	1127	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 3933$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	3933	4500	No
$v_{Fi} = v_F - v_{FO}$	2806	4500	No
$v_R$	1127	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3933$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	3933	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.6$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.659	
Space mean speed in ramp influence area,	S = 46.4	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.4	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2045  
Description: 2045 No Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	3352	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1298	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3352	1298		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	882	342		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3528	1366	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)  
EQ  
P = 1.000 Using Equation 0  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 3528 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	3528	4500	No
$v_{FO} = v_F - v_R$	2162	4500	No
$v_R$	1366	1900	No
$v_3 \text{ or } v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3528$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	3528	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 21.1 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.681	
Space mean speed in ramp influence area,	S = 46.1	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: SD  
Agency/Co.:  
Date performed: 7/8/2018  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: I-110 SB  
Junction: at Gaffey Street  
Jurisdiction: Los Angeles  
Analysis Year: 2045  
Description: 2045 No Project

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	2		
Free-flow speed on freeway	55.0	mph	
Volume on freeway	3699	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	25.0	mph	
Volume on ramp	1071	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3699	1071		vph
Peak-hour factor, PHF	0.95	0.95		
Peak 15-min volume, v15	973	282		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	



Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3894	1127	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 13-12 or 13-13)

EQ

P = 1.000 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 3894$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	3894	4500	No
$v_{Fi} = v_F - v_{FO}$	2767	4500	No
$v_R$	1127	1900	No
$v_3$ or $v_{av34}$	0 pc/h	(Equation 13-14 or 13-17)	
Is $v_3$ or $v_{av34} > 2700$ pc/h?		No	
Is $v_3$ or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3894$		(Equation 13-15, 13-16, 13-18, or 13-19)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	3894	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.659	
Space mean speed in ramp influence area,	S = 46.4	mph
Space mean speed in outer lanes,	S = N/A	mph
Space mean speed for all vehicles,	S = 46.4	mph

**Study Name** Avalon Blvd and Harry Bridges Blvd TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 2

**Peak Hour Volumes**

	AM Peak Ho	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
7-8	Total	12	8	5	9	11	131	71	270	11	23	494	12
	Auto	7	8	3	9	11	131	70	228	10	17	346	12
	Container	4	0	0	0	0	0	1	31	1	4	51	0
	Bobtails	1	0	1	0	0	0	0	9	0	2	89	0
	Chassis	0	0	1	0	0	0	0	2	0	0	8	0
	PCE	16	8	6	9	11	131	72	304	12	27	562	12
	<b>MD Peak Ho</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	10	8	5	10	8	91	111	497	18	11	329	17
	Auto	8	8	4	10	8	90	111	299	16	9	180	17
	Container	2	0	1	0	0	1	0	121	2	1	58	0
	Bobtails	0	0	0	0	0	0	0	68	0	1	68	0
	Chassis	0	0	0	0	0	0	0	9	0	0	23	0
	PCE	12	8	6	10	8	92	111	634	20	12	417	17
	<b>PM Peak Ho</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4-5	Total	55	49	12	11	6	146	125	666	7	4	468	20
	Auto	51	49	11	11	6	146	125	466	6	4	337	19
	Container	4	0	1	0	0	0	0	138	1	0	52	1
	Bobtails	0	0	0	0	0	0	0	50	0	0	49	0
	Chassis	0	0	0	0	0	0	0	12	0	0	30	0
	PCE	59	49	13	11	6	146	125	821	8	4	555	21

**Study Name** Alameda St and Anaheim St. TMC  
**Start Date** Monday, November 04, 2013 7:00 AM  
**End Date** Monday, November 04, 2013 6:00 PM  
**Site Code** 3

**Peak Hour Volumes**

<b>AM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7-8	Total	19	72	423	8	164	175	96	545	14	265	565	6
	Auto	18	61	332	7	118	167	63	448	13	229	546	6
	Other Truck	0	0	22	0	8	0	4	8	0	9	5	0
	Container	0	5	36	0	33	5	8	38	0	17	12	0
	Bobtails	1	6	31	0	5	3	20	50	1	7	2	0
	Chassis	0	0	2	1	0	0	1	1	0	3	0	0
	PCE	19	78	486	9	206	180	111	597	14	295	582	6
<b>MD Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	15	133	417	16	208	201	115	596	6	256	622	16
	Auto	14	85	304	11	118	172	92	532	3	177	551	9
	Other Truck	0	2	3	0	7	2	3	4	0	7	2	1
	Container	0	24	45	4	63	12	11	37	3	43	41	5
	Bobtails	1	18	57	1	16	15	9	21	0	25	27	1
	Chassis	0	4	8	0	4	0	0	2	0	4	1	0
	PCE	15	165	479	20	284	217	130	641	9	313	669	22
<b>PM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4:15-5	Total	15	157	597	11	240	221	144	759	8	218	653	20
	Auto	11	109	503	10	139	185	122	692	6	167	568	12
	Other Truck	0	0	8	0	4	1	2	6	0	5	10	1
	Container	0	23	38	1	71	16	8	34	1	25	36	3
	Bobtails	4	23	45	0	25	17	12	26	1	18	39	4
	Chassis	0	2	3	0	1	2	0	1	0	3	0	0
	PCE	15	184	651	12	319	242	155	803	9	253	703	24

**Study Name** Henry Ford Ave and Anaheim TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 19:00  
**Site Code** 4

**Peak Hour Volumes**

<b>AM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7-8	Total	94	72	47	80	149	34	54	534	134	70	734	84
	Auto	64	30	32	62	35	29	21	389	90	47	655	77
	Container	17	20	10	13	63	0	19	105	14	10	44	6
	Bobtails	12	18	5	5	42	4	13	26	18	12	31	1
	Chassis	1	4	0	0	9	1	1	14	12	1	4	0
	PCE	113	98	58	94	225	35	75	656	162	82	785	90
<b>MD Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	174	92	79	84	134	39	69	688	104	65	724	117
	Auto	109	30	55	68	37	26	34	562	61	46	612	91
	Container	23	27	11	9	66	3	20	90	18	15	57	13
	Bobtails	24	28	8	7	18	10	15	33	20	2	41	11
	Chassis	18	7	5	0	13	0	0	3	5	2	14	2
	PCE	217	129	96	94	215	43	91	784	129	82	799	133
<b>PM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4-5	Total	135	64	54	113	147	59	70	641	166	64	610	127
	Auto	89	26	32	89	53	41	46	549	116	48	517	108
	Container	14	17	11	13	54	6	12	67	21	9	50	12
	Bobtails	19	15	10	10	23	11	12	25	23	7	28	6
	Chassis	13	6	1	1	17	1	0	0	6	0	15	1
	PCE	164	89	67	128	220	67	83	711	195	74	678	141

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

**Peak Hour Volumes**

<b>AM Peak Ho</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:15-8:15	Total	670	425	0	0	138	10	0	0	0	0	0	0
	Auto	668	339	0	0	121	10	0	0	0	0	0	0
	Container	2	59	0	0	2	0	0	0	0	0	0	0
	Bobtails	0	26	0	0	9	0	0	0	0	0	0	0
	Chassis	0	1	0	0	6	0	0	0	0	0	0	0
	PCE	672	488	0	0	147	10	0	0	0	0	0	0
<b>MD Peak Ho</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
2-3	Total	385	383	0	0	189	54	0	0	0	0	0	0
	Auto	379	220	0	0	145	27	0	0	0	0	0	0
	Container	6	86	0	0	15	20	0	0	0	0	0	0
	Bobtails	0	64	0	0	26	4	0	0	0	0	0	0
	Chassis	0	13	0	0	3	3	0	0	0	0	0	0
	PCE	391	488	0	0	210	77	0	0	0	0	0	0
<b>PM Peak Ho</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4:45-5:45	Total	467	351	0	0	256	34	0	0	0	0	0	0
	Auto	465	290	0	0	243	34	0	0	0	0	0	0
	Container	2	39	0	0	4	0	0	0	0	0	0	0
	Bobtails	0	16	0	0	7	0	0	0	0	0	0	0
	Chassis	0	6	0	0	2	0	0	0	0	0	0	0
	PCE	469	398	0	0	263	34	0	0	0	0	0	0

**Study Name** Harbor Blv/Front st and SR47 Ramps/Swinford TMC

**Start Date** Thursday, December 17, 2015 0:00

**End Date** Saturday, December 19, 2015 0:00

**Site Code** 6

**Peak Hour Volumes**

<b>AM Peak Ho</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:15-8:15	Total	488	882	19	20	68	51	166	35	962	4	4	0
	Auto	488	878	19	20	68	36	83	35	958	4	4	0
	Container	0	4	0	0	0	0	56	0	2	0	0	0
	Bobtails	0	0	0	0	0	9	26	0	1	0	0	0
	Chassis	0	0	0	0	0	6	1	0	1	0	0	0
	PCE	488	886	19	20	68	58	226	35	965	4	4	0
<b>MD Peak Ho</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
2:45-3:45	Total	333	528	8	16	100	63	163	11	775	13	7	8
	Auto	333	527	8	16	100	36	53	11	774	13	7	8
	Container	0	1	0	0	0	12	67	0	1	0	0	0
	Bobtails	0	0	0	0	0	10	34	0	0	0	0	0
	Chassis	0	0	0	0	0	5	9	0	0	0	0	0
	PCE	333	529	8	16	100	81	242	11	776	13	7	8
<b>PM Peak Ho</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4:30-5:30	Total	404	619	7	16	158	103	157	3	966	15	5	2
	Auto	404	616	7	16	158	86	93	3	964	15	5	2
	Container	0	3	0	0	0	3	38	0	1	0	0	0
	Bobtails	0	0	0	0	0	12	17	0	1	0	0	0
	Chassis	0	0	0	0	0	2	9	0	0	0	0	0
	PCE	404	622	7	16	158	109	206	3	967	15	5	2

**Study Name** John S. Gibson and 110NB Ramps/WBCT gate TMC  
**Start Date** Thursday, December 17, 2015 5:00  
**End Date** Friday, December 18, 2015 18:00  
**Site Code** 7

**Peak Hour Volumes**

	AM Peak Hour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
12/17/2015 8:15	Total	721	459	24	56	429	8	46	8	10	0	29	18
	Auto	712	452	21	33	424	6	43	7	9	0	4	6
	Container	7	3	2	7	3	2	1	1	1	0	24	7
	Bobtails	2	4	1	15	2	0	2	0	0	0	0	4
	Chassis	0	0	0	1	0	0	0	0	0	0	1	1
	PCE	728	462	26	66	432	10	47	9	11	0	54	26
12/17/2015 15:00	MD Peak Hour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	Total	525	364	4	24	319	8	53	1	23	1	83	75
	Auto	508	331	4	3	297	8	29	1	21	1	12	4
	Container	15	13	0	9	6	0	10	0	0	0	55	38
	Bobtails	2	11	0	10	16	0	12	0	2	0	16	19
	Chassis	0	9	0	2	0	0	2	0	0	0	0	14
	PCE	540	387	4	36	327	8	66	1	23	1	140	129
12/17/2015 17:15	PM Peak Hour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	Total	426	466	40	84	473	27	66	5	22	43	66	78
	Auto	417	456	37	55	457	27	55	5	22	42	31	32
	Container	6	6	0	12	14	0	3	0	0	0	24	29
	Bobtails	3	3	3	14	2	0	6	0	0	1	11	13
	Chassis	0	1	0	3	0	0	2	0	0	0	0	4
	PCE	432	473	40	100	487	27	72	5	22	43	91	112

**Study Name** Figueroa St and C St//110 NB ramps TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 8

**Peak Hour Volumes**

	<b>AM Peak Ho</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:15-8:15	Total	2	82	408	29	101	118	35	115	22	371	207	13
	Auto	1	82	386	25	100	115	32	96	21	346	155	12
	Container	0	0	11	2	1	2	2	9	1	9	36	1
	Bobtails	1	0	9	2	0	1	1	8	0	15	14	0
	Chassis	0	0	2	0	0	0	0	2	0	1	2	0
	PCE	2	82	422	31	102	120	37	127	23	383	246	14
3-4	<b>MD Peak Ho</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
	Total	0	120	414	31	78	46	41	106	21	314	190	32
	Auto	0	116	330	23	76	45	38	81	19	262	153	24
	Container	0	2	45	3	2	0	2	14	1	21	15	4
	Bobtails	0	2	32	3	0	1	1	10	1	30	21	4
	Chassis	0	0	7	2	0	0	0	1	0	1	1	0
PCE	0	122	469	36	80	46	43	122	22	339	208	36	
4-5	<b>PM Peak Ho</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
	Total	5	91	576	32	82	65	58	138	16	417	304	37
	Auto	4	91	479	23	82	61	56	127	15	377	263	35
	Container	1	0	55	2	0	3	2	6	1	22	29	2
	Bobtails	0	0	33	4	0	1	0	1	0	18	11	0
	Chassis	0	0	9	3	0	0	0	4	0	0	1	0
PCE	6	91	643	37	82	68	60	148	17	441	335	39	



**Study Name** Pacific Ave and Front st. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 18:00  
**Site Code** 9

**Peak Hour Volumes**

<b>AM Peak Ho</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:15-8:15	Total	0	731	27	162	468	0	0	0	0	13	0	239
	Auto	0	730	27	157	467	0	0	0	0	13	0	235
	Container	0	1	0	3	1	0	0	0	0	0	0	2
	Bobtails	0	0	0	0	0	0	0	0	0	0	0	2
	Chassis	0	0	0	2	0	0	0	0	0	0	0	0
	PCE	0	732	27	167	469	0	0	0	0	13	0	241
<b>MD Peak Ho</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	0	498	24	143	590	0	0	0	0	5	0	216
	Auto	0	498	24	130	589	0	0	0	0	4	0	210
	Container	0	0	0	6	1	0	0	0	0	0	0	4
	Bobtails	0	0	0	7	0	0	0	0	0	0	0	1
	Chassis	0	0	0	0	0	0	0	0	0	1	0	1
	PCE	0	498	24	150	591	0	0	0	0	6	0	221
<b>PM Peak Ho</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
5-6	Total	0	491	27	167	714	0	0	0	0	7	0	255
	Auto	0	489	26	150	714	0	0	0	0	7	0	251
	Container	0	2	0	16	0	0	0	0	0	0	0	3
	Bobtails	0	0	1	1	0	0	0	0	0	0	0	0
	Chassis	0	0	0	0	0	0	0	0	0	0	0	1
	PCE	0	493	27	183	714	0	0	0	0	7	0	259

**Study Name** Fries Ave and Harry Bridges Blvd TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 10

**Peak Hour Volumes**

	<b>AM Peak Ho</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7-8	Total	9	7	24	9	13	42	21	339	18	33	546	18
	Auto	7	7	20	8	13	41	21	300	15	27	419	18
	Container	2	0	3	0	0	1	0	30	3	6	58	0
	Bobtails	0	0	1	1	0	0	0	7	0	0	69	0
	Chassis	0	0	0	0	0	0	0	2	0	0	0	0
	PCE	11	7	27	9	13	43	21	372	21	39	611	18
	<b>MD Peak Ho</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	24	10	41	8	1	30	15	609	10	12	412	16
	Auto	22	10	39	7	1	29	15	408	9	10	261	14
	Container	1	0	2	1	0	0	0	124	1	2	60	1
	Bobtails	1	0	0	0	0	0	0	71	0	0	65	1
	Chassis	0	0	0	0	0	1	0	6	0	0	26	0
	PCE	25	10	43	9	1	31	15	746	11	14	505	17
	<b>PM Peak Ho</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4-5	Total	12	12	40	9	2	32	22	760	7	8	674	13
	Auto	12	12	38	9	2	30	22	565	7	8	534	12
	Container	0	0	2	0	0	2	0	137	0	0	52	1
	Bobtails	0	0	0	0	0	0	0	48	0	0	52	0
	Chassis	0	0	0	0	0	0	0	10	0	0	36	0
	PCE	12	12	42	9	2	34	22	912	7	8	767	14

**Study Name** Harry Bridges Boulevard and Bayview Driveway TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 11

**Peak Hour Volumes**

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
7-8	<b>AM Peak Ho</b>												
	Total	1	0	17	0	0	0	0	438	35	79	541	0
	Auto	1	0	17	0	0	0	0	403	35	78	471	0
	Container	0	0	0	0	0	0	0	18	0	1	42	0
	Bobtails	0	0	0	0	0	0	0	17	0	0	26	0
	Chassis	0	0	0	0	0	0	0	0	0	0	2	0
PCE	1	0	17	0	0	0	0	458	35	80	588	0	
3-4	<b>MD Peak Ho</b>												
	Total	13	0	15	0	0	0	0	497	1	7	495	0
	Auto	13	0	14	0	0	0	0	381	1	5	391	0
	Container	0	0	1	0	0	0	0	62	0	2	47	0
	Bobtails	0	0	0	0	0	0	0	42	0	0	55	0
	Chassis	0	0	0	0	0	0	0	12	0	0	2	0
PCE	13	0	16	0	0	0	0	575	1	9	550	0	
4:45-5:45	<b>PM Peak Ho</b>												
	Total	57	0	48	0	0	0	0	671	25	22	747	0
	Auto	57	0	48	0	0	0	0	554	25	22	655	0
	Container	0	0	0	0	0	0	0	63	0	0	57	0
	Bobtails	0	0	0	0	0	0	0	37	0	0	32	0
	Chassis	0	0	0	0	0	0	0	17	0	0	3	0
PCE	57	0	48	0	0	0	0	755	25	22	810	0	

**Study Name** ICTF Driveway No. 1 / Sepulveda Boulevard TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 12

**Peak Hour Volumes**

<b>AM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:15-8:15	Total	10	0	15	20	0	21	20	522	19	22	849	1
	Auto	2	0	2	0	0	0	1	428	11	14	795	0
	Container	7	0	10	16	0	19	1	58	2	2	21	1
	Bobtails	0	0	3	3	0	0	17	34	6	6	31	0
	Chassis	1	0	0	1	0	2	1	2	0	0	2	0
	PCE	18	0	25	37	0	42	24	585	22	25	875	2
<b>MD Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	16	0	10	28	1	73	34	852	18	0	538	1
	Auto	4	0	7	1	1	3	1	760	6	0	365	0
	Container	3	0	3	10	0	8	29	62	6	0	85	1
	Bobtails	9	0	0	17	0	60	4	25	4	0	68	0
	Chassis	0	0	0	0	0	2	0	5	2	0	20	0
	PCE	20	0	13	40	1	89	63	922	26	0	650	2
<b>PM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4:30-5:30	Total	17	0	25	20	0	58	30	1061	9	12	633	0
	Auto	12	0	17	0	0	0	0	927	4	8	553	0
	Container	1	0	3	4	0	3	26	51	5	1	43	0
	Bobtails	4	0	5	16	0	55	4	75	0	3	29	0
	Chassis	0	0	0	0	0	0	0	8	0	0	8	0
	PCE	18	0	29	26	0	67	56	1128	14	13	687	0

**Study Name** ICTF Driveway No. 2/ Sepulveda Boulevard TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 13

**Peak Hour Volumes**

<b>AM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:15-8:15	Total	8	0	33	3	2	0	1	531	41	56	874	6
	Auto	4	0	6	3	2	0	1	413	30	42	808	6
	Container	4	0	17	0	0	0	0	75	3	11	25	0
	Bobtails	0	0	0	0	0	0	0	29	4	0	37	0
	Chassis	0	0	10	0	0	0	0	14	4	3	4	0
	PCE	12	0	60	3	2	0	1	623	48	70	907	6
<b>MD Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	28	0	35	6	1	4	1	886	35	40	579	8
	Auto	6	0	20	6	1	4	1	792	9	22	366	8
	Container	8	0	8	0	0	0	0	54	14	12	129	0
	Bobtails	7	0	6	0	0	0	0	35	8	2	68	0
	Chassis	7	0	1	0	0	0	0	5	4	4	16	0
	PCE	44	0	45	6	1	4	1	949	54	56	731	8
<b>PM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4:15-5:15	Total	52	0	114	3	1	0	1	1105	36	40	635	2
	Auto	40	0	89	3	1	0	1	976	29	23	503	2
	Container	8	0	13	0	0	0	0	55	4	13	76	0
	Bobtails	2	0	12	0	0	0	0	69	3	2	46	0
	Chassis	2	0	0	0	0	0	0	5	0	2	10	0
	PCE	62	0	128	3	1	0	1	1172	40	55	726	2

**Study Name** Santa Fe Avenue and Anaheim Street TMC

**Start Date** Thursday, December 17, 2015 7:00

**End Date** Thursday, December 17, 2015 18:00

**Site Code** 14

**Peak Hour Volumes**

<b>AM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:15-8:15	Total	17	189	20	146	138	80	37	491	6	5	844	229
	Auto	12	182	13	141	135	72	30	321	5	4	756	221
	Container	1	4	7	4	2	3	3	123	0	1	60	4
	Bobtails	2	3	0	1	1	2	4	40	1	0	20	4
	Chassis	2	0	0	0	0	3	0	7	0	0	8	0
	PCE	20	193	27	150	140	86	40	625	6	6	914	233
<b>MD Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	16	162	29	184	147	84	94	788	14	13	642	180
	Auto	14	149	25	170	146	74	82	631	11	12	495	160
	Container	1	5	3	7	0	3	8	108	2	0	92	10
	Bobtails	1	5	1	7	1	6	4	40	0	1	46	9
	Chassis	0	3	0	0	0	1	0	9	1	0	9	1
	PCE	17	171	32	192	147	89	102	909	17	13	748	192
<b>PM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4:30-5:30	Total	29	286	43	217	209	126	115	1065	14	12	601	195
	Auto	29	281	41	193	204	111	106	920	13	11	522	178
	Container	0	4	0	9	2	7	2	63	0	0	47	10
	Bobtails	0	1	2	14	1	3	4	74	1	1	27	1
	Chassis	0	0	0	1	2	5	3	8	0	0	5	6
	PCE	29	290	43	228	213	138	120	1143	14	12	656	211

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

**Peak Hour Volumes**

	AM Peak Hour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
8-9	Total	372	334	0	0	111	86	520	0	89	0	0	0
	Auto	174	332	0	0	108	85	492	0	88	0	0	0
	Container	1	2	0	0	3	1	20	0	1	0	0	0
	Bobtails	0	0	0	0	0	0	8	0	0	0	0	0
	Chassis	0	0	0	0	0	0	0	0	0	0	0	0
	PCE	176	336	0	0	114	87	541	0	90	0	0	0
	MD Peak Hour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
2-3	Total	771	367	0	0	184	166	541	0	438	0	0	0
	Auto	420	356	0	0	177	164	511	0	436	0	0	0
	Container	1	0	0	0	5	2	24	0	2	0	0	0
	Bobtails	0	7	0	0	2	0	5	0	0	0	0	0
	Chassis	0	4	0	0	0	0	1	0	0	0	0	0
	PCE	422	372	0	0	189	168	567	0	440	0	0	0
	PM Peak Hour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
4:45-5:4	Total	690	361	0	0	206	150	503	0	430	0	0	0
	Auto	332	327	0	0	188	140	487	0	425	0	0	0
	Container	2	13	0	0	4	3	15	0	5	0	0	0
	Bobtails	1	11	0	0	13	7	1	0	0	0	0	0
	Chassis	0	10	0	0	1	0	0	0	0	0	0	0
	PCE	337	385	0	0	212	154	518	0	435	0	0	0

**Study Name** Broad Ave and Harry Bridges BI TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 16

**Peak Hour Volumes**

	AM Peak Ho	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
7-8	Total	0	0	17	13	1	113	23	253	5	35	418	9
	Auto	0	0	12	13	1	113	23	207	5	32	266	9
	Container	0	0	5	0	0	0	0	29	0	2	55	0
	Bobtails	0	0	0	0	0	0	0	12	0	1	88	0
	Chassis	0	0	0	0	0	0	0	5	0	0	9	0
	PCE	0	0	22	13	1	113	23	288	5	37	491	9
	MD Peak Ho	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
3-4	Total	0	3	39	3	1	31	90	455	0	9	315	53
	Auto	0	3	37	3	1	31	88	249	0	5	160	52
	Container	0	0	1	0	0	0	0	128	0	4	55	1
	Bobtails	0	0	1	0	0	0	2	70	0	0	72	0
	Chassis	0	0	0	0	0	0	0	8	0	0	28	0
	PCE	0	3	40	3	1	31	90	598	0	13	405	54
	PM Peak Ho	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
4-5	Total	4	0	80	60	0	127	157	544	0	12	371	76
	Auto	4	0	77	59	0	126	157	351	0	11	240	76
	Container	0	0	3	1	0	1	0	135	0	0	62	0
	Bobtails	0	0	0	0	0	0	0	48	0	0	51	0
	Chassis	0	0	0	0	0	0	0	10	0	1	18	0
	PCE	4	0	83	61	0	128	157	694	0	13	456	76



**Study Name** Navy Way at Seaside Avenue (CS DEIR Int 17) TMC

**Start Date** Thursday, December 17, 2015 7:00

**End Date** Thursday, December 17, 2015 9:00

**Site Code** 17

**Peak Hour Volumes**

AM Peak Ho	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
7:15-8:15 Total	64	0	169	0	0	0	0	1887	289	54	1982	0
Auto	46	0	56	0	0	0	0	1787	213	49	1895	0
Container	7	0	59	0	0	0	0	69	44	3	46	0
Bobtails	10	0	0	0	0	0	0	25	30	2	39	0
Chassis	1	0	0	0	0	0	0	6	2	0	2	0
PCE	73	0	174	0	0	0	0	1965	338	57	2034	0

**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

Navy Way and Seaside TMC ADJUSTED FOR LOW FEBRUARY TRUCK ACTIVITY

<b>MD Adjustment</b>	Autos	67.68	0	149.46	0	0	0	0	1136.46	26.32	14.1	969.14	0
	Trucks	78	0	302.9	0	0	0	0	171.6	32.5	10.4	214.5	0
	Bobtails	32.5	0	119.6	0	0	0	0	65	20.8	0	81.9	0
	PCE	178	0	572	0	0	0	0	1373	80	25	1266	0
<b>PM Adjustment</b>	Autos	250.98	0	386.34	0	0	0	0	1992.8	156.04	35.72	1676.96	0
	Trucks	37.7	0	219.7	0	0	0	0	100.1	23.4	2.6	145.6	0
	Bobtails	27.3	0	119.6	0	0	0	0	29.9	11.7	1.3	62.4	0
	PCE	316	0	726	0	0	0	0	2123	191	40	1885	0

**Study Name** Harry Bridges Boulevard at Lagoon Ave (N. Access) TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 18

**Peak Hour Volumes**

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
7-8	<b>AM Peak Hour</b>												
	Total	104	0	35	0	0	0	0	356	84	156	512	0
	Auto	85	0	11	0	0	0	0	341	64	61	453	0
	Container	14	0	18	0	0	0	0	12	5	22	37	0
	Bobtails	5	0	0	0	0	0	0	3	15	68	21	0
	Chassis	0	0	0	0	0	0	0	0	0	5	1	0
	PCE	119	0	47	0	0	0	0	368	91	190	552	0
3-4	<b>MD Peak Hour</b>												
	Total	76	0	184	0	0	0	0	433	66	93	416	0
	Auto	53	0	62	0	0	0	0	351	33	17	336	0
	Container	10	0	67	0	0	0	0	51	11	21	37	0
	Bobtails	12	0	0	0	0	0	0	28	16	25	42	0
	Chassis	1	0	0	0	0	0	0	3	6	30	1	0
	PCE	88	0	196	0	0	0	0	490	85	147	458	0
4:45-5:45	<b>PM Peak Hour</b>												
	Total	123	0	158	0	0	0	0	674	53	88	638	0
	Auto	102	0	58	0	0	0	0	582	31	19	568	0
	Container	17	0	62	0	0	0	0	61	1	11	42	0
	Bobtails	4	0	0	0	0	0	0	25	15	26	26	0
	Chassis	0	0	0	0	0	0	0	6	6	32	2	0
	PCE	140	0	182	0	0	0	0	744	62	134	685	0

**Study Name** Henry Ford Ave and Denni St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 19

**Peak Hour Volumes**

<b>AM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
8-9	Total	1	217	18	9	246	1	69	1	1	9	2	10
	Auto	1	112	18	7	125	1	41	1	0	8	2	9
	Container	0	52	0	2	71	0	20	0	1	0	0	1
	Bobtails	0	47	0	0	43	0	7	0	0	1	0	0
	Chassis	0	6	0	0	7	0	1	0	0	0	0	0
	PCE	1	280	18	11	328	1	91	1	2	9	2	11
<b>MD Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	0	432	34	12	275	1	122	7	2	8	6	25
	Auto	0	238	19	11	131	1	82	7	2	7	6	22
	Container	0	108	14	0	95	0	28	0	0	0	0	1
	Bobtails	0	71	1	0	28	0	9	0	0	0	0	2
	Chassis	0	15	0	1	21	0	3	0	0	1	0	0
	PCE	0	562	48	13	394	1	154	7	2	9	6	26
<b>PM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4:15-5:15	Total	0	448	36	17	412	0	146	2	1	11	1	25
	Auto	0	316	24	15	206	0	112	2	0	11	1	24
	Container	0	81	12	2	134	0	25	0	0	0	0	0
	Bobtails	0	42	0	0	60	0	8	0	0	0	0	1
	Chassis	0	9	0	0	12	0	1	0	1	0	0	0
	PCE	0	542	48	19	564	0	173	2	2	11	1	25

**Study Name** Alameda St and O St. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 20

**Peak Hour Volumes**

<b>AM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:30-8:30	Total	0	215	116	296	643	0	0	0	0	96	0	273
	Auto	0	107	90	250	431	0	0	0	0	68	0	239
	Container	0	63	10	22	114	0	0	0	0	10	0	22
	Bobtails	0	38	14	22	86	0	0	0	0	15	0	10
	Chassis	0	7	2	2	12	0	0	0	0	3	0	2
	PCE	0	289	129	322	778	0	0	0	0	111	0	298
<b>MD Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	0	488	151	253	605	0	0	0	0	89	0	272
	Auto	0	287	111	218	341	0	0	0	0	68	0	239
	Container	0	115	11	20	158	0	0	0	0	12	0	17
	Bobtails	0	72	21	11	92	0	0	0	0	7	0	12
	Chassis	0	14	8	4	14	0	0	0	0	2	0	4
	PCE	0	624	172	278	786	0	0	0	0	104	0	294
<b>PM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
5-6	Total	0	566	145	354	982	0	0	0	0	63	0	315
	Auto	0	403	118	287	640	0	0	0	0	47	0	281
	Container	0	103	11	35	210	0	0	0	0	8	0	18
	Bobtails	0	53	13	28	106	0	0	0	0	5	0	13
	Chassis	0	7	3	4	26	0	0	0	0	3	0	3
	PCE	0	681	160	396	1229	0	0	0	0	75	0	337

**Study Name** O St. and PCH TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 21

**Peak Hour Volumes**

<b>AM Peak Hou</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:15-8:15	Total	0	0	0	143	0	273	185	784	0	0	896	145
	Auto	0	0	0	84	0	262	163	721	0	0	865	116
	Container	0	0	0	27	0	8	8	31	0	0	26	18
	Bobtails	0	0	0	32	0	2	12	25	0	0	3	9
	Chassis	0	0	0	0	0	1	2	7	0	0	2	2
	PCE	0	0	0	173	0	282	196	825	0	0	924	166
<b>MD Peak Hou</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	0	0	0	149	0	264	217	1025	0	0	769	143
	Auto	0	0	0	100	0	239	200	967	0	0	712	106
	Container	0	0	0	25	0	7	9	37	0	0	34	18
	Bobtails	0	0	0	18	0	9	7	9	0	0	14	13
	Chassis	0	0	0	6	0	9	1	12	0	0	9	6
	PCE	0	0	0	182	0	281	228	1075	0	0	813	168
<b>PM Peak Hou</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
5-6	Total	0	0	0	187	0	335	237	1317	0	0	978	141
	Auto	0	0	0	113	0	312	224	1272	0	0	930	103
	Container	0	0	0	36	0	10	8	32	0	0	27	19
	Bobtails	0	0	0	33	0	11	5	12	0	0	16	14
	Chassis	0	0	0	5	0	2	0	1	0	0	5	5
	PCE	0	0	0	231	0	348	246	1351	0	0	1012	166

**Study Name** Alameda St. Ramp and Sepulveda Bld TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 22

**Peak Hour Volumes**

<b>AM Peak Hou</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:30-8:30	Total	0	440	64	279	912	0	0	0	0	63	0	263
	Auto	0	349	24	210	681	0	0	0	0	34	0	189
	Container	0	63	12	27	131	0	0	0	0	22	0	56
	Bobtails	0	24	25	37	90	0	0	0	0	6	0	12
	Chassis	0	4	3	5	10	0	0	0	0	1	0	6
	PCE	0	509	82	315	1062	0	0	0	0	87	0	326
<b>MD Peak Hou</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
3-4	Total	0	696	88	172	825	0	0	0	0	75	0	391
	Auto	0	528	27	106	580	0	0	0	0	17	0	206
	Container	0	91	41	45	172	0	0	0	0	14	0	98
	Bobtails	0	64	13	18	48	0	0	0	0	38	0	70
	Chassis	0	13	7	3	25	0	0	0	0	6	0	17
	PCE	0	806	137	222	1027	0	0	0	0	99	0	513
<b>PM Peak Hou</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
5-6	Total	0	807	93	267	1305	0	0	0	0	80	0	467
	Auto	0	662	39	210	942	0	0	0	0	25	0	343
	Container	0	82	43	38	241	0	0	0	0	15	0	57
	Bobtails	0	52	10	17	90	0	0	0	0	39	0	58
	Chassis	0	11	1	2	32	0	0	0	0	1	0	9
	PCE	0	905	138	309	1587	0	0	0	0	100	0	539

**Study Name** Sepulveda Blv Ramp and Alameda St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 23

**Peak Hour Volumes**

AM Peak Hour		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
7:15-8:15	Total	0	9	3	148	13	192	150	434	3	8	728	161
	Auto	0	2	3	81	7	163	104	377	3	8	697	109
	Container	0	7	0	20	6	11	38	38	0	0	13	37
	Bobtails	0	0	0	42	0	17	6	18	0	0	17	12
	Chassis	0	0	0	5	0	1	2	1	0	0	1	3
	PCE	0	16	3	177	19	206	191	475	3	8	744	202
MD Peak Hour		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
3-4	Total	0	13	8	136	9	109	203	803	1	2	378	254
	Auto	0	7	8	54	3	75	145	742	1	2	293	83
	Container	0	6	0	61	6	16	43	37	0	0	39	54
	Bobtails	0	0	0	14	0	15	8	20	0	0	41	95
	Chassis	0	0	0	7	0	3	7	4	0	0	5	22
	PCE	0	19	8	205	15	130	254	846	1	2	426	340
PM Peak Hour		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
4:15-5:15	Total	1	12	5	167	1	184	258	903	1	0	480	275
	Auto	0	7	5	85	0	161	219	826	1	0	415	143
	Container	1	5	0	66	1	13	30	35	0	0	28	35
	Bobtails	0	0	0	15	0	10	8	38	0	0	34	83
	Chassis	0	0	0	1	0	0	1	4	0	0	3	14
	PCE	2	17	5	236	2	198	290	946	1	0	514	332



**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

**Peak Hour Volumes**

<b>AM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
8-9	Total	2	94	77	17	51	0	0	0	0	12	0	0
	Auto	2	90	51	16	50	0	0	0	0	8	0	0
	Container	0	3	21	1	1	0	0	0	0	4	0	0
	Bobtails	0	1	3	0	0	0	0	0	0	0	0	0
	Chassis	0	0	2	0	0	0	0	0	0	0	0	0
	PCE	2	97	100	18	52	0	0	0	0	16	0	0
<b>MD Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
2:15-3:15	Total	1	255	170	67	118	1	1	0	0	26	0	4
	Auto	1	251	90	62	117	1	1	0	0	11	0	4
	Container	0	2	56	4	0	0	0	0	0	1	0	0
	Bobtails	0	2	23	1	1	0	0	0	0	8	0	0
	Chassis	0	0	1	0	0	0	0	0	0	6	0	0
	PCE	1	257	229	71	118	1	1	0	0	34	0	4
<b>PM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
5-6	Total	3	194	134	5	119	0	2	1	0	56	0	13
	Auto	3	182	10	2	113	0	2	1	0	23	0	12
	Container	0	0	75	2	3	0	0	0	0	15	0	0
	Bobtails	0	8	40	0	3	0	0	0	0	16	0	1
	Chassis	0	4	9	1	0	0	0	0	0	2	0	0
	PCE	3	199	222	8	122	0	2	1	0	75	0	13

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

**Peak Hour Volumes**

<b>AM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
7:15-8:15	Total	0	0	0	0	0	0	0	183	1	0	259	0
	Auto	0	0	0	0	0	0	0	176	1	0	254	0
	Container	0	0	0	0	0	0	0	5	0	0	3	0
	Bobtails	0	0	0	0	0	0	0	2	0	0	2	0
	Chassis	0	0	0	0	0	0	0	0	0	0	0	0
	PCE	0	0	0	0	0	0	0	188	1	0	262	0
<b>MD Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
2-3	Total	0	0	0	0	0	0	0	161	1	0	241	0
	Auto	0	0	0	0	0	0	0	140	1	0	205	0
	Container	0	0	0	0	0	0	0	6	0	0	14	0
	Bobtails	0	0	0	0	0	0	0	14	0	0	12	0
	Chassis	0	0	0	0	0	0	0	1	0	0	10	0
	PCE	0	0	0	0	0	0	0	169	1	0	266	0
<b>PM Peak Hour</b>		<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>
4:45-5:45	Total	0	0	0	0	0	0	0	254	1	0	251	0
	Auto	0	0	0	0	0	0	0	224	1	0	249	0
	Container	0	0	0	0	0	0	0	25	0	0	1	0
	Bobtails	0	0	0	0	0	0	0	5	0	0	0	0
	Chassis	0	0	0	0	0	0	0	0	0	0	1	0
	PCE	0	0	0	0	0	0	0	280	1	0	253	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Miraflores Avenue/I-110 SB Ramps

Comment 4: Weather: Clear

7-8

AM Peak HNBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Total												
Auto	20	763	152	383	363	16	13	15	16	39	6	518
Other Trucl	0	15	0	3	14	2	0	0	1	1	1	18
Container	0	0	0	0	0	0	0	0	0	0	0	4
Bobtails	0	0	0	4	0	0	0	0	0	0	0	1
Chassis	0	0	0	0	0	0	0	0	0	0	0	1
PCE	20	793	152	393	391	20	13	15	18	41	8	565

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Miraflores Avenue/I-110 SB Ramps

Comment 4: Weather: Clear

	MD Peak F	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
2-3	Total												
	Auto	8	711	30	230	699	15	16	1	15	76	8	526
	Other Truc	0	15	2	3	11	4	2	0	1	1	4	24
	Container	0	3	0	3	0	0	0	0	0	0	0	5
	Bobtails	0	3	0	6	0	0	0	0	0	0	0	1
	Chassis	0	1	0	1	0	0	0	0	0	0	0	2
	PCE	8	752	34	251	721	23	20	1	17	78	16	589
4-5	PM Peak F	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	Total												
	Auto	12	677	67	393	724	24	20	12	13	111	15	655
	Other Truc	0	10	0	6	4	3	0	0	0	1	0	20
	Container	0	1	0	3	0	0	0	0	0	0	0	5
	Bobtails	0	0	0	4	0	0	0	0	0	0	0	4
	Chassis	0	0	0	1	0	0	0	0	0	0	0	1
	PCE	12	699	67	417	732	30	20	12	13	113	15	711

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

	AM Peak F-NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
7-8	Total												
	Auto	135	833	292	520	565	9	29	341	126	58	119	537
	Other Truc	2	29	7	15	16	0	5	8	2	2	3	14
	Container	0	2	2	2	0	0	0	0	0	0	0	0
	Bobtails	0	0	0	0	0	0	0	0	0	0	0	1
	Chassis	0	0	1	0	0	0	0	0	0	0	0	0
	PCE	139	895	312	554	597	9	39	357	130	62	125	566

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

	MD Peak F NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2-3	Total												
	Auto	145	837	244	502	744	32	50	217	101	93	80	346
	Other Truc	5	31	12	20	16	1	0	2	3	0	3	11
	Container	0	4	4	0	2	0	0	0	0	1	0	2
	Bobtails	0	0	0	3	1	0	0	0	0	1	0	0
	Chassis	0	0	3	0	0	0	0	0	0	1	0	0
	PCE	155	907	282	545	781	34	50	221	107	98	86	372
4-5	PM Peak F NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
	Total												
	Auto	199	852	297	589	911	30	39	297	133	108	143	408
	Other Truc	2	22	11	18	12	0	1	5	1	2	2	6
	Container	0	1	4	2	2	0	0	0	0	1	0	2
	Bobtails	0	0	0	0	0	0	0	0	0	1	0	0
	Chassis	0	0	1	0	0	0	0	0	0	1	0	0
	PCE	203	898	329	629	939	30	41	307	135	117	147	424

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

7-8

AM Peak F	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Total													
Auto		1	78	0	1	77	126	0	0	0	102	70	11
Other Truc		0	6	0	0	0	7	0	0	0	17	13	2
Container		0	25	0	0	18	73	0	0	0	28	39	2
Bobtails		0	35	0	0	18	80	0	0	0	12	15	5
Chassis		0	30	0	0	20	30	0	0	0	21	8	3
PCE		1	239	0	1	173	434	0	0	0	247	207	31

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

	MD Peak F NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2-3	Total												
	Auto	0	73	0	0	18	54	0	0	0	47	48	47
	Other Truc	0	15	0	0	5	10	0	0	0	16	23	3
	Container	0	110	0	0	43	99	0	0	0	72	63	65
	Bobtails	1	91	0	0	24	76	0	0	0	9	46	49
	Chassis	0	59	0	0	9	30	0	0	0	11	14	36
	PCE	1	541	0	0	158	416	0	0	0	255	299	309
4-5	PM Peak F NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
	Total												
	Auto	1	175	0	0	52	121	0	0	0	70	112	48
	Other Truc	0	8	0	0	1	8	0	0	0	5	7	1
	Container	0	88	0	0	29	101	0	0	0	43	34	22
	Bobtails	0	68	0	0	34	55	0	0	0	15	19	16
	Chassis	0	33	0	0	10	24	0	0	0	8	13	13
	PCE	1	508	0	0	169	448	0	0	0	199	241	138



File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

	AM Peak F-NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
7-8	Total												
	Auto	0	108	0	0	16	8	0	0	0	0	100	109
	Other Truc	0	7	0	0	24	3	0	0	0	0	7	17
	Container	0	11	0	0	21	7	0	0	0	0	57	55
	Bobtails	0	13	0	0	13	4	0	0	0	0	51	40
	Chassis	0	6	0	0	32	11	0	0	0	0	29	11
	PCE	0	170	0	0	184	54	0	0	0	0	342	319

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

	MD Peak F NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2-3	Total												
	Auto	0	23	0	0	50	50	0	0	0	0	70	31
	Other Truc	1	8	0	0	33	17	0	0	0	0	10	32
	Container	2	13	0	0	88	29	0	0	0	0	83	78
	Bobtails	0	22	0	0	34	23	0	0	0	0	73	50
	Chassis	0	4	0	0	32	13	0	0	0	0	27	21
	PCE	6	97	0	0	393	193	0	0	0	0	390	348
4-5	PM Peak F NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
	Total												
	Auto	0	93	0	0	146	106	0	0	0	0	174	78
	Other Truc	0	5	0	0	14	5	0	0	0	0	5	17
	Container	0	8	0	0	61	29	0	0	0	0	74	54
	Bobtails	0	18	0	0	16	10	0	0	0	0	54	22
	Chassis	0	8	0	0	17	6	0	0	0	0	18	20
	PCE	0	155	0	0	348	197	0	0	0	0	427	284

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

	AM Peak F-NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
7-8	Total												
	Auto	2	24	21	64	188	10	30	0	5	16	0	33
	Other Truc	0	2	1	1	2	0	0	0	0	2	0	4
	Container	0	1	0	17	30	0	0	0	0	1	0	5
	Bobtails	0	6	11	19	36	0	0	0	0	9	0	17
	Chassis	0	1	5	8	17	0	0	0	0	6	0	11
	PCE	2	39	45	137	326	10	30	0	5	44	0	92

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

	MD Peak F-NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2-3	Total												
	Auto	7	108	30	75	136	39	45	1	14	31	1	68
	Other Truc	2	0	1	1	2	0	4	0	2	1	1	2
	Container	0	44	4	47	86	0	0	0	0	6	0	20
	Bobtails	0	48	22	10	36	1	0	0	0	19	0	45
	Chassis	0	27	9	10	21	0	0	0	0	11	0	13
	PCE	11	303	82	202	394	40	53	1	18	88	3	188
4-5	PM Peak F-NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
	Total												
	Auto	3	123	21	91	193	33	55	0	7	25	0	149
	Other Truc	0	3	0	0	2	1	1	0	0	0	0	3
	Container	0	51	3	26	48	0	0	0	0	7	0	42
	Bobtails	0	28	12	25	46	0	0	0	0	20	0	58
	Chassis	0	15	5	11	20	0	0	0	0	4	0	23
	PCE	3	292	50	193	384	35	57	0	7	69	0	349

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\30\_LAC\_103S On\_S Pacific\_I St AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: I-103 Southbound On Ramp

Comment 3: E/W: Southern Pacific Dr/East I Street

Comment 4: Weather: Clear

	AM Peak F-NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
7-8	Total												
	Auto	0	0	0	25	0	12	0	18	0	0	4	5
	Other Truc	0	0	0	25	0	0	0	5	0	0	1	0
	Container	0	0	0	35	0	1	1	9	0	0	3	6
	Bobtails	0	0	0	12	0	5	1	5	0	0	7	12
	Chassis	0	0	0	3	0	0	0	1	0	0	2	1
	PCE	0	0	0	164	0	20	3	54	0	0	24	32

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\30\_LAC\_103S On\_S Pacific\_I St PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: I-103 Southbound On Ramp

Comment 3: E/W: Southern Pacific Dr/East I Street

Comment 4: Weather: Clear

	MD Peak F NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2-3	Total												
	Auto	0	0	0	27	0	4	2	11	0	0	1	4
	Other Truc	0	0	0	21	0	1	0	2	0	0	2	0
	Container	0	0	0	28	0	2	1	13	0	0	7	9
	Bobtails	0	0	0	30	0	3	1	9	0	0	4	1
	Chassis	0	0	0	6	0	3	0	0	0	0	5	3
	PCE	0	0	0	170	0	19	5	51	0	0	33	29
4-5	PM Peak F NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
	Total												
	Auto	0	0	0	90	0	6	1	10	0	0	4	4
	Other Truc	0	0	0	13	0	3	0	1	0	0	2	0
	Container	0	0	0	27	0	2	4	7	0	0	6	13
	Bobtails	0	0	0	29	0	2	2	13	0	0	3	3
	Chassis	0	0	0	4	0	0	1	1	0	0	1	0
	PCE	0	0	0	210	0	18	13	42	0	0	25	33







**Study Name** Avalon Blvd and Harry Bridges Blvd TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 2

**Road Volumes**

TMV Interval	Movement Southbound				Southbound Tc				Westbound				Westbound To				Northbound				Northbound Tc				Eastbound				Eastbound To	Grand Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	0	2	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	5	0	0	0	5	0	5	6
BobTail	0	0	0	0	0	0	16	0	0	16	0	0	16	0	0	0	0	0	5	0	0	0	5	0	0	0	5	0	5	21
Chassis Only	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	2
Container Trucks	0	0	0	0	0	0	10	0	0	10	0	0	10	0	0	0	0	0	6	0	0	0	6	0	0	0	6	0	6	16
12/17/2015 17:30	4	3	36	0	43	1	87	3	0	91	1	4	1	0	4	1	0	6	13	86	2	0	101	0	101	241				
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Cars	4	2	35	0	41	1	55	2	0	58	1	2	1	0	4	13	73	0	0	0	0	0	86	0	86	189				
Light Goods Vehicle	0	1	1	0	2	0	10	0	0	10	0	1	0	0	1	0	0	1	4	0	0	0	4	0	4	17				
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	3				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1				
BobTail	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	0	0	1	2	0	0	0	2	0	2	13				
Chassis Only	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	4				
Container Trucks	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	5	0	0	0	5	0	5	13				
12/17/2015 17:45	1	0	20	0	21	0	81	6	0	87	0	0	0	0	0	0	0	14	88	2	0	0	104	0	104	212				
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Cars	1	0	20	0	21	0	42	5	0	47	0	0	0	0	0	0	0	11	64	1	0	0	76	0	76	144				
Light Goods Vehicle	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	3	5	1	0	0	9	0	9	16				
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Single-Unit Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	4	4				
BobTail	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	4	0	0	0	4	0	4	18				
Chassis Only	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	4				
Container Trucks	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	10	0	0	0	10	0	10	23				
Grand Total	74	55	647	1	777	72	2393	85	0	2550	115	101	51	0	267	513	2516	85	0	3114	6708									



**Study Name** Alameda St and Anaheim St. TMC  
**Start Date** Monday, November 04, 2013 7:00 AM  
**End Date** Monday, November 04, 2013 6:00 PM  
**Site Code** 3

## Road Volumes

TMV Interval	Southbound				Westbound				Northbound				Eastbound				Grand Total	
	R	T	L	U	R	T	L	U	R	T	L	U	R	T	L	U	15	64
Bus	4	8	2	0	0	11	9	0	13	2	0	0	0	10	5	0	15	64
Bike	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	4
11/4/2013 14:45	51	32	12	0	6	144	40	0	91	34	2	0	3	142	33	0	178	590
Car	39	17	9	0	3	124	31	0	54	18	1	0	3	124	29	0	156	452
Medium	3	2	0	0	1	0	1	0	7	0	0	0	0	2	0	0	2	16
Heavy	6	7	3	0	0	10	3	0	16	8	1	0	0	11	2	0	13	67
Bus	3	6	0	0	2	10	5	0	11	8	0	0	0	5	2	0	7	52
Bike	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
11/4/2013 15:00	49	37	5	0	4	125	64	0	124	36	2	0	1	146	26	0	173	619
Car	36	18	1	0	2	110	41	0	97	26	2	0	1	125	22	0	148	481
Medium	2	1	0	0	0	0	5	0	2	0	0	0	0	1	0	0	1	11
Heavy	5	11	4	0	2	13	7	0	13	9	0	0	0	13	2	0	15	79
Bus	6	5	0	0	0	2	9	0	9	1	0	0	0	6	2	0	8	40
Bike	0	2	0	0	0	0	2	0	3	0	0	0	0	1	0	0	1	8
11/4/2013 15:15	44	42	4	0	5	162	66	0	100	39	7	0	2	142	28	0	172	641
Car	41	15	4	0	3	138	47	0	77	22	6	0	1	127	22	0	150	503
Medium	0	3	0	0	0	1	0	0	0	1	0	0	0	1	1	0	2	7
Heavy	1	19	0	0	2	14	14	0	8	4	0	0	1	8	3	0	12	74
Bus	2	5	0	0	0	9	4	0	13	11	1	0	0	6	2	0	8	53
Bike	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
11/4/2013 15:30	51	51	0	0	3	176	58	0	98	31	2	0	1	177	29	0	207	677
Car	41	29	0	0	1	162	44	0	69	24	2	0	0	161	22	0	183	555
Medium	0	2	0	0	2	1	2	0	0	0	0	0	0	0	2	0	2	8
Heavy	4	15	0	0	1	5	7	0	10	4	0	0	1	7	5	0	13	59
Bus	6	4	0	0	0	8	5	0	18	3	0	0	0	8	0	0	8	52
Bike	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	3
11/4/2013 15:45	57	78	7	0	4	159	68	0	95	27	4	0	2	131	32	0	165	664
Car	54	56	6	0	3	141	45	0	61	13	4	0	1	119	26	0	146	529
Medium	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	0	2	5
Heavy	2	18	0	0	0	9	15	0	14	7	0	0	1	9	1	0	11	76
Bus	1	2	1	0	1	8	7	0	17	3	0	0	0	1	5	0	6	46
Bike	0	1	0	0	0	1	1	0	2	3	0	0	0	0	0	0	0	8
11/4/2013 16:00	52	72	2	0	7	130	63	0	119	41	4	0	2	144	30	0	176	666
Car	38	55	1	0	5	107	48	0	90	24	2	0	0	129	26	0	157	527
Medium	0	0	0	0	0	4	1	0	0	0	1	0	0	1	0	0	1	7
Heavy	6	13	1	0	1	6	5	0	14	6	1	0	0	8	2	0	10	63
Bus	8	4	0	0	1	12	9	0	15	10	0	0	0	5	2	0	7	66
Bike	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	3
11/4/2013 16:15	50	66	2	0	8	143	74	0	152	51	3	0	3	168	18	0	189	738
Car	41	43	1	0	6	116	57	0	119	34	3	0	0	152	14	0	169	589
Medium	1	1	0	0	0	5	1	0	1	0	0	0	0	1	1	0	2	11
Heavy	5	16	1	0	0	12	8	0	13	8	0	0	0	5	2	0	7	70
Bus	2	6	0	0	2	10	7	0	16	8	0	0	0	10	1	0	11	62
Bike	1	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	6
11/4/2013 16:30	87	92	2	0	7	183	48	0	160	48	4	0	0	171	45	0	216	847
Car	75	63	2	0	3	153	36	0	131	27	1	0	0	158	33	0	191	682
Medium	0	1	0	0	1	4	3	0	3	0	0	0	0	2	1	0	3	15
Heavy	6	22	0	0	2	15	8	0	11	10	0	0	0	7	3	0	10	84
Bus	5	5	0	0	1	11	1	0	15	10	3	0	0	3	8	0	11	62
Bike	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	4
11/4/2013 16:45	41	9	3	0	2	177	59	0	120	25	5	0	4	220	36	0	260	701
Car	37	4	3	0	2	159	47	0	105	20	4	0	2	206	33	0	241	622
Medium	0	0	0	0	0	1	1	0	3	0	0	0	0	1	0	0	1	6
Heavy	0	4	0	0	0	4	3	0	6	2	0	0	1	11	1	0	13	32
Bus	4	1	0	0	5	13	6	0	6	3	1	0	1	2	2	0	5	39
Bike	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11/4/2013 17:00	43	73	4	0	3	150	37	0	165	33	3	0	1	200	45	0	246	757
Car	32	29	4	0	1	140	27	0	148	28	3	0	1	176	42	0	219	631
Medium	0	2	0	0	0	0	0	0	1	0	0	0	0	2	0	0	2	5
Heavy	5	29	0	0	1	5	6	0	8	3	0	0	0	11	2	0	13	70
Bus	6	13	0	0	1	5	4	0	8	2	0	0	0	11	1	0	12	51
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11/4/2013 17:15	60	37	0	0	10	137	36	0	134	29	7	0	0	214	35	0	249	699
Car	41	12	0	0	9	130	29	0	113	22	5	0	0	191	32	0	223	584

**Study Name** Alameda St and Anaheim St. TMC  
**Start Date** Monday, November 04, 2013 7:00 AM  
**End Date** Monday, November 04, 2013 6:00 PM  
**Site Code** 3

## Road Volumes

TMV Interval	Southbound				Westbound				Northbound				Eastbound				Grand Total				
	R	T	L	U	R	T	L	U	R	T	L	U	R	T	L	U					
Medium	5	0	0	0	5	0	0	1	0	1	0	0	0	0	0	0	1	7			
Heavy	8	13	0	0	21	0	4	1	0	5	8	2	0	0	10	0	14	1	0	15	51
Bus	6	12	0	0	18	1	3	4	0	8	11	5	2	0	18	0	8	2	0	10	54
Bike	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
11/4/2013 17:30	47	38	6	0	91	9	104	38	0	151	83	22	4	0	109	1	183	36	0	220	571
Car	38	16	6	0	60	8	98	31	0	137	66	13	2	0	81	1	142	34	0	177	455
Medium	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	8
Heavy	4	11	0	0	15	1	4	5	0	10	4	3	0	0	7	0	15	1	0	16	48
Bus	4	6	0	0	10	0	2	2	0	4	13	4	2	0	19	0	25	1	0	26	59
Bike	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11/4/2013 17:45	35	32	2	0	69	9	131	27	0	167	51	18	2	0	71	1	137	22	0	160	467
Car	31	15	1	0	47	8	115	15	0	138	35	13	2	0	50	1	115	18	0	134	369
Medium	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Heavy	2	11	0	0	13	1	6	8	0	15	11	0	0	0	11	0	7	2	0	9	48
Bus	2	2	1	0	5	0	9	4	0	13	4	4	0	0	8	0	15	2	0	17	43
Bike	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Grand Total	1122	1092	84	0	2298	103	3398	1314	0	4815	2380	680	84	0	3144	46	3638	730	0	4414	14671













**Study Name** Henry Ford Ave and Anaheim TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 19:00  
**Site Code** 4

### Road Volumes

TMV	Movement				Southbound Tc								Westbound								Westbound To								Northbound								Northbound Tc								Eastbound								Eastbound To								Grand Total
	Southbound				Tc				Westbound				To				Northbound				Tc				Eastbound				To																																
	Interval	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U																												
Single-Unit Trucks	0	1	0	0	1	1	6	0	7	0	0	0	203	21	17	8	0	0	0	0	0	0	0	0	0	0	8	4	0	12	20																														







**Study Name** Henry Ford Ave and Anaheim TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 19:00  
**Site Code** 4

**Road Volumes**

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total					
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
Light Goods Vehicle	1	0	2	0	3	0	16	0	0	16	1	0	1	0	6	0	0	6	0	0	6	27
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1
BobTail	1	1	0	0	2	0	7	0	7	1	1	1	3	0	3	0	0	3	0	0	3	15
Chassis Only	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2
Container Trucks	1	1	0	0	2	1	8	0	9	1	1	0	0	2	4	2	0	8	0	0	8	21
12/18/2015 18:15	16	3	9	0	28	2	129	5	0	136	9	2	10	0	21	7	109	8	0	124	309	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	11	3	7	0	21	1	110	1	0	112	6	1	4	0	11	3	95	8	0	106	250	
Light Goods Vehicle	1	0	2	0	3	0	11	0	0	11	0	0	3	0	3	2	3	0	0	5	22	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3	
Articulated Trucks	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
BobTail	2	0	0	0	2	0	3	4	0	7	2	0	0	0	2	0	3	0	0	3	14	
Chassis Only	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	
Container Trucks	2	0	0	0	2	0	2	0	0	2	1	0	2	0	3	2	6	0	0	8	15	
12/18/2015 18:30	13	6	5	0	24	7	140	5	0	152	8	6	2	0	16	6	100	5	0	111	303	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	8	1	4	0	13	5	109	4	0	118	4	2	1	0	7	3	79	5	0	87	225	
Light Goods Vehicle	1	1	0	0	2	1	14	0	0	15	1	1	0	0	2	1	10	0	0	11	30	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Single-Unit Trucks	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
BobTail	1	0	0	0	1	0	5	1	0	6	1	1	0	0	2	2	6	0	0	8	17	
Chassis Only	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
Container Trucks	3	2	1	0	6	1	7	0	0	8	2	2	1	0	5	0	2	0	0	2	21	
12/18/2015 18:45	12	7	7	0	26	1	99	10	0	110	23	2	4	0	29	4	87	10	0	101	266	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	7	2	3	0	12	1	76	4	0	81	13	2	3	0	18	3	70	6	0	79	190	
Light Goods Vehicle	1	0	1	0	2	0	16	0	0	16	3	0	1	0	4	0	4	0	0	4	26	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	
BobTail	1	2	1	0	4	0	0	4	0	4	5	0	0	0	5	0	3	0	0	3	16	
Chassis Only	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4	
Container Trucks	1	3	1	0	5	0	7	2	0	9	2	0	0	0	2	1	4	3	0	8	24	
Grand Total	2407	2751	1018	1	6177	1307	17452	2499	2	21260	2821	1848	1589	2	6260	1510	17759	3801	3	23073	56770	

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L					
12/17/2015	13	4	0	17	24	1	10	35	0	0	0	0	0	0	52		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	3	0	0	3	5	1	10	16	0	0	0	0	0	19			
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	2	1	0	3	0	0	0	0	0	0	0	0	0	3			
BobTail	7	1	0	8	12	0	0	12	0	0	0	0	0	20			
Chassis Only	1	1	0	2	0	0	0	0	0	0	0	0	0	2			
Container Trucks	0	1	0	1	7	0	0	7	0	0	0	0	0	8			
12/17/2015 0:15	8	3	0	11	16	0	8	24	0	0	0	0	0	35			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	0	0	0	3	0	7	10	0	0	0	0	0	10			
Light Goods Vehicle	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	2	0	0	2	0	0	0	0	0	0	0	0	0	2			
BobTail	3	2	0	5	7	0	0	7	0	0	0	0	0	12			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	3	1	0	4	6	0	0	6	0	0	0	0	0	10			
12/17/2015 0:30	9	6	0	15	17	1	3	21	0	0	0	0	0	36			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	3	0	0	3	3	1	3	7	0	0	0	0	0	10			
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	4	4	0	8	2	0	0	2	0	0	0	0	0	10			
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
Container Trucks	2	2	0	4	11	0	0	11	0	0	0	0	0	15			
12/17/2015 0:45	22	18	0	40	15	1	3	19	0	0	0	0	0	59			
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Cars	4	3	0	7	1	1	2	4	0	0	0	0	0	11			
Light Goods Vehicle	0	0	0	0	2	0	0	2	0	0	0	0	0	2			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
BobTail	7	2	0	9	4	0	0	4	0	0	0	0	0	13			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	10	13	0	23	8	0	0	8	0	0	0	0	0	31			
12/17/2015 1:00	14	2	0	16	12	2	7	21	0	0	0	0	0	37			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	2	2	0	4	4	2	6	12	0	0	0	0	0	16			
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	7	0	0	7	3	0	0	3	0	0	0	0	0	10			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	5	0	0	5	4	0	1	5	0	0	0	0	0	10			
12/17/2015 1:15	13	4	0	17	17	1	2	20	0	0	0	0	0	37			
Motorcycles	1	0	0	1	0	1	0	1	0	0	0	0	0	2			
Cars	5	3	0	8	3	0	2	5	0	0	0	0	0	13			
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	6	0	0	6	0	0	0	0	0	6			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	2	0	0	2	0	0	0	0	0	0	0	0	0	2			
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	0	2			
Container Trucks	5	1	0	6	6	0	0	6	0	0	0	0	0	12			
12/17/2015 1:30	15	4	0	19	7	1	3	11	0	0	0	0	0	30			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	2	0	0	2	1	1	3	5	0	0	0	0	0	7			
Light Goods Vehicle	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tot	Grand Total
	T	R	U		T	U	L		R	U	L		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	2	2	0	4	2	0	0	2	0	0	0	0	6
Chassis Only	3	0	0	3	0	0	0	0	0	0	0	0	3
Container Trucks	8	2	0	10	3	0	0	3	0	0	0	0	13
12/17/2015 1:45	19	14	0	33	6	2	6	14	0	0	0	0	47
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	4	1	0	5	3	2	6	11	0	0	0	0	16
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	3	3	0	6	1	0	0	1	0	0	0	0	7
Chassis Only	1	1	0	2	0	0	0	0	0	0	0	0	2
Container Trucks	11	9	0	20	1	0	0	1	0	0	0	0	21
12/17/2015 2:00	16	10	0	26	3	1	5	9	0	0	0	0	35
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	0	0	2	2	1	5	8	0	0	0	0	10
Light Goods Vehicle	1	1	0	2	1	0	0	1	0	0	0	0	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	7	0	7	0	0	0	0	0	0	0	0	7
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	13	2	0	15	0	0	0	0	0	0	0	0	15
12/17/2015 2:15	13	5	0	18	0	3	8	11	0	0	0	0	29
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	1	0	4	0	3	6	9	0	0	0	0	13
Light Goods Vehicle	2	0	0	2	0	0	2	2	0	0	0	0	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	2	2	0	4	0	0	0	0	0	0	0	0	4
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	5	2	0	7	0	0	0	0	0	0	0	0	7
12/17/2015 2:30	16	12	0	28	2	1	6	9	0	0	0	0	37
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	11	9	0	20	2	1	6	9	0	0	0	0	29
Light Goods Vehicle	0	1	0	1	0	0	0	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	3	0	0	3	0	0	0	0	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	2	2	0	4	0	0	0	0	0	0	0	0	4
12/17/2015 2:45	27	32	0	59	1	0	5	6	0	0	0	0	65
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	25	26	0	51	0	0	2	2	0	0	0	0	53
Light Goods Vehicle	1	6	0	7	0	0	0	0	0	0	0	0	7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	1	1	0	1	2	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 3:00	5	1	0	6	2	0	5	7	0	0	0	0	13
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	1	0	4	2	0	5	7	0	0	0	0	11
Light Goods Vehicle	2	0	0	2	0	0	0	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 3:15	4	1	0	5	3	1	7	11	0	0	0	0	16
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0



**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L					
Cars	3	1	0	4	3	1	7	11	0	0	0	0	0	0	15		
Light Goods Vehicle	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12/17/2015 3:30	3	0	0	3	1	1	9	11	0	0	0	0	0	0	14		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	2	0	0	2	1	1	5	7	0	0	0	0	0	9			
Light Goods Vehicle	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	3	3	0	0	0	0	0	3			
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/17/2015 3:45	4	4	0	8	3	0	11	14	0	0	0	0	0	22			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	3	2	0	5	3	0	8	11	0	0	0	0	0	16			
Light Goods Vehicle	1	2	0	3	0	0	2	2	0	0	0	0	0	5			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/17/2015 4:00	3	0	0	3	2	1	4	7	0	0	0	0	0	10			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	2	0	0	2	0	1	4	5	0	0	0	0	0	7			
Light Goods Vehicle	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	2			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/17/2015 4:15	2	0	0	2	1	0	8	9	0	0	0	0	0	11			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	2	0	0	2	1	0	6	7	0	0	0	0	0	9			
Light Goods Vehicle	0	0	0	0	0	0	2	2	0	0	0	0	0	2			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/17/2015 4:30	2	0	0	2	8	0	16	24	0	0	0	0	0	26			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	0	0	0	8	0	9	17	0	0	0	0	0	17			
Light Goods Vehicle	1	0	0	1	0	0	5	5	0	0	0	0	0	6			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	1	0	0	1	0	0	2	2	0	0	0	0	0	3			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/17/2015 4:45	5	1	0	6	1	0	26	27	0	0	0	0	0	33			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	4	0	0	4	1	0	23	24	0	0	0	0	0	28			
Light Goods Vehicle	1	0	0	1	0	0	2	2	0	0	0	0	0	3			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	0	1			

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tc	Grand Total
	Southbound				Southbound				Eastbound				
Interval	T	R	U	T	U	L	T	R	U	L	T		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
12/17/2015 5:00	2	0	0	2	5	1	19	25	0	0	0	27	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	0	0	0	1	1	14	16	0	0	0	16	
Light Goods Vehicle	2	0	0	2	0	0	5	5	0	0	0	7	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	3	0	0	3	0	0	0	3	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	1	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
12/17/2015 5:15	2	1	0	3	16	0	45	61	0	0	0	64	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	2	0	0	2	8	0	34	42	0	0	0	44	
Light Goods Vehicle	0	0	0	0	1	0	9	10	0	0	0	10	
Buses	0	0	0	0	0	0	1	1	0	0	0	1	
Single-Unit Trucks	0	0	0	0	1	0	1	2	0	0	0	2	
Articulated Trucks	0	1	0	1	6	0	0	6	0	0	0	7	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
12/17/2015 5:30	7	2	0	9	14	2	46	62	0	0	0	71	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	6	1	0	7	9	2	37	48	0	0	0	55	
Light Goods Vehicle	1	0	0	1	0	0	8	8	0	0	0	9	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	1	
Articulated Trucks	0	1	0	1	4	0	0	4	0	0	0	5	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	1	0	0	1	0	0	0	1	
12/17/2015 5:45	6	3	0	9	34	1	49	84	0	0	0	93	
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	1	
Cars	4	1	0	5	31	1	38	70	0	0	0	75	
Light Goods Vehicle	1	0	0	1	1	0	8	9	0	0	0	10	
Buses	0	0	0	0	0	0	1	1	0	0	0	1	
Single-Unit Trucks	1	0	0	1	0	0	2	2	0	0	0	3	
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	2	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	1	0	0	1	0	0	0	1	
12/17/2015 6:00	9	5	0	14	23	0	62	85	0	0	0	99	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	6	3	0	9	19	0	47	66	0	0	0	75	
Light Goods Vehicle	0	0	0	0	1	0	12	13	0	0	0	13	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	1	0	1	1	0	3	4	0	0	0	5	
Articulated Trucks	2	1	0	3	0	0	0	0	0	0	0	3	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	1	0	0	1	2	0	0	2	0	0	0	3	
12/17/2015 6:15	7	2	0	9	47	1	63	111	0	0	0	120	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	6	0	0	6	36	1	50	87	0	0	0	93	
Light Goods Vehicle	1	1	0	2	3	0	8	11	0	0	0	13	
Buses	0	0	0	0	0	0	2	2	0	0	0	2	
Single-Unit Trucks	0	0	0	0	2	0	2	4	0	0	0	4	
Articulated Trucks	0	1	0	1	1	0	0	1	0	0	0	2	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	1	0	1	2	0	0	0	2	
Container Trucks	0	0	0	0	4	0	0	4	0	0	0	4	
12/17/2015 6:30	16	5	0	21	49	0	84	133	0	0	0	154	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	9	3	0	12	28	0	75	103	0	0	0	115	
Light Goods Vehicle	7	1	0	8	10	0	6	16	0	0	0	24	

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tc	Grand Total
	Southbound				Southbound	Northbound	Northbound		Eastbound				
Interval	T	R	U	T	U	L	R	U	L	T	U	L	
Buses	0	0	0	0	1	0	1	2	0	0	0	0	2
Single-Unit Trucks	0	1	0	1	1	0	2	3	0	0	0	0	4
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1
Container Trucks	0	0	0	0	6	0	0	6	0	0	0	0	6
12/17/2015 6:45	19	3	0	22	63	3	115	181	0	0	0	0	203
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	12	2	0	14	39	3	91	133	0	0	0	0	147
Light Goods Vehicle	6	1	0	7	13	0	17	30	0	0	0	0	37
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	1	0	0	2	2	0	0	0	0	3
Articulated Trucks	0	0	0	0	2	0	3	5	0	0	0	0	5
BobTail	0	0	0	0	3	0	1	4	0	0	0	0	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	6	0	0	6	0	0	0	0	6
12/17/2015 7:00	15	5	0	20	60	1	97	158	0	0	0	0	178
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	8	3	0	11	36	1	86	123	0	0	0	0	134
Light Goods Vehicle	4	1	0	5	11	0	9	20	0	0	0	0	25
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	2	1	0	3	2	0	1	3	0	0	0	0	6
Articulated Trucks	1	0	0	1	1	0	0	1	0	0	0	0	2
BobTail	0	0	0	0	4	0	0	4	0	0	0	0	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	6	0	0	6	0	0	0	0	6
12/17/2015 7:15	22	0	0	22	82	0	116	198	0	0	0	0	220
Motorcycles	0	0	0	0	0	0	2	2	0	0	0	0	2
Cars	11	0	0	11	49	0	105	154	0	0	0	0	165
Light Goods Vehicle	6	0	0	6	12	0	7	19	0	0	0	0	25
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	2	0	0	2	2	0	1	3	0	0	0	0	5
Articulated Trucks	1	0	0	1	3	0	0	3	0	0	0	0	4
BobTail	1	0	0	1	3	0	0	3	0	0	0	0	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	13	0	0	13	0	0	0	0	14
12/17/2015 7:30	38	1	0	39	109	4	157	270	0	0	0	0	309
Motorcycles	0	0	0	0	0	0	2	2	0	0	0	0	2
Cars	22	1	0	23	78	4	137	219	0	0	0	0	242
Light Goods Vehicle	9	0	0	9	10	0	15	25	0	0	0	0	34
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	2	0	0	2	2	0	1	3	0	0	0	0	5
Articulated Trucks	0	0	0	0	3	0	1	4	0	0	0	0	4
BobTail	3	0	0	3	7	0	0	7	0	0	0	0	10
Chassis Only	2	0	0	2	0	0	0	0	0	0	0	0	2
Container Trucks	0	0	0	0	9	0	0	9	0	0	0	0	9
12/17/2015 7:45	42	5	0	47	149	3	190	342	0	0	0	0	389
Motorcycles	0	0	0	0	1	0	1	2	0	0	0	0	2
Cars	25	5	0	30	110	3	170	283	0	0	0	0	313
Light Goods Vehicle	10	0	0	10	15	0	15	30	0	0	0	0	40
Buses	1	0	0	1	0	0	1	1	0	0	0	0	2
Single-Unit Trucks	1	0	0	1	1	0	3	4	0	0	0	0	5
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
BobTail	2	0	0	2	6	0	0	6	0	0	0	0	8
Chassis Only	3	0	0	3	0	0	0	0	0	0	0	0	3
Container Trucks	0	0	0	0	14	0	0	14	0	0	0	0	14
12/17/2015 8:00	36	4	0	40	85	3	197	285	0	0	0	0	325
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	18	3	0	21	52	3	176	231	0	0	0	0	252
Light Goods Vehicle	9	1	0	10	5	0	17	22	0	0	0	0	32
Buses	0	0	0	0	0	0	2	2	0	0	0	0	2
Single-Unit Trucks	5	0	0	5	2	0	1	3	0	0	0	0	8
Articulated Trucks	0	0	0	0	2	0	1	3	0	0	0	0	3
BobTail	3	0	0	3	10	0	0	10	0	0	0	0	13
Chassis Only	1	0	0	1	1	0	0	1	0	0	0	0	2
Container Trucks	0	0	0	0	13	0	0	13	0	0	0	0	13

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Northbound			Eastbound			Grand Total		
	T	R	U	T	U	L	R	U	L			
12/17/2015 8:15	34	6	0	40	68	3	99	170	0	0	0	210
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	1
Cars	20	5	0	25	33	3	82	118	0	0	0	143
Light Goods Vehicle	6	0	0	6	15	0	11	26	0	0	0	32
Buses	0	0	0	0	0	0	2	2	0	0	0	2
Single-Unit Trucks	1	1	0	2	1	0	1	2	0	0	0	4
Articulated Trucks	1	0	0	1	1	0	2	3	0	0	0	4
BobTail	3	0	0	3	7	0	0	7	0	0	0	10
Chassis Only	2	0	0	2	4	0	0	4	0	0	0	6
Container Trucks	1	0	0	1	7	0	0	7	0	0	0	8
12/17/2015 8:30	32	6	0	38	63	3	88	154	0	0	0	192
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	1
Cars	13	3	0	16	22	3	70	95	0	0	0	111
Light Goods Vehicle	9	2	0	11	9	0	12	21	0	0	0	32
Buses	0	0	0	0	0	0	1	1	0	0	0	1
Single-Unit Trucks	2	0	0	2	0	0	4	4	0	0	0	6
Articulated Trucks	2	0	0	2	0	0	1	1	0	0	0	3
BobTail	4	1	0	5	12	0	0	12	0	0	0	17
Chassis Only	2	0	0	2	1	0	0	1	0	0	0	3
Container Trucks	0	0	0	0	18	0	0	18	0	0	0	18
12/17/2015 8:45	22	4	0	26	70	0	85	155	0	0	0	181
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	1
Cars	7	2	0	9	28	0	68	96	0	0	0	105
Light Goods Vehicle	7	1	0	8	4	0	10	14	0	0	0	22
Buses	0	0	0	0	0	0	2	2	0	0	0	2
Single-Unit Trucks	0	0	0	0	1	0	4	5	0	0	0	5
Articulated Trucks	4	0	0	4	3	0	0	3	0	0	0	7
BobTail	3	0	0	3	14	0	0	14	0	0	0	17
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	1
Container Trucks	0	1	0	1	20	0	0	20	0	0	0	21
12/17/2015 9:00	40	3	0	43	105	2	96	203	0	0	0	246
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	20	0	0	20	36	2	85	123	0	0	0	143
Light Goods Vehicle	9	1	0	10	16	0	6	22	0	0	0	32
Buses	0	0	0	0	0	0	2	2	0	0	0	2
Single-Unit Trucks	0	0	0	0	2	0	2	4	0	0	0	4
Articulated Trucks	0	1	0	1	2	0	1	3	0	0	0	4
BobTail	7	0	0	7	18	0	0	18	0	0	0	25
Chassis Only	1	0	0	1	8	0	0	8	0	0	0	9
Container Trucks	3	1	0	4	23	0	0	23	0	0	0	27
12/17/2015 9:15	35	6	0	41	75	2	105	182	0	0	0	223
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	16	2	0	18	29	2	91	122	0	0	0	140
Light Goods Vehicle	11	2	0	13	9	0	11	20	0	0	0	33
Buses	0	0	0	0	0	0	1	1	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	2
Articulated Trucks	2	1	0	3	3	0	0	3	0	0	0	6
BobTail	4	0	0	4	17	0	0	17	0	0	0	21
Chassis Only	1	0	0	1	1	0	0	1	0	0	0	2
Container Trucks	1	1	0	2	16	0	0	16	0	0	0	18
12/17/2015 9:30	23	9	0	32	77	1	118	196	0	0	0	228
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	9	3	0	12	24	1	86	111	0	0	0	123
Light Goods Vehicle	5	0	0	5	14	0	26	40	0	0	0	45
Buses	0	0	0	0	0	0	4	4	0	0	0	4
Single-Unit Trucks	1	0	0	1	4	0	1	5	0	0	0	6
Articulated Trucks	2	1	0	3	2	0	0	2	0	0	0	5
BobTail	1	2	0	3	13	0	0	13	0	0	0	16
Chassis Only	2	1	0	3	2	0	1	3	0	0	0	6
Container Trucks	3	2	0	5	18	0	0	18	0	0	0	23
12/17/2015 9:45	45	8	0	53	79	0	90	169	0	0	0	222
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	27	6	0	33	36	0	78	114	0	0	0	147
Light Goods Vehicle	5	0	0	5	7	0	9	16	0	0	0	21
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	3	0	0	3	3	0	2	5	0	0	0	8

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound			Northbound			Eastbound			Grand Total	
	Interval	T	R	U	T	U	L	T	U	L	T	R		U
Articulated Trucks	2	0	0	2	2	0	1	3	0	0	0	0	0	5
BobTail	4	1	0	5	14	0	0	14	0	0	0	0	0	19
Chassis Only	1	0	0	1	3	0	0	3	0	0	0	0	0	4
Container Trucks	3	1	0	4	14	0	0	14	0	0	0	0	0	18
12/17/2015 10:00	42	3	0	45	94	4	97	195	0	0	0	0	0	240
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	28	2	0	30	33	4	79	116	0	0	0	0	0	146
Light Goods Vehicle	4	0	0	4	21	0	8	29	0	0	0	0	0	33
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Single-Unit Trucks	3	0	0	3	2	0	5	7	0	0	0	0	0	10
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	1
BobTail	5	0	0	5	16	0	0	16	0	0	0	0	0	21
Chassis Only	0	1	0	1	2	0	0	2	0	0	0	0	0	3
Container Trucks	2	0	0	2	20	0	2	22	0	0	0	0	0	24
12/17/2015 10:15	36	5	0	41	87	4	91	182	0	0	0	0	0	223
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	26	4	0	30	43	4	74	121	0	0	0	0	0	151
Light Goods Vehicle	0	0	0	0	14	0	10	24	0	0	0	0	0	24
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Single-Unit Trucks	2	0	0	2	3	0	2	5	0	0	0	0	0	7
Articulated Trucks	0	0	0	0	0	0	4	4	0	0	0	0	0	4
BobTail	6	0	0	6	10	0	0	10	0	0	0	0	0	16
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Container Trucks	2	1	0	3	15	0	0	15	0	0	0	0	0	18
12/17/2015 10:30	33	9	0	42	81	3	81	165	0	0	0	0	0	207
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	22	7	0	29	35	2	63	100	0	0	0	0	0	129
Light Goods Vehicle	2	0	0	2	5	1	10	16	0	0	0	0	0	18
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Single-Unit Trucks	2	0	0	2	1	0	5	6	0	0	0	0	0	8
Articulated Trucks	1	0	0	1	0	0	2	2	0	0	0	0	0	3
BobTail	3	1	0	4	13	0	0	13	0	0	0	0	0	17
Chassis Only	0	0	0	0	7	0	0	7	0	0	0	0	0	7
Container Trucks	3	1	0	4	19	0	0	19	0	0	0	0	0	23
12/17/2015 10:45	50	10	0	60	75	3	72	150	0	0	0	0	0	210
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	31	4	0	35	28	2	62	92	0	0	0	0	0	127
Light Goods Vehicle	5	2	0	7	13	1	6	20	0	0	0	0	0	27
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Single-Unit Trucks	4	0	0	4	3	0	2	5	0	0	0	0	0	9
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	2
BobTail	5	2	0	7	7	0	0	7	0	0	0	0	0	14
Chassis Only	0	1	0	1	3	0	0	3	0	0	0	0	0	4
Container Trucks	5	1	0	6	19	0	0	19	0	0	0	0	0	25
12/17/2015 11:00	34	9	0	43	77	2	85	164	0	0	0	0	0	207
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	21	2	0	23	23	2	78	103	0	0	0	0	0	126
Light Goods Vehicle	2	1	0	3	9	0	3	12	0	0	0	0	0	15
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Single-Unit Trucks	4	1	0	5	0	0	0	0	0	0	0	0	0	5
Articulated Trucks	1	0	0	1	2	0	2	4	0	0	0	0	0	5
BobTail	3	1	0	4	17	0	0	17	0	0	0	0	0	21
Chassis Only	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Container Trucks	3	4	0	7	23	0	0	23	0	0	0	0	0	30
12/17/2015 11:15	43	3	0	46	85	3	63	151	0	0	0	0	0	197
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	26	1	0	27	32	3	53	88	0	0	0	0	0	115
Light Goods Vehicle	7	0	0	7	12	0	6	18	0	0	0	0	0	25
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	0	0	2	1	0	1	2	0	0	0	0	0	4
Articulated Trucks	1	0	0	1	1	0	3	4	0	0	0	0	0	5
BobTail	2	2	0	4	11	0	0	11	0	0	0	0	0	15
Chassis Only	1	0	0	1	5	0	0	5	0	0	0	0	0	6
Container Trucks	4	0	0	4	23	0	0	23	0	0	0	0	0	27
12/17/2015 11:30	57	6	0	63	70	3	71	144	0	0	0	0	0	207
Motorcycles	0	0	0	0	2	0	0	2	0	0	0	0	0	2

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement			Southbound Tc			Northbound			Northbound Tc			Eastbound			Grand Total
	Southbound T	R	U	T	U	L	T	U	L	R	U	L	Eastbound Tc			
Cars	31	4	0	35	31	3	57	91	0	0	0	0	0	126		
Light Goods Vehicle	11	1	0	12	7	0	7	14	0	0	0	0	0	26		
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1		
Single-Unit Trucks	1	0	0	1	1	0	2	3	0	0	0	0	0	4		
Articulated Trucks	0	1	0	1	1	0	2	3	0	0	0	0	0	4		
BobTail	10	0	0	10	10	0	0	10	0	0	0	0	0	20		
Chassis Only	2	0	0	2	2	0	2	4	0	0	0	0	0	6		
Container Trucks	2	0	0	2	16	0	0	16	0	0	0	0	0	18		
12/17/2015 11:45	75	18	0	93	87	7	97	191	0	0	0	0	0	284		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	56	12	0	68	45	7	74	126	0	0	0	0	0	194		
Light Goods Vehicle	11	4	0	15	11	0	20	31	0	0	0	0	0	46		
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1		
Single-Unit Trucks	2	1	0	3	3	0	1	4	0	0	0	0	0	7		
Articulated Trucks	0	0	0	0	2	0	1	3	0	0	0	0	0	3		
BobTail	4	1	0	5	4	0	0	4	0	0	0	0	0	9		
Chassis Only	0	0	0	0	5	0	0	5	0	0	0	0	0	5		
Container Trucks	2	0	0	2	17	0	0	17	0	0	0	0	0	19		
12/17/2015 12:00	46	4	0	50	117	2	109	228	0	0	0	0	0	278		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	29	2	0	31	57	2	90	149	0	0	0	0	0	180		
Light Goods Vehicle	6	1	0	7	12	0	14	26	0	0	0	0	0	33		
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	2		
Single-Unit Trucks	2	0	0	2	2	0	1	3	0	0	0	0	0	5		
Articulated Trucks	0	0	0	0	2	0	2	4	0	0	0	0	0	4		
BobTail	4	1	0	5	14	0	0	14	0	0	0	0	0	19		
Chassis Only	2	0	0	2	4	0	0	4	0	0	0	0	0	6		
Container Trucks	3	0	0	3	26	0	0	26	0	0	0	0	0	29		
12/17/2015 12:15	52	7	0	59	100	2	134	236	0	0	0	0	0	295		
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	0	1		
Cars	35	5	0	40	49	2	118	169	0	0	0	0	0	209		
Light Goods Vehicle	5	1	0	6	13	0	13	26	0	0	0	0	0	32		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	3	0	3	6	0	0	0	0	0	6		
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	1		
BobTail	9	1	0	10	8	0	0	8	0	0	0	0	0	18		
Chassis Only	1	0	0	1	5	0	0	5	0	0	0	0	0	6		
Container Trucks	1	0	0	1	21	0	0	21	0	0	0	0	0	22		
12/17/2015 12:30	44	8	0	52	132	4	94	230	0	0	0	0	0	282		
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	0	1		
Cars	25	3	0	28	75	3	77	155	0	0	0	0	0	183		
Light Goods Vehicle	7	1	0	8	20	1	10	31	0	0	0	0	0	39		
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	2		
Single-Unit Trucks	2	0	0	2	6	0	5	11	0	0	0	0	0	13		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	7	2	0	9	13	0	0	13	0	0	0	0	0	22		
Chassis Only	3	0	0	3	2	0	0	2	0	0	0	0	0	5		
Container Trucks	0	1	0	1	16	0	0	16	0	0	0	0	0	17		
12/17/2015 12:45	59	4	0	63	125	1	90	216	0	0	0	0	0	279		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	43	0	0	43	57	1	73	131	0	0	0	0	0	174		
Light Goods Vehicle	7	1	0	8	27	0	13	40	0	0	0	0	0	48		
Buses	0	0	0	0	0	0	3	3	0	0	0	0	0	3		
Single-Unit Trucks	3	1	0	4	3	0	0	3	0	0	0	0	0	7		
Articulated Trucks	1	0	0	1	0	0	1	1	0	0	0	0	0	2		
BobTail	3	1	0	4	9	0	0	9	0	0	0	0	0	13		
Chassis Only	1	0	0	1	2	0	0	2	0	0	0	0	0	3		
Container Trucks	1	1	0	2	27	0	0	27	0	0	0	0	0	29		
12/17/2015 13:00	40	6	0	46	103	1	96	200	0	0	0	0	0	246		
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	0	1		
Cars	27	4	0	31	43	1	82	126	0	0	0	0	0	157		
Light Goods Vehicle	6	0	0	6	12	0	8	20	0	0	0	0	0	26		
Buses	1	0	0	1	0	0	2	2	0	0	0	0	0	3		
Single-Unit Trucks	1	0	0	1	4	0	4	8	0	0	0	0	0	9		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	3	2	0	5	21	0	0	21	0	0	0	0	0	26		

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	Interval	T	R	U	T	U	L	T	R	U	L	T	R	U			
Chassis Only	1	0	0	1	2	0	0	2	0	0	0	2	0	0	0	0	3
Container Trucks	1	0	0	1	20	0	0	20	0	0	0	20	0	0	0	0	21
12/17/2015 13:15	48	5	0	53	102	2	104	208	0	0	0	0	0	0	0	0	261
Motorcycles	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Cars	34	1	0	35	42	2	89	133	0	0	0	0	0	0	0	0	168
Light Goods Vehicle	5	0	0	5	16	0	8	24	0	0	0	0	0	0	0	0	29
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	3	1	0	4	2	0	1	3	0	0	0	0	0	0	0	0	7
Articulated Trucks	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
BobTail	5	1	0	6	23	0	0	23	0	0	0	0	0	0	0	0	29
Chassis Only	0	2	0	2	3	0	0	3	0	0	0	0	0	0	0	0	5
Container Trucks	1	0	0	1	16	0	0	16	0	0	0	0	0	0	0	0	17
12/17/2015 13:30	53	12	0	65	102	3	91	196	1	0	0	1	0	0	0	1	262
Motorcycles	3	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
Cars	28	4	0	32	54	3	82	139	1	0	0	0	0	0	1	0	172
Light Goods Vehicle	5	2	0	7	10	0	7	17	0	0	0	0	0	0	0	0	24
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	7	4	0	11	13	0	0	13	0	0	0	0	0	0	0	0	24
Chassis Only	4	0	0	4	3	0	0	3	0	0	0	0	0	0	0	0	7
Container Trucks	5	1	0	6	20	0	0	20	0	0	0	0	0	0	0	0	26
12/17/2015 13:45	44	7	0	51	112	5	102	219	0	0	0	0	0	0	0	0	270
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Cars	23	0	0	23	43	5	90	138	0	0	0	0	0	0	0	0	161
Light Goods Vehicle	4	2	0	6	19	0	8	27	0	0	0	0	0	0	0	0	33
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	3	0	0	3	3	0	2	5	0	0	0	0	0	0	0	0	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	7	1	0	8	18	0	1	19	0	0	0	0	0	0	0	0	27
Chassis Only	0	1	0	1	4	0	0	4	0	0	0	0	0	0	0	0	5
Container Trucks	7	3	0	10	25	0	0	25	0	0	0	0	0	0	0	0	35
12/17/2015 14:00	45	14	0	59	105	2	75	182	0	0	0	0	0	0	0	0	241
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	25	3	0	28	36	2	68	106	0	0	0	0	0	0	0	0	134
Light Goods Vehicle	5	1	0	6	17	0	3	20	0	0	0	0	0	0	0	0	26
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	4
Articulated Trucks	0	1	0	1	2	0	3	5	0	0	0	0	0	0	0	0	6
BobTail	10	1	0	11	23	0	0	23	0	0	0	0	0	0	0	0	34
Chassis Only	0	1	0	1	3	0	0	3	0	0	0	0	0	0	0	0	4
Container Trucks	3	7	0	10	22	0	0	22	0	0	0	0	0	0	0	0	32
12/17/2015 14:15	52	14	0	66	102	2	103	207	0	0	0	0	0	0	0	0	273
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	31	4	0	35	41	2	76	119	0	0	0	0	0	0	0	0	154
Light Goods Vehicle	5	0	0	5	14	0	23	37	0	0	0	0	0	0	0	0	42
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	5
Articulated Trucks	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
BobTail	9	2	0	11	15	0	0	15	0	0	0	0	0	0	0	0	26
Chassis Only	0	1	0	1	3	0	0	3	0	0	0	0	0	0	0	0	4
Container Trucks	6	7	0	13	25	0	0	25	0	0	0	0	0	0	0	0	38
12/17/2015 14:30	56	12	0	68	98	7	76	181	0	0	0	0	0	0	0	0	249
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	40	7	0	47	42	6	63	111	0	0	0	0	0	0	0	0	158
Light Goods Vehicle	5	1	0	6	15	1	8	24	0	0	0	0	0	0	0	0	30
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	2	0	0	2	2	0	3	5	0	0	0	0	0	0	0	0	7
Articulated Trucks	1	0	0	1	3	0	1	4	0	0	0	0	0	0	0	0	5
BobTail	4	0	0	4	12	0	0	12	0	0	0	0	0	0	0	0	16
Chassis Only	2	1	0	3	6	0	0	6	0	0	0	0	0	0	0	0	9
Container Trucks	2	3	0	5	18	0	0	18	0	0	0	0	0	0	0	0	23
12/17/2015 14:45	36	14	0	50	78	8	112	198	0	0	0	0	0	0	0	0	248
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Cars	28	7	0	35	37	8	100	145	0	0	0	0	0	0	0	0	180
Light Goods Vehicle	2	3	0	5	8	0	6	14	0	0	0	0	0	0	0	0	19

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L					
Buses	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	
Single-Unit Trucks	0	1	0	1	1	3	1	0	3	0	0	0	0	0	0	5	
Articulated Trucks	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	2	
BobTail	3	1	0	4	14	0	0	0	14	0	0	0	0	0	0	18	
Chassis Only	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	
Container Trucks	1	2	0	3	15	0	0	0	15	0	0	0	0	0	0	18	
12/17/2015 15:00	50	5	0	55	80	5	88	173	0	0	0	0	0	0	0	228	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	35	2	0	37	39	5	82	126	0	0	0	0	0	0	0	163	
Light Goods Vehicle	6	1	0	7	10	0	4	14	0	0	0	0	0	0	0	21	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	1	0	0	1	1	0	2	3	0	0	0	0	0	0	0	4	
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	
BobTail	3	1	0	4	5	0	0	5	0	0	0	0	0	0	0	9	
Chassis Only	2	0	0	2	3	0	0	3	0	0	0	0	0	0	0	5	
Container Trucks	3	1	0	4	20	0	0	20	0	0	0	0	0	0	0	24	
12/17/2015 15:15	36	2	0	38	68	5	87	160	0	0	0	0	0	0	0	198	
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Cars	30	1	0	31	38	5	70	113	0	0	0	0	0	0	0	144	
Light Goods Vehicle	2	0	0	2	10	0	12	22	0	0	0	0	0	0	0	24	
Buses	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3	
Single-Unit Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	
BobTail	0	1	0	1	6	0	0	6	0	0	0	0	0	0	0	7	
Chassis Only	2	0	0	2	2	0	1	3	0	0	0	0	0	0	0	5	
Container Trucks	2	0	0	2	9	0	0	9	0	0	0	0	0	0	0	11	
12/17/2015 15:30	45	8	0	53	94	3	104	201	0	0	0	0	0	0	0	254	
Motorcycles	1	0	0	1	0	0	3	3	0	0	0	0	0	0	0	4	
Cars	28	3	0	31	58	2	89	149	0	0	0	0	0	0	0	180	
Light Goods Vehicle	7	1	0	8	9	1	11	21	0	0	0	0	0	0	0	29	
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Single-Unit Trucks	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	
Articulated Trucks	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	
BobTail	4	3	0	7	11	0	0	11	0	0	0	0	0	0	0	18	
Chassis Only	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	2	
Container Trucks	5	0	0	5	9	0	0	9	0	0	0	0	0	0	0	14	
12/17/2015 15:45	44	8	0	52	84	2	83	169	0	0	0	0	0	0	0	221	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	33	3	0	36	48	2	63	113	0	0	0	0	0	0	0	149	
Light Goods Vehicle	6	0	0	6	9	0	16	25	0	0	0	0	0	0	0	31	
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Single-Unit Trucks	2	0	0	2	3	0	1	4	0	0	0	0	0	0	0	6	
Articulated Trucks	0	1	0	1	2	0	1	3	0	0	0	0	0	0	0	4	
BobTail	3	0	0	3	4	0	0	4	0	0	0	0	0	0	0	7	
Chassis Only	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	2	
Container Trucks	0	3	0	3	17	0	1	18	0	0	0	0	0	0	0	21	
12/17/2015 16:00	64	3	0	67	72	6	97	175	0	0	0	0	0	0	0	242	
Motorcycles	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3	
Cars	39	2	0	41	43	6	77	126	0	0	0	0	0	0	0	167	
Light Goods Vehicle	5	0	0	5	8	0	14	22	0	0	0	0	0	0	0	27	
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Articulated Trucks	1	0	0	1	1	0	2	3	0	0	0	0	0	0	0	4	
BobTail	15	0	0	15	8	0	0	8	0	0	0	0	0	0	0	23	
Chassis Only	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	3	
Container Trucks	2	1	0	3	10	0	0	10	0	0	0	0	0	0	0	13	
12/17/2015 16:15	45	7	0	52	91	1	87	179	0	0	0	0	0	0	0	231	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	32	2	0	34	57	1	68	126	0	0	0	0	0	0	0	160	
Light Goods Vehicle	6	3	0	9	11	0	16	27	0	0	0	0	0	0	0	36	
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	
BobTail	6	2	0	8	9	0	0	9	0	0	0	0	0	0	0	17	
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	
Container Trucks	1	0	0	1	11	0	0	11	0	0	0	0	0	0	0	12	



**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L					
12/17/2015 16:30	62	6	0	68	77	5	110	192	0	0	0	0	0	0	260		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	43	4	0	47	49	5	95	149	0	0	0	0	0	196			
Light Goods Vehicle	9	1	0	10	12	0	13	25	0	0	0	0	0	35			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Single-Unit Trucks	2	0	0	2	2	0	0	2	0	0	0	0	0	4			
Articulated Trucks	0	0	0	0	4	0	1	5	0	0	0	0	0	5			
BobTail	8	1	0	9	3	0	0	3	0	0	0	0	0	12			
Chassis Only	0	0	0	0	3	0	0	3	0	0	0	0	0	3			
Container Trucks	0	0	0	0	4	0	0	4	0	0	0	0	0	4			
12/17/2015 16:45	85	20	0	105	88	2	97	187	0	0	0	0	0	292			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	58	14	0	72	58	2	77	137	0	0	0	0	0	209			
Light Goods Vehicle	18	6	0	24	13	0	14	27	0	0	0	0	0	51			
Buses	0	0	0	0	1	0	2	3	0	0	0	0	0	3			
Single-Unit Trucks	2	0	0	2	0	0	3	3	0	0	0	0	0	5			
Articulated Trucks	0	0	0	0	4	0	1	5	0	0	0	0	0	5			
BobTail	2	0	0	2	4	0	0	4	0	0	0	0	0	6			
Chassis Only	2	0	0	2	3	0	0	3	0	0	0	0	0	5			
Container Trucks	3	0	0	3	5	0	0	5	0	0	0	0	0	8			
12/17/2015 17:00	67	8	0	75	87	6	131	224	0	0	0	0	0	299			
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Cars	54	7	0	61	57	6	119	182	0	0	0	0	0	243			
Light Goods Vehicle	8	1	0	9	14	0	10	24	0	0	0	0	0	33			
Buses	2	0	0	2	0	0	1	1	0	0	0	0	0	3			
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
BobTail	2	0	0	2	4	0	0	4	0	0	0	0	0	6			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	11	0	0	11	0	0	0	0	0	11			
12/17/2015 17:15	53	2	0	55	95	3	102	200	0	0	0	0	0	255			
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Cars	41	2	0	43	66	3	95	164	0	0	0	0	0	207			
Light Goods Vehicle	8	0	0	8	9	0	5	14	0	0	0	0	0	22			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Single-Unit Trucks	1	0	0	1	2	0	0	2	0	0	0	0	0	3			
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
BobTail	2	0	0	2	6	0	0	6	0	0	0	0	0	8			
Chassis Only	0	0	0	0	3	0	0	3	0	0	0	0	0	3			
Container Trucks	0	0	0	0	9	0	0	9	0	0	0	0	0	9			
12/17/2015 17:30	51	4	0	55	81	3	123	207	0	0	0	0	0	262			
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Cars	43	4	0	47	64	2	113	179	0	0	0	0	0	226			
Light Goods Vehicle	6	0	0	6	5	1	7	13	0	0	0	0	0	19			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Single-Unit Trucks	0	0	0	0	1	0	1	2	0	0	0	0	0	2			
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
BobTail	1	0	0	1	2	0	0	2	0	0	0	0	0	3			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	1	0	0	1	8	0	0	8	0	0	0	0	0	9			
12/17/2015 17:45	53	3	0	56	91	5	69	165	0	0	0	0	0	221			
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
Cars	45	3	0	48	70	5	64	139	0	0	0	0	0	187			
Light Goods Vehicle	3	0	0	3	4	0	3	7	0	0	0	0	0	10			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Single-Unit Trucks	1	0	0	1	1	0	1	2	0	0	0	0	0	3			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	3	0	0	3	4	0	0	4	0	0	0	0	0	7			
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Container Trucks	0	0	0	0	11	0	0	11	0	0	0	0	0	11			
12/17/2015 18:00	48	8	0	56	54	4	83	141	0	0	0	0	0	197			
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Cars	35	3	0	38	33	3	77	113	0	0	0	0	0	151			
Light Goods Vehicle	2	2	0	4	1	1	4	6	0	0	0	0	0	10			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	1			

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L					
Articulated Trucks	1	0	0	1	10	0	1	11	0	0	0	0	0	0	12		
BobTail	4	0	0	4	4	0	0	4	0	0	0	0	0	0	8		
Chassis Only	1	0	0	1	1	0	0	1	0	0	0	0	0	0	2		
Container Trucks	4	3	0	7	4	0	0	4	0	0	0	0	0	0	11		
12/17/2015 18:15	37	12	0	49	48	3	70	121	0	0	0	0	0	0	170		
Motorcycles	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Cars	25	9	0	34	30	3	65	98	0	0	0	0	0	0	132		
Light Goods Vehicle	5	2	0	7	1	0	3	4	0	0	0	0	0	0	11		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2		
Articulated Trucks	0	0	0	0	9	0	0	9	0	0	0	0	0	0	9		
BobTail	3	1	0	4	3	0	0	3	0	0	0	0	0	0	7		
Chassis Only	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2		
Container Trucks	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5		
12/17/2015 18:30	41	1	0	42	42	4	60	106	0	0	0	0	0	0	148		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	26	0	0	26	21	4	53	78	0	0	0	0	0	0	104		
Light Goods Vehicle	4	0	0	4	1	0	4	5	0	0	0	0	0	0	9		
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Single-Unit Trucks	1	0	0	1	0	0	1	1	0	0	0	0	0	0	2		
Articulated Trucks	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7		
BobTail	6	0	0	6	9	0	0	9	0	0	0	0	0	0	15		
Chassis Only	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2		
Container Trucks	2	1	0	3	4	0	0	4	0	0	0	0	0	0	7		
12/17/2015 18:45	30	0	0	30	45	1	39	85	0	0	0	0	0	0	115		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	19	0	0	19	21	1	35	57	0	0	0	0	0	0	76		
Light Goods Vehicle	0	0	0	0	4	0	2	6	0	0	0	0	0	0	6		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Articulated Trucks	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7		
BobTail	4	0	0	4	10	0	0	10	0	0	0	0	0	0	14		
Chassis Only	4	0	0	4	1	0	0	1	0	0	0	0	0	0	5		
Container Trucks	3	0	0	3	2	0	0	2	0	0	0	0	0	0	5		
12/17/2015 19:00	36	4	0	40	55	7	52	114	0	0	0	0	0	0	154		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	28	4	0	32	31	6	49	86	0	0	0	0	0	0	118		
Light Goods Vehicle	3	0	0	3	0	1	2	3	0	0	0	0	0	0	6		
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3		
BobTail	1	0	0	1	9	0	0	9	0	0	0	0	0	0	10		
Chassis Only	1	0	0	1	1	0	0	1	0	0	0	0	0	0	2		
Container Trucks	3	0	0	3	11	0	0	11	0	0	0	0	0	0	14		
12/17/2015 19:15	37	1	0	38	42	1	72	115	0	0	0	0	0	0	153		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	20	0	0	20	14	1	66	81	0	0	0	0	0	0	101		
Light Goods Vehicle	1	0	0	1	0	0	3	3	0	0	0	0	0	0	4		
Buses	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2		
BobTail	9	0	0	9	7	0	0	7	0	0	0	0	0	0	16		
Chassis Only	5	0	0	5	5	0	0	5	0	0	0	0	0	0	10		
Container Trucks	2	1	0	3	14	0	0	14	0	0	0	0	0	0	17		
12/17/2015 19:30	25	7	0	32	56	3	45	104	0	0	0	0	0	0	136		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	15	6	0	21	28	2	41	71	0	0	0	0	0	0	92		
Light Goods Vehicle	0	0	0	0	0	1	3	4	0	0	0	0	0	0	4		
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	5	0	0	5	10	0	0	10	0	0	0	0	0	0	15		
Chassis Only	2	1	0	3	1	0	0	1	0	0	0	0	0	0	4		
Container Trucks	3	0	0	3	17	0	0	17	0	0	0	0	0	0	20		
12/17/2015 19:45	25	1	0	26	61	7	34	102	0	0	0	0	0	0	128		
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tot	Grand Total
	T	R	U		T	U	L		R	U	L		
Cars	17	0	0	17	30	7	29	66	0	0	0	0	83
Light Goods Vehicle	0	0	0	0	0	0	4	4	0	0	0	0	4
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
BobTail	4	0	0	4	10	0	0	10	0	0	0	0	14
Chassis Only	2	0	0	2	1	0	0	1	0	0	0	0	3
Container Trucks	2	1	0	3	17	0	0	17	0	0	0	0	20
12/17/2015 20:00	21	6	0	27	45	5	49	99	0	0	0	0	126
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	1
Cars	14	3	0	17	17	5	43	65	0	0	0	0	82
Light Goods Vehicle	2	1	0	3	4	0	5	9	0	0	0	0	12
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	3	0	0	3	0	0	0	0	3
BobTail	4	0	0	4	10	0	0	10	0	0	0	0	14
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	2	0	2	11	0	0	11	0	0	0	0	13
12/17/2015 20:15	32	2	0	34	50	8	23	81	0	0	0	0	115
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	18	1	0	19	15	8	20	43	0	0	0	0	62
Light Goods Vehicle	2	0	0	2	3	0	1	4	0	0	0	0	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	1	0	1	2	0	0	0	0	2
BobTail	7	0	0	7	7	0	0	7	0	0	0	0	14
Chassis Only	2	0	0	2	2	0	0	2	0	0	0	0	4
Container Trucks	3	1	0	4	22	0	0	22	0	0	0	0	26
12/17/2015 20:30	14	3	0	17	41	3	35	79	0	0	0	0	96
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	12	1	0	13	17	3	32	52	0	0	0	0	65
Light Goods Vehicle	0	0	0	0	0	0	3	3	0	0	0	0	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	1	9	0	0	9	0	0	0	0	10
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	2
Container Trucks	1	2	0	3	13	0	0	13	0	0	0	0	16
12/17/2015 20:45	32	4	0	36	45	5	37	87	0	0	0	0	123
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	21	3	0	24	23	5	34	62	0	0	0	0	86
Light Goods Vehicle	0	1	0	1	1	0	3	4	0	0	0	0	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
BobTail	4	0	0	4	1	0	0	1	0	0	0	0	5
Chassis Only	4	0	0	4	0	0	0	0	0	0	0	0	4
Container Trucks	1	0	0	1	20	0	0	20	0	0	0	0	21
12/17/2015 21:00	26	3	0	29	30	3	36	69	0	0	0	0	98
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	12	1	0	13	14	3	32	49	0	0	0	0	62
Light Goods Vehicle	1	1	0	2	0	0	4	4	0	0	0	0	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
BobTail	9	1	0	10	4	0	0	4	0	0	0	0	14
Chassis Only	2	0	0	2	1	0	0	1	0	0	0	0	3
Container Trucks	2	0	0	2	10	0	0	10	0	0	0	0	12
12/17/2015 21:15	27	6	0	33	30	9	36	75	0	0	0	0	108
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	15	2	0	17	19	9	35	63	0	0	0	0	80
Light Goods Vehicle	3	0	0	3	1	0	1	2	0	0	0	0	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	2	0	0	2	0	0	0	0	3
BobTail	4	2	0	6	2	0	0	2	0	0	0	0	8

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	Interval	T	R	U	T	U	L	T	U	L	R	U	L				
Chassis Only	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	3	
Container Trucks	4	1	0	5	4	0	0	4	0	0	0	0	0	0	9		
12/17/2015 21:30	25	8	0	33	30	1	34	65	0	0	0	0	0	0	98		
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1		
Cars	17	4	0	21	19	1	33	53	0	0	0	0	0	0	74		
Light Goods Vehicle	1	2	0	3	0	0	1	1	0	0	0	0	0	0	4		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
BobTail	2	0	0	2	6	0	0	6	0	0	0	0	0	0	8		
Chassis Only	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2		
Container Trucks	2	1	0	3	5	0	0	5	0	0	0	0	0	0	8		
12/17/2015 21:45	37	15	0	52	32	1	39	72	0	0	0	0	0	0	124		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	23	12	0	35	14	1	31	46	0	0	0	0	0	0	81		
Light Goods Vehicle	10	3	0	13	2	0	6	8	0	0	0	0	0	0	21		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Articulated Trucks	1	0	0	1	0	0	1	1	0	0	0	0	0	0	2		
BobTail	1	0	0	1	4	0	0	4	0	0	0	0	0	0	5		
Chassis Only	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2		
Container Trucks	0	0	0	0	12	0	0	12	0	0	0	0	0	0	12		
12/17/2015 22:00	12	1	0	13	37	3	38	78	0	0	0	0	0	0	91		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	10	0	0	10	15	2	36	53	0	0	0	0	0	0	63		
Light Goods Vehicle	2	0	0	2	0	1	2	3	0	0	0	0	0	0	5		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3		
BobTail	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	0	1	0	1	11	0	0	11	0	0	0	0	0	0	12		
12/17/2015 22:15	9	3	0	12	36	2	34	72	0	0	0	0	0	0	84		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	8	3	0	11	18	2	28	48	0	0	0	0	0	0	59		
Light Goods Vehicle	1	0	0	1	0	0	4	4	0	0	0	0	0	0	5		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		
BobTail	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6		
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		
Container Trucks	0	0	0	0	10	0	0	10	0	0	0	0	0	0	10		
12/17/2015 22:30	11	1	0	12	56	5	26	87	0	0	0	0	0	0	99		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	9	1	0	10	28	5	23	56	0	0	0	0	0	0	66		
Light Goods Vehicle	0	0	0	0	3	0	2	5	0	0	0	0	0	0	5		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		
BobTail	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5		
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2		
Container Trucks	2	0	0	2	17	0	0	17	0	0	0	0	0	0	19		
12/17/2015 22:45	14	1	0	15	56	1	28	85	0	0	0	0	0	0	100		
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		
Cars	12	1	0	13	35	1	26	62	0	0	0	0	0	0	75		
Light Goods Vehicle	2	0	0	2	3	0	1	4	0	0	0	0	0	0	6		
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2		
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2		
Container Trucks	0	0	0	0	13	0	0	13	0	0	0	0	0	0	13		
12/17/2015 23:00	14	2	0	16	22	2	25	49	1	0	0	1	1	0	66		
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Cars	9	2	0	11	13	2	22	37	1	0	0	1	1	0	49		
Light Goods Vehicle	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tot	Grand Total
	Southbound				T	U	L		Eastbound				
Interval	T	R	U	T	U	L	R	U	L	T	R	U	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	1	0	1	2	0	0	0	0	
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	
BobTail	1	0	0	1	3	0	0	3	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	4	0	0	4	4	0	0	4	0	0	0	0	
12/17/2015 23:15	6	1	0	7	23	3	23	49	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	3	0	0	3	10	3	21	34	0	0	0	0	
Light Goods Vehicle	1	0	0	1	0	0	1	1	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	
BobTail	1	0	0	1	1	0	0	1	0	0	0	0	
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	
Container Trucks	0	1	0	1	11	0	0	11	0	0	0	0	
12/17/2015 23:30	19	3	0	22	14	2	22	38	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	3	0	0	3	3	2	21	26	0	0	0	0	
Light Goods Vehicle	1	0	0	1	0	0	1	1	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	9	0	0	9	5	0	0	5	0	0	0	0	
Chassis Only	3	0	0	3	1	0	0	1	0	0	0	0	
Container Trucks	3	3	0	6	5	0	0	5	0	0	0	0	
12/17/2015 23:45	26	15	0	41	30	2	21	53	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	7	2	0	9	17	2	19	38	0	0	0	0	
Light Goods Vehicle	0	0	0	0	1	0	2	3	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	
BobTail	8	4	0	12	0	0	0	0	0	0	0	0	
Chassis Only	7	0	0	7	1	0	0	1	0	0	0	0	
Container Trucks	4	9	0	13	9	0	0	9	0	0	0	0	
12/18/2015	15	15	0	30	21	1	14	36	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	3	1	0	4	6	0	12	18	0	0	0	0	
Light Goods Vehicle	0	0	0	0	0	1	2	3	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	5	3	0	8	1	0	0	1	0	0	0	0	
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	
Container Trucks	6	11	0	17	13	0	0	13	0	0	0	0	
12/18/2015 0:15	14	2	0	16	17	0	11	28	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	1	0	1	4	0	10	14	0	0	0	0	
Light Goods Vehicle	0	0	0	0	0	0	1	1	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	
BobTail	5	0	0	5	5	0	0	5	0	0	0	0	
Chassis Only	3	0	0	3	4	0	0	4	0	0	0	0	
Container Trucks	5	1	0	6	4	0	0	4	0	0	0	0	
12/18/2015 0:30	21	5	0	26	22	0	8	30	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	5	2	0	7	3	0	7	10	0	0	0	0	
Light Goods Vehicle	2	0	0	2	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	0	0	
Articulated Trucks	2	0	0	2	0	0	0	0	0	0	0	0	
BobTail	6	1	0	7	4	0	0	4	0	0	0	0	
Chassis Only	3	0	0	3	1	0	0	1	0	0	0	0	
Container Trucks	2	2	0	4	14	0	1	15	0	0	0	0	

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L					
12/18/2015 0:45	12	13	0	25	20	4	5	29	0	0	0	0	0	0	54		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	3	4	0	7	3	4	4	11	0	0	0	0	0	0	18		
Light Goods Vehicle	0	1	0	1	0	0	1	1	0	0	0	0	0	0	2		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
BobTail	6	4	0	10	6	0	0	6	0	0	0	0	0	0	16		
Chassis Only	1	1	0	2	1	0	0	1	0	0	0	0	0	0	3		
Container Trucks	1	3	0	4	10	0	0	10	0	0	0	0	0	0	14		
12/18/2015 1:00	22	19	0	41	20	3	5	28	0	0	0	0	0	0	69		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	5	3	0	8	5	3	5	13	0	0	0	0	0	0	21		
Light Goods Vehicle	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5		
BobTail	4	7	0	11	3	0	0	3	0	0	0	0	0	0	14		
Chassis Only	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3		
Container Trucks	7	7	0	14	9	0	0	9	0	0	0	0	0	0	23		
12/18/2015 1:15	17	5	0	22	13	2	6	21	0	0	0	0	0	0	43		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	3	2	0	5	4	2	4	10	0	0	0	0	0	0	15		
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Articulated Trucks	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3		
BobTail	4	1	0	5	1	0	0	1	0	0	0	0	0	0	6		
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2		
Container Trucks	7	2	0	9	6	0	0	6	0	0	0	0	0	0	15		
12/18/2015 1:30	11	2	0	13	16	2	5	23	0	0	0	0	0	0	36		
Motorcycles	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2		
Cars	2	0	0	2	7	0	5	12	0	0	0	0	0	0	14		
Light Goods Vehicle	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3		
BobTail	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3		
Chassis Only	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3		
Container Trucks	4	1	0	5	5	0	0	5	0	0	0	0	0	0	10		
12/18/2015 1:45	7	1	0	8	8	3	3	14	0	0	0	0	0	0	22		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	3	0	0	3	3	3	3	9	0	0	0	0	0	0	12		
Light Goods Vehicle	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2		
Container Trucks	2	0	0	2	3	0	0	3	0	0	0	0	0	0	5		
12/18/2015 2:00	13	1	0	14	1	0	10	11	0	0	0	0	0	0	25		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	2	0	0	2	1	0	7	8	0	0	0	0	0	0	10		
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3		
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
Container Trucks	7	1	0	8	0	0	1	1	0	0	0	0	0	0	9		
12/18/2015 2:15	17	2	0	19	2	1	5	8	0	0	0	0	0	0	27		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	3	0	0	3	1	1	5	7	0	0	0	0	0	0	10		
Light Goods Vehicle	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tc	Grand Total
	Interval	T	R		U	T	U		L	R	U		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	7	1	0	8	1	0	0	1	0	0	0	0	9
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	6	0	0	6	0	0	0	0	0	0	0	0	6
12/18/2015 2:30	10	12	0	22	1	1	4	6	0	0	0	0	28
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	8	7	0	15	1	1	4	6	0	0	0	0	21
Light Goods Vehicle	1	4	0	5	0	0	0	0	0	0	0	0	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
12/18/2015 2:45	16	17	0	33	1	0	5	6	0	0	0	0	39
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	13	12	0	25	1	0	5	6	0	0	0	0	31
Light Goods Vehicle	3	5	0	8	0	0	0	0	0	0	0	0	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 3:00	8	1	0	9	3	0	5	8	0	0	0	0	17
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	8	0	0	8	1	0	5	6	0	0	0	0	14
Light Goods Vehicle	0	0	0	0	1	0	0	1	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 3:15	9	7	0	16	5	1	13	19	0	0	0	0	35
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	1
Cars	8	6	0	14	4	1	12	17	0	0	0	0	31
Light Goods Vehicle	0	1	0	1	0	0	1	1	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 3:30	5	11	0	16	2	1	5	8	0	0	0	0	24
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	5	8	0	13	2	1	4	7	0	0	0	0	20
Light Goods Vehicle	0	3	0	3	0	0	0	0	0	0	0	0	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 3:45	4	8	0	12	3	1	8	12	0	0	0	0	24
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	5	0	8	2	1	8	11	0	0	0	0	19
Light Goods Vehicle	1	3	0	4	0	0	0	0	0	0	0	0	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
12/18/2015 4:00	3	2	0	5	4	0	12	16	0	0	0	0	21
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L					
Cars	3	2	0	5	4	0	11	15	0	0	0	0	0	0	20		
Light Goods Vehicle	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12/18/2015 4:15	2	1	0	3	6	0	12	18	0	0	0	0	0	0	21		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	1	1	0	2	4	0	10	14	0	0	0	0	0	0	16		
Light Goods Vehicle	1	0	0	1	1	0	0	1	0	0	0	0	0	0	2		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		
12/18/2015 4:30	3	2	0	5	3	1	22	26	0	0	0	0	0	0	31		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	3	2	0	5	3	1	20	24	0	0	0	0	0	0	29		
Light Goods Vehicle	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12/18/2015 4:45	5	0	0	5	3	1	24	28	0	0	0	0	0	0	33		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	5	0	0	5	2	1	22	25	0	0	0	0	0	0	30		
Light Goods Vehicle	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12/18/2015 5:00	4	0	0	4	15	0	18	33	0	0	0	0	0	0	37		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	4	0	0	4	10	0	17	27	0	0	0	0	0	0	31		
Light Goods Vehicle	0	0	0	0	1	0	1	2	0	0	0	0	0	0	2		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2		
12/18/2015 5:15	2	0	0	2	10	0	43	53	0	0	0	0	0	0	55		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	0	0	0	0	7	0	34	41	0	0	0	0	0	0	41		
Light Goods Vehicle	1	0	0	1	3	0	8	11	0	0	0	0	0	0	12		
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
12/18/2015 5:30	4	0	0	4	12	0	65	77	0	0	0	0	0	0	81		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	2	0	0	2	10	0	55	65	0	0	0	0	0	0	67		
Light Goods Vehicle	2	0	0	2	1	0	9	10	0	0	0	0	0	0	12		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BobTail	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1		



**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tc	Grand Total
	Southbound				Southbound				Eastbound				
Interval	T	R	U		T	U	L		R	U	L		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 5:45	1	0	0	1	25	1	58	84	0	0	0	0	85
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	0	0	1	20	1	49	70	0	0	0	0	71
Light Goods Vehicle	0	0	0	0	1	0	5	6	0	0	0	0	6
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	1	0	2	3	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	3	0	0	3	0	0	0	0	3
12/18/2015 6:00	10	2	0	12	40	1	47	88	0	0	0	0	100
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	8	1	0	9	33	1	38	72	0	0	0	0	81
Light Goods Vehicle	2	1	0	3	3	0	7	10	0	0	0	0	13
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	3	0	0	3	0	0	0	0	3
12/18/2015 6:15	10	5	0	15	33	2	59	94	0	0	0	0	109
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	7	2	0	9	21	2	48	71	0	0	0	0	80
Light Goods Vehicle	2	3	0	5	4	0	7	11	0	0	0	0	16
Buses	0	0	0	0	0	0	2	2	0	0	0	0	2
Single-Unit Trucks	1	0	0	1	3	0	2	5	0	0	0	0	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	1	0	0	1	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	4	0	0	4	0	0	0	0	4
12/18/2015 6:30	28	2	0	30	43	1	90	134	0	0	0	0	164
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	19	0	0	19	24	1	71	96	0	0	0	0	115
Light Goods Vehicle	9	1	0	10	11	0	16	27	0	0	0	0	37
Buses	0	0	0	0	1	0	1	2	0	0	0	0	2
Single-Unit Trucks	0	1	0	1	1	0	2	3	0	0	0	0	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	3	0	0	3	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	3	0	0	3	0	0	0	0	3
12/18/2015 6:45	26	3	0	29	65	1	105	171	0	0	0	0	200
Motorcycles	0	0	0	0	0	0	2	2	0	0	0	0	2
Cars	14	3	0	17	34	1	82	117	0	0	0	0	134
Light Goods Vehicle	7	0	0	7	19	0	18	37	0	0	0	0	44
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	2	0	0	2	0	0	1	1	0	0	0	0	3
Articulated Trucks	3	0	0	3	1	0	1	2	0	0	0	0	5
BobTail	0	0	0	0	6	0	0	6	0	0	0	0	6
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	5	0	0	5	0	0	0	0	5
12/18/2015 7:00	22	2	0	24	66	0	111	177	0	0	0	0	201
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	20	2	0	22	40	0	108	148	0	0	0	0	170
Light Goods Vehicle	1	0	0	1	6	0	1	7	0	0	0	0	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	1	0	1	2	0	0	0	0	2
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	10	0	0	10	0	0	0	0	10
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	2
Container Trucks	0	0	0	0	7	0	0	7	0	0	0	0	7
12/18/2015 7:15	22	1	0	23	77	1	116	194	0	0	0	0	217
Motorcycles	0	0	0	0	1	0	1	2	0	0	0	0	2
Cars	10	0	0	10	43	1	103	147	0	0	0	0	157
Light Goods Vehicle	6	1	0	7	9	0	9	18	0	0	0	0	25

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L					
Buses	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	
Single-Unit Trucks	4	0	0	4	2	2	0	0	4	0	0	0	0	0	0	8	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	7	
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	
Container Trucks	2	0	0	2	13	0	0	13	0	0	0	0	0	0	0	15	
12/18/2015 7:30	34	2	0	36	145	1	186	332	0	0	0	0	0	0	0	368	
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Cars	18	2	0	20	103	1	166	270	0	0	0	0	0	0	0	290	
Light Goods Vehicle	7	0	0	7	14	0	14	28	0	0	0	0	0	0	0	35	
Buses	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	2	
Single-Unit Trucks	3	0	0	3	3	0	3	6	0	0	0	0	0	0	0	9	
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	
BobTail	2	0	0	2	11	0	0	11	0	0	0	0	0	0	0	13	
Chassis Only	3	0	0	3	2	0	0	2	0	0	0	0	0	0	0	5	
Container Trucks	1	0	0	1	9	0	1	10	0	0	0	0	0	0	0	11	
12/18/2015 7:45	40	2	0	42	136	4	200	340	0	0	0	0	0	0	0	382	
Motorcycles	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	2	
Cars	28	0	0	28	97	4	183	284	0	0	0	0	0	0	0	312	
Light Goods Vehicle	3	0	0	3	14	0	14	28	0	0	0	0	0	0	0	31	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	1	2	0	3	3	0	2	5	0	0	0	0	0	0	0	8	
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
BobTail	6	0	0	6	12	0	0	12	0	0	0	0	0	0	0	18	
Chassis Only	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	2	
Container Trucks	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	8	
12/18/2015 8:00	34	4	0	38	100	3	175	278	0	0	0	0	0	0	0	316	
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Cars	17	1	0	18	56	3	160	219	0	0	0	0	0	0	0	237	
Light Goods Vehicle	4	1	0	5	8	0	12	20	0	0	0	0	0	0	0	25	
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Single-Unit Trucks	1	2	0	3	1	0	1	2	0	0	0	0	0	0	0	5	
Articulated Trucks	2	0	0	2	2	0	1	3	0	0	0	0	0	0	0	5	
BobTail	8	0	0	8	19	0	0	19	0	0	0	0	0	0	0	27	
Chassis Only	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	
Container Trucks	1	0	0	1	11	0	0	11	0	0	0	0	0	0	0	12	
12/18/2015 8:15	30	6	0	36	64	2	123	189	0	0	0	0	0	0	0	225	
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Cars	18	3	0	21	25	2	114	141	0	0	0	0	0	0	0	162	
Light Goods Vehicle	9	2	0	11	10	0	5	15	0	0	0	0	0	0	0	26	
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	0	0	0	0	0	0	3	
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	
BobTail	2	0	0	2	10	0	0	10	0	0	0	0	0	0	0	12	
Chassis Only	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	4	
Container Trucks	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	14	
12/18/2015 8:30	39	2	0	41	86	2	81	169	0	0	0	0	0	0	0	210	
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Cars	23	2	0	25	28	2	69	99	0	0	0	0	0	0	0	124	
Light Goods Vehicle	5	0	0	5	16	0	7	23	0	0	0	0	0	0	0	28	
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	
Single-Unit Trucks	4	0	0	4	8	0	2	10	0	0	0	0	0	0	0	14	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	4	0	0	4	17	0	0	17	0	0	0	0	0	0	0	21	
Chassis Only	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	3	
Container Trucks	2	0	0	2	15	0	0	15	0	0	0	0	0	0	0	17	
12/18/2015 8:45	36	4	0	40	81	1	105	187	0	0	0	0	0	0	0	227	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	23	3	0	26	31	1	85	117	0	0	0	0	0	0	0	143	
Light Goods Vehicle	7	0	0	7	8	0	12	20	0	0	0	0	0	0	0	27	
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	
Single-Unit Trucks	1	0	0	1	3	0	5	8	0	0	0	0	0	0	0	9	
Articulated Trucks	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	3	
BobTail	1	1	0	2	22	0	0	22	0	0	0	0	0	0	0	24	
Chassis Only	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	4	
Container Trucks	1	0	0	1	14	0	0	14	0	0	0	0	0	0	0	15	

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Northbound			Eastbound			Grand Total			
	T	R	U	T	U	L	R	U	L				
12/18/2015 9:00	40	2	0	42	81	2	71	154	0	0	0	0	196
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	23	0	0	23	40	2	58	100	0	0	0	0	123
Light Goods Vehicle	11	2	0	13	7	0	10	17	0	0	0	0	30
Buses	0	0	0	0	0	0	2	2	0	0	0	0	2
Single-Unit Trucks	1	0	0	1	2	0	1	3	0	0	0	0	4
Articulated Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2
BobTail	1	0	0	1	17	0	0	17	0	0	0	0	18
Chassis Only	1	0	0	1	2	0	0	2	0	0	0	0	3
Container Trucks	1	0	0	1	13	0	0	13	0	0	0	0	14
12/18/2015 9:15	28	3	0	31	87	3	76	166	0	0	0	0	197
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	18	2	0	20	40	3	61	104	0	0	0	0	124
Light Goods Vehicle	1	0	0	1	10	0	10	20	0	0	0	0	21
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	2	0	0	2	1	0	4	5	0	0	0	0	7
Articulated Trucks	4	0	0	4	0	0	0	0	0	0	0	0	4
BobTail	2	0	0	2	17	0	0	17	0	0	0	0	19
Chassis Only	0	0	0	0	6	0	0	6	0	0	0	0	6
Container Trucks	1	1	0	2	13	0	0	13	0	0	0	0	15
12/18/2015 9:30	40	4	0	44	99	2	74	175	0	0	0	0	219
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	26	1	0	27	45	2	61	108	0	0	0	0	135
Light Goods Vehicle	3	0	0	3	3	0	7	10	0	0	0	0	13
Buses	0	0	0	0	0	0	2	2	0	0	0	0	2
Single-Unit Trucks	1	0	0	1	7	0	4	11	0	0	0	0	12
Articulated Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2
BobTail	4	0	0	4	16	0	0	16	0	0	0	0	20
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1
Container Trucks	4	3	0	7	27	0	0	27	0	0	0	0	34
12/18/2015 9:45	41	6	0	47	88	4	93	185	0	0	0	0	232
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	21	3	0	24	27	4	76	107	0	0	0	0	131
Light Goods Vehicle	5	0	0	5	9	0	10	19	0	0	0	0	24
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	4	0	0	4	4	0	6	10	0	0	0	0	14
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
BobTail	9	0	0	9	23	0	0	23	0	0	0	0	32
Chassis Only	0	1	0	1	5	0	0	5	0	0	0	0	6
Container Trucks	2	2	0	4	20	0	0	20	0	0	0	0	24
12/18/2015 10:00	44	5	0	49	87	3	81	171	0	0	0	0	220
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	23	3	0	26	32	3	65	100	0	0	0	0	126
Light Goods Vehicle	8	0	0	8	10	0	12	22	0	0	0	0	30
Buses	0	0	0	0	0	0	2	2	0	0	0	0	2
Single-Unit Trucks	5	0	0	5	1	0	2	3	0	0	0	0	8
Articulated Trucks	2	0	0	2	3	0	0	3	0	0	0	0	5
BobTail	4	0	0	4	18	0	0	18	0	0	0	0	22
Chassis Only	1	0	0	1	2	0	0	2	0	0	0	0	3
Container Trucks	1	2	0	3	21	0	0	21	0	0	0	0	24
12/18/2015 10:15	52	5	0	57	79	1	89	169	0	0	0	0	226
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	32	2	0	34	32	1	80	113	0	0	0	0	147
Light Goods Vehicle	3	0	0	3	7	0	5	12	0	0	0	0	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	3	1	0	4	3	0	4	7	0	0	0	0	11
Articulated Trucks	0	0	0	0	3	0	0	3	0	0	0	0	3
BobTail	8	1	0	9	12	0	0	12	0	0	0	0	21
Chassis Only	3	0	0	3	2	0	0	2	0	0	0	0	5
Container Trucks	3	1	0	4	20	0	0	20	0	0	0	0	24
12/18/2015 10:30	50	9	0	59	98	2	93	193	0	0	0	0	252
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	27	5	0	32	50	2	76	128	0	0	0	0	160
Light Goods Vehicle	5	0	0	5	10	0	11	21	0	0	0	0	26
Buses	0	0	0	0	0	0	3	3	0	0	0	0	3
Single-Unit Trucks	2	0	0	2	2	0	1	3	0	0	0	0	5

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound			Northbound			Eastbound			Grand Total	
	Interval	T	R	U	T	U	L	T	U	L	T	R		U
Articulated Trucks	1	0	0	1	2	0	1	3	0	0	0	0	0	4
BobTail	9	2	0	11	16	0	1	17	0	0	0	0	0	28
Chassis Only	2	1	0	3	3	0	0	3	0	0	0	0	0	6
Container Trucks	4	1	0	5	15	0	0	15	0	0	0	0	0	20
12/18/2015 10:45	42	9	0	51	90	4	90	184	0	0	0	0	0	235
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	27	4	0	31	37	3	69	109	0	0	0	0	0	140
Light Goods Vehicle	3	1	0	4	14	1	10	25	0	0	0	0	0	29
Buses	0	0	0	0	0	0	3	3	0	0	0	0	0	3
Single-Unit Trucks	2	2	0	4	2	0	8	10	0	0	0	0	0	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	5	0	0	5	14	0	0	14	0	0	0	0	0	19
Chassis Only	4	0	0	4	1	0	0	1	0	0	0	0	0	5
Container Trucks	1	2	0	3	22	0	0	22	0	0	0	0	0	25
12/18/2015 11:00	53	7	0	60	115	3	55	173	1	0	1	2	0	235
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	28	1	0	29	56	1	48	105	0	0	1	1	0	135
Light Goods Vehicle	3	1	0	4	6	1	4	11	0	0	0	0	0	15
Buses	1	0	0	1	0	0	1	1	0	0	0	0	0	2
Single-Unit Trucks	2	0	0	2	4	1	2	7	1	0	0	1	0	10
Articulated Trucks	0	2	0	2	1	0	0	1	0	0	0	0	0	3
BobTail	9	2	0	11	15	0	0	15	0	0	0	0	0	26
Chassis Only	8	0	0	8	4	0	0	4	0	0	0	0	0	12
Container Trucks	2	1	0	3	29	0	0	29	0	0	0	0	0	32
12/18/2015 11:15	48	13	0	61	119	4	82	205	0	0	0	0	0	266
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	22	10	0	32	60	3	62	125	0	0	0	0	0	157
Light Goods Vehicle	7	1	0	8	7	0	13	20	0	0	0	0	0	28
Buses	0	0	0	0	1	0	3	4	0	0	0	0	0	4
Single-Unit Trucks	3	0	0	3	4	1	2	7	0	0	0	0	0	10
Articulated Trucks	0	0	0	0	0	0	2	2	0	0	0	0	0	2
BobTail	9	1	0	10	17	0	0	17	0	0	0	0	0	27
Chassis Only	6	0	0	6	2	0	0	2	0	0	0	0	0	8
Container Trucks	1	1	0	2	28	0	0	28	0	0	0	0	0	30
12/18/2015 11:30	57	9	0	66	88	3	113	204	0	0	0	0	0	270
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	39	6	0	45	43	3	92	138	0	0	0	0	0	183
Light Goods Vehicle	8	1	0	9	6	0	10	16	0	0	0	0	0	25
Buses	0	0	0	0	0	0	6	6	0	0	0	0	0	6
Single-Unit Trucks	2	0	0	2	1	0	2	3	0	0	0	0	0	5
Articulated Trucks	0	1	0	1	1	0	3	4	0	0	0	0	0	5
BobTail	3	0	0	3	10	0	0	10	0	0	0	0	0	13
Chassis Only	4	0	0	4	7	0	0	7	0	0	0	0	0	11
Container Trucks	1	1	0	2	20	0	0	20	0	0	0	0	0	22
12/18/2015 11:45	56	14	0	70	83	3	112	198	0	0	0	0	0	268
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Cars	38	5	0	43	37	3	92	132	0	0	0	0	0	175
Light Goods Vehicle	10	5	0	15	2	0	12	14	0	0	0	0	0	29
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Single-Unit Trucks	3	1	0	4	3	0	2	5	0	0	0	0	0	9
Articulated Trucks	1	0	0	1	0	0	3	3	0	0	0	0	0	4
BobTail	0	0	0	0	17	0	0	17	0	0	0	0	0	17
Chassis Only	1	0	0	1	2	0	0	2	0	0	0	0	0	3
Container Trucks	3	3	0	6	22	0	0	22	0	0	0	0	0	28
12/18/2015 12:00	44	6	0	50	129	1	152	282	0	0	0	0	0	332
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	31	5	0	36	86	1	130	217	0	0	0	0	0	253
Light Goods Vehicle	8	1	0	9	11	0	17	28	0	0	0	0	0	37
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	3	3	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	4	0	0	4	12	0	0	12	0	0	0	0	0	16
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	20	0	0	20	0	0	0	0	0	20
12/18/2015 12:15	55	9	0	64	127	3	152	282	0	0	0	0	0	346
Motorcycles	0	0	0	0	1	0	1	2	0	0	0	0	0	2





**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement Southbound			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	2	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	4	0	4	1	0	0	1	0	0	0	0	0	0	0	5	
Chassis Only	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
Container Trucks	9	18	0	27	13	0	0	13	0	0	0	0	0	0	0	40	
12/18/2015 15:45	56	16	0	72	75	5	78	158	0	0	0	0	0	0	0	230	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	39	1	0	40	50	5	66	121	0	0	0	0	0	0	0	161	
Light Goods Vehicle	3	1	0	4	4	0	10	14	0	0	0	0	0	0	0	18	
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	
Single-Unit Trucks	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	4	
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	
BobTail	0	5	0	5	4	0	0	4	0	0	0	0	0	0	0	9	
Chassis Only	6	0	0	6	1	0	0	1	0	0	0	0	0	0	0	7	
Container Trucks	6	9	0	15	12	0	0	12	0	0	0	0	0	0	0	27	
12/18/2015 16:00	51	11	0	62	74	2	100	176	0	0	0	0	0	0	0	238	
Motorcycles	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	2	
Cars	40	1	0	41	54	1	80	135	0	0	0	0	0	0	0	176	
Light Goods Vehicle	5	1	0	6	11	1	13	25	0	0	0	0	0	0	0	31	
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	
Single-Unit Trucks	0	0	0	0	2	0	4	6	0	0	0	0	0	0	0	6	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	4	4	0	8	2	0	0	2	0	0	0	0	0	0	0	10	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	2	4	0	6	5	0	0	5	0	0	0	0	0	0	0	11	
12/18/2015 16:15	52	10	0	62	67	5	93	165	0	0	0	0	0	0	0	227	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	35	2	0	37	49	5	78	132	0	0	0	0	0	0	0	169	
Light Goods Vehicle	8	1	0	9	11	0	11	22	0	0	0	0	0	0	0	31	
Buses	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	
Single-Unit Trucks	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	3	
Articulated Trucks	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	2	
BobTail	0	3	0	3	1	0	1	2	0	0	0	0	0	0	0	5	
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Container Trucks	7	4	0	11	4	0	0	4	0	0	0	0	0	0	0	15	
12/18/2015 16:30	62	8	0	70	72	4	110	186	0	0	0	0	0	0	0	256	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	48	4	0	52	53	4	89	146	0	0	0	0	0	0	0	198	
Light Goods Vehicle	6	4	0	10	13	0	16	29	0	0	0	0	0	0	0	39	
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Single-Unit Trucks	2	0	0	2	1	0	3	4	0	0	0	0	0	0	0	6	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
BobTail	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	4	
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Container Trucks	3	0	0	3	3	0	0	3	0	0	0	0	0	0	0	6	
12/18/2015 16:45	91	17	0	108	67	3	94	164	0	0	0	0	0	0	0	272	
Motorcycles	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	2	
Cars	71	11	0	82	57	3	85	145	0	0	0	0	0	0	0	227	
Light Goods Vehicle	15	5	0	20	7	0	8	15	0	0	0	0	0	0	0	35	
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Single-Unit Trucks	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	
Container Trucks	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	3	
12/18/2015 17:00	53	4	0	57	61	8	134	203	0	0	0	0	0	0	0	260	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	40	4	0	44	56	6	117	179	0	0	0	0	0	0	0	223	
Light Goods Vehicle	10	0	0	10	3	2	14	19	0	0	0	0	0	0	0	29	
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	
BobTail	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement			Southbound Tc			Northbound			Northbound Tc			Eastbound			Eastbound Tot	Grand Total
	Southbound	R	U	T	U	L	T	U	L	R	U	L	Eastbound Tot				
12/18/2015 17:15	56	6	0	62	68	3	104	175	0	0	0	0	0	0	237		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	42	5	0	47	61	2	88	151	0	0	0	0	0	0	198		
Light Goods Vehicle	8	1	0	9	2	1	13	16	0	0	0	0	0	0	25		
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Single-Unit Trucks	2	0	0	2	1	0	1	2	0	0	0	0	0	0	4		
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2		
BobTail	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	1	0	0	1	2	0	0	2	0	0	0	0	0	0	3		
12/18/2015 17:30	40	1	0	41	51	1	86	138	0	0	0	0	0	179			
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Cars	33	0	0	33	43	1	74	118	0	0	0	0	0	151			
Light Goods Vehicle	5	1	0	6	4	0	10	14	0	0	0	0	0	20			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	1	0	0	1	0	0	2	2	0	0	0	0	0	3			
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	3	0	0	3	0	0	0	0	0	3			
12/18/2015 17:45	43	3	0	46	49	6	73	128	0	0	0	0	0	174			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	40	3	0	43	45	6	57	108	0	0	0	0	0	151			
Light Goods Vehicle	2	0	0	2	1	0	14	15	0	0	0	0	0	17			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Single-Unit Trucks	1	0	0	1	0	0	1	1	0	0	0	0	0	2			
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	0	2			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
12/18/2015 18:00	45	1	0	46	34	4	94	132	0	0	0	0	0	178			
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Cars	38	1	0	39	30	4	89	123	0	0	0	0	0	162			
Light Goods Vehicle	3	0	0	3	0	0	3	3	0	0	0	0	0	6			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
BobTail	2	0	0	2	0	0	0	0	0	0	0	0	0	2			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	1	0	0	1	3	0	0	3	0	0	0	0	0	4			
12/18/2015 18:15	44	4	0	48	35	0	73	108	0	0	0	0	0	156			
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Cars	35	4	0	39	32	0	62	94	0	0	0	0	0	133			
Light Goods Vehicle	7	0	0	7	0	0	7	7	0	0	0	0	0	14			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Single-Unit Trucks	1	0	0	1	0	0	1	1	0	0	0	0	0	2			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
Container Trucks	0	0	0	0	2	0	1	3	0	0	0	0	0	3			
12/18/2015 18:30	42	0	0	42	37	2	70	109	0	0	0	0	0	151			
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Cars	32	0	0	32	30	2	63	95	0	0	0	0	0	127			
Light Goods Vehicle	7	0	0	7	3	0	4	7	0	0	0	0	0	14			
Buses	0	0	0	0	0	0	2	2	0	0	0	0	0	2			
Single-Unit Trucks	2	0	0	2	0	0	0	0	0	0	0	0	0	2			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	0	1			
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	0	1			
Container Trucks	0	0	0	0	3	0	0	3	0	0	0	0	0	3			
12/18/2015 18:45	32	3	0	35	35	3	76	114	0	0	0	0	0	149			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	29	1	0	30	30	3	70	103	0	0	0	0	0	133			
Light Goods Vehicle	2	2	0	4	1	0	4	5	0	0	0	0	0	9			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	1			
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	1			



**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tot	Grand Total
	Southbound		U		T	U	L		R	U	L		
Interval	T	R	U		T	U	L		R	U	L		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	4	0	0	4	0	0	0	0	5
12/18/2015 19:00	21	3	0	24	21	3	62	86	0	0	0	0	110
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	19	3	0	22	19	3	54	76	0	0	0	0	98
Light Goods Vehicle	1	0	0	1	0	0	5	5	0	0	0	0	6
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
12/18/2015 19:15	24	0	0	24	36	4	65	105	0	0	0	0	129
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	22	0	0	22	28	4	52	84	0	0	0	0	106
Light Goods Vehicle	0	0	0	0	0	0	10	10	0	0	0	0	10
Buses	0	0	0	0	0	0	2	2	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	2	0	0	2	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1
Container Trucks	0	0	0	0	7	0	0	7	0	0	0	0	7
12/18/2015 19:30	32	4	0	36	29	1	61	91	0	0	0	0	127
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	28	3	0	31	24	1	57	82	0	0	0	0	113
Light Goods Vehicle	0	1	0	1	0	0	2	2	0	0	0	0	3
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	4	0	0	4	0	0	0	0	0	0	0	0	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	5	0	0	5	0	0	0	0	5
12/18/2015 19:45	17	4	0	21	32	6	46	84	0	0	0	0	105
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	16	2	0	18	25	5	43	73	0	0	0	0	91
Light Goods Vehicle	1	1	0	2	2	1	3	6	0	0	0	0	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	5	0	0	5	0	0	0	0	5
12/18/2015 20:00	21	1	0	22	25	2	53	80	0	0	0	0	102
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	18	1	0	19	20	1	44	65	0	0	0	0	84
Light Goods Vehicle	1	0	0	1	0	1	9	10	0	0	0	0	11
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	3	0	0	3	0	0	0	0	3
BobTail	2	0	0	2	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
12/18/2015 20:15	18	0	0	18	24	3	57	84	0	0	0	0	102
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	16	0	0	16	12	3	51	66	0	0	0	0	82
Light Goods Vehicle	1	0	0	1	1	0	4	5	0	0	0	0	6
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	1	0	0	1	1	0	0	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	6	0	1	7	0	0	0	0	7
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	4	0	0	4	0	0	0	0	4
12/18/2015 20:30	14	3	0	17	35	5	44	84	0	0	0	0	101
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tot	Grand Total
	Southbound				T	U	L		R	U	L		
Interval	T	R	U		T	U	L		R	U	L		
Cars	9	2	0	11	24	4	36	64	0	0	0	0	75
Light Goods Vehicle	2	1	0	3	3	1	5	9	0	0	0	0	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	5	0	1	6	0	0	0	0	6
BobTail	2	0	0	2	1	0	0	1	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
12/18/2015 20:45	23	4	0	27	31	3	41	75	0	0	0	0	102
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	19	3	0	22	25	3	36	64	0	0	0	0	86
Light Goods Vehicle	1	1	0	2	0	0	4	4	0	0	0	0	6
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
BobTail	3	0	0	3	0	0	0	0	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	4	0	0	4	0	0	0	0	4
12/18/2015 21:00	14	2	0	16	22	3	52	77	0	0	0	0	93
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	13	2	0	15	17	3	52	72	0	0	0	0	87
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	4	0	0	4	0	0	0	0	4
12/18/2015 21:15	14	2	0	16	22	4	53	79	0	0	0	0	95
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	12	2	0	14	18	4	53	75	0	0	0	0	89
Light Goods Vehicle	1	0	0	1	1	0	0	1	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
12/18/2015 21:30	18	8	0	26	23	2	51	76	0	0	0	0	102
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	15	8	0	23	18	2	47	67	0	0	0	0	90
Light Goods Vehicle	0	0	0	0	1	0	4	5	0	0	0	0	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	3	0	0	3	0	0	0	0	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	4	0	0	4	0	0	0	0	4
12/18/2015 21:45	25	19	0	44	33	2	52	87	0	0	0	0	131
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	22	13	0	35	25	2	50	77	0	0	0	0	112
Light Goods Vehicle	3	4	0	7	1	0	2	3	0	0	0	0	10
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	2	0	2	7	0	0	7	0	0	0	0	9
12/18/2015 22:00	12	0	0	12	25	0	54	79	0	0	0	0	91
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	12	0	0	12	22	0	46	68	0	0	0	0	80
Light Goods Vehicle	0	0	0	0	0	0	8	8	0	0	0	0	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV	Movement			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tot	Grand Total
	Southbound		U		T	U	L		Eastbound		L		
Interval	T	R	U	T	U	L	R	U	L	T	R	U	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	1	0	0	1	0	0	0	0	
12/18/2015 22:15	10	6	0	16	35	0	36	71	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	7	2	0	9	24	0	36	60	0	0	0	0	
Light Goods Vehicle	2	0	0	2	3	0	0	3	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	1	0	1	1	0	0	1	0	0	0	0	
Chassis Only	0	2	0	2	0	0	0	0	0	0	0	0	
Container Trucks	0	1	0	1	7	0	0	7	0	0	0	0	
12/18/2015 22:30	18	9	0	27	33	0	57	90	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	12	4	0	16	23	0	53	76	0	0	0	0	
Light Goods Vehicle	4	3	0	7	1	0	4	5	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	
Articulated Trucks	0	0	0	0	3	0	0	3	0	0	0	0	
BobTail	1	2	0	3	0	0	0	0	0	0	0	0	
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	5	0	0	5	0	0	0	0	
12/18/2015 22:45	14	4	0	18	39	0	40	79	0	0	0	0	
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	
Cars	11	0	0	11	30	0	36	66	0	0	0	0	
Light Goods Vehicle	1	0	0	1	3	0	3	6	0	0	0	0	
Buses	0	0	0	0	0	0	1	1	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	
BobTail	2	1	0	3	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	3	0	3	3	0	0	3	0	0	0	0	
12/18/2015 23:00	18	11	0	29	21	6	41	68	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	16	9	0	25	12	6	37	55	0	0	0	0	
Light Goods Vehicle	0	1	0	1	3	0	3	6	0	0	0	0	
Buses	0	0	0	0	0	0	1	1	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	1	1	0	2	6	0	0	6	0	0	0	0	
12/18/2015 23:15	10	5	0	15	20	0	30	50	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	8	4	0	12	14	0	30	44	0	0	0	0	
Light Goods Vehicle	0	0	0	0	1	0	0	1	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	1	0	1	1	0	0	1	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	0	0	1	0	0	1	0	0	0	0	
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	
Container Trucks	1	0	0	1	3	0	0	3	0	0	0	0	
12/18/2015 23:30	6	2	0	8	20	3	22	45	1	0	0	1	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	5	1	0	6	14	3	21	38	1	0	0	1	
Light Goods Vehicle	0	0	0	0	1	0	1	2	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	1	0	0	1	1	0	0	1	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	1	0	1	4	0	0	4	0	0	0	0	
12/18/2015 23:45	11	1	0	12	30	0	32	62	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	8	1	0	9	18	0	31	49	0	0	0	0	
Light Goods Vehicle	0	0	0	0	0	0	1	1	0	0	0	0	

**Study Name** Front St and SR47 WB On-Ramp TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 5

## Road Volumes

TMV Interval	Movement			Southbound Tc	Northbound			Northbound Tc	Eastbound			Eastbound Tot	Grand Total
	Southbound T	R	U		T	U	L		R	U	L		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	2	0	0	2	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	3	0	0	3	10	0	0	10	0	0	0	0	13
Grand Total	5738	1125	0	6863	10349	480	12773	23602	4	0	1	5	30470

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV	Movement																				Grand Total												
	Southbound				Southbound To				Westbound				Westbound To				Northbound					Northbound To				Eastbound				Eastbound To			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		L	T	R	U	L	T	R	U				
12/17/2015	0	3	11	0	14	0	0	0	0	0	3	14	0	0	17	19	0	40	0	59	90												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Cars	0	3	0	0	3	0	0	0	0	0	3	14	0	0	17	2	0	30	0	32	52												
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	10												
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1												
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1												
BobTail	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	18												
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1												
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	7												
12/17/2015 0:15	3	0	8	0	11	0	0	0	0	0	7	7	0	0	14	15	0	35	0	50	75												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Cars	3	0	0	0	3	0	0	0	0	0	7	7	0	0	14	1	0	31	0	32	49												
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1												
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1												
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2												
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	9												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7	0	1	0	8	13												
12/17/2015 0:30	2	1	8	0	11	0	0	0	0	0	7	6	0	0	13	14	0	30	0	44	68												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Cars	2	0	2	0	4	0	0	0	0	0	7	5	0	0	12	1	0	29	0	30	46												
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1												
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1												
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1												
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	6												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1												
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	12												
12/17/2015 0:45	0	5	17	0	22	0	0	0	0	0	7	5	0	0	12	14	0	24	0	38	72												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Cars	0	5	0	0	5	0	0	0	0	0	6	4	0	0	10	1	0	21	0	22	37												
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2												
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3												
BobTail	0	0	7	0	7	0	0	0	0	0	7	0	0	0	0	4	0	1	0	5	12												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Container Trucks	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	18												
12/17/2015 1:00	0	2	12	0	14	0	0	0	0	0	6	9	1	0	16	10	0	19	0	29	59												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Cars	0	2	0	0	2	0	0	0	0	0	6	9	1	0	16	2	0	18	0	20	38												
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1												
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2												
BobTail	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	9												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1												
Container Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	8												
12/17/2015 1:15	1	3	10	0	14	1	0	0	0	1	0	3	0	0	3	17	0	21	0	38	56												
Motorcycles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2												
Cars	0	3	3	0	6	1	0	0	0	1	0	3	0	0	3	2	0	17	0	19	29												
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
	Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		0	3	0	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	6	0	0	0	6	11	
12/17/2015 1:30	0	0	14	0	14	0	0	0	0	0	4	3	0	0	7	7	0	22	0	29	50
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	1	0	1	0	0	0	0	0	4	3	0	0	7	1	0	21	0	22	30
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	4
Chassis Only	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Container Trucks	0	0	8	0	8	0	0	0	0	0	0	0	0	0	3	0	0	0	3	11	11
12/17/2015 1:45	0	2	17	0	19	0	0	0	0	0	3	9	0	0	12	4	0	19	0	23	54
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Cars	0	2	2	0	4	0	0	0	0	0	2	7	0	0	9	2	0	18	0	20	33
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	4
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	11	0	11	0	0	0	0	0	0	0	0	0	1	0	0	0	1	12	12
12/17/2015 2:00	0	2	14	3	19	0	0	0	0	0	10	5	0	0	15	2	0	23	0	25	59
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	2	1	3	6	0	0	0	0	0	9	4	0	0	13	2	0	21	0	23	42
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
12/17/2015 2:15	0	1	11	0	12	0	0	0	0	0	4	8	0	0	12	1	0	16	0	17	41
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	1	0	1	0	0	0	0	0	3	6	0	0	9	1	0	15	0	16	26
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12/17/2015 2:30	0	10	7	0	17	0	0	0	0	0	4	7	1	0	12	1	0	20	0	21	50
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	7	3	0	10	0	0	0	0	0	3	5	1	0	9	1	0	19	0	20	39
Light Goods Vehicles	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
	12/17/2015 2:45	0	15	13	0	28	0	1	0	0	1	4	5	0	0	9		0	0	46	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	14	10	0	24	0	0	0	0	0	4	2	0	0	6	0	0	45	0	45	75
Light Goods Vehicles	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 3:00	0	5	0	0	5	0	0	0	0	0	5	3	0	0	8	1	0	18	0	19	32
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	5	0	0	5	0	0	0	0	0	4	3	0	0	7	1	0	16	0	17	29
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 3:15	0	0	4	0	4	0	0	0	0	0	7	8	2	0	17	0	0	17	0	17	38
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	3	0	3	0	0	0	0	0	5	8	2	0	15	0	0	14	0	14	32
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 3:30	0	1	1	0	2	0	0	0	0	0	10	10	0	0	20	1	1	12	0	14	36
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	0	0	1	0	0	0	0	0	9	7	0	0	16	1	1	11	0	13	30
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 3:45	0	4	0	0	4	0	0	0	0	0	7	13	0	0	20	1	1	7	0	9	33
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	3	0	0	3	0	0	0	0	0	4	12	0	0	16	1	1	7	0	9	28
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 4:00	0	1	1	0	2	0	0	0	0	0	6	2	0	0	8	2	0	10	0	12	22
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	0	0	1	0	0	0	0	0	5	2	0	0	7	1	0	10	0	11	19
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

**Road Volumes**

TMV	Movement				Southbound To				Westbound				Westbound To				Northbound				Northbound To				Eastbound				Eastbound To				Grand Total
	Interval	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U				
12/17/2015 5:30	3	5	2	0	10	0	2	1	0	3	47	44	1	0	92	13	10	62	0	85	190												
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Cars	3	4	2	0	9	0	1	0	0	1	39	44	1	0	84	8	8	56	0	72	166												
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	6	0	0	0	6	0	2	4	0	6	13												
Buses	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2												
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1												
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	5												
BobTail	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1												
12/17/2015 5:45	1	4	0	0	5	0	1	0	0	1	40	65	1	0	106	17	9	88	0	114	226												
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2												
Cars	1	3	0	0	4	0	1	0	0	1	33	59	1	0	93	14	8	66	0	88	186												
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	5	5	0	0	10	2	1	14	0	17	28												
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1												
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5												
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3												
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1												
12/17/2015 6:00	2	3	3	2	10	1	2	1	0	4	62	69	7	0	138	19	13	80	0	112	264												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1												
Cars	1	3	1	1	6	1	2	0	0	3	55	59	7	0	121	14	12	65	0	91	221												
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	7	6	0	0	13	1	1	10	0	12	25												
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1												
Single-Unit Trucks	1	0	0	0	1	0	0	1	0	1	4	3	0	0	3	1	0	4	0	5	10												
Articulated Trucks	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3												
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3												
12/17/2015 6:15	7	4	0	0	11	1	0	1	0	2	69	82	3	0	154	24	6	99	0	129	296												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Cars	5	3	0	0	8	1	0	0	0	1	59	74	3	0	136	16	4	86	0	106	251												
Light Goods Vehicles	2	1	0	0	3	0	0	0	0	0	9	4	0	0	13	2	1	7	0	10	26												
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4												
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	1	1	3	0	5	9												
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1												
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1												
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	4												
12/17/2015 6:30	14	4	3	0	21	1	0	0	0	1	76	108	2	0	186	23	16	117	0	156	364												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Cars	8	3	2	0	13	0	0	0	0	0	60	96	1	0	157	10	13	101	0	124	294												
Light Goods Vehicles	6	1	1	0	8	1	0	0	0	1	16	7	1	0	24	6	3	11	0	20	53												
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2												
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	6												
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2												
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	7												
12/17/2015 6:45	7	7	3	0	17	1	3	0	0	4	103	142	7	0	252	30	19	150	0	199	472												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4												
Cars	3	4	3	0	10	0	2	0	0	2	77	114	7	0	198	13	17	112	0	142	352												
Light Goods Vehicles	4	2	0	0	6	1	1	0	0	2	25	21	0	0	46	6	2	27	0	35	89												
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2												

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	1	2	0	0	3	0	0	4	0	0	4	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	2	0	0	10	10
12/17/2015 7:00	12	11	5	0	28	3	1	1	0	5	95	113	4	0	212	36	22	173	0	231	476
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Cars	11	7	5	0	23	3	1	1	0	5	93	105	4	0	202	15	22	143	0	180	410
Light Goods Vehicles	1	0	0	0	1	0	0	0	0	0	1	7	0	0	8	6	0	20	0	26	35
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	2	3
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	1	0	0	1	3	0	6	0	9	9	12
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
12/17/2015 7:15	3	6	9	0	18	1	0	0	0	1	123	148	5	0	276	45	15	192	0	252	547
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Cars	3	6	7	0	16	1	0	0	0	1	122	133	5	0	260	18	14	167	0	199	476
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	9	0	0	9	8	1	23	0	32	41	41
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	3
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	2	0	0	2	1	0	1	0	2	5	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	2
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14
12/17/2015 7:30	5	21	12	0	38	0	2	0	0	2	120	213	4	0	337	44	7	274	0	325	702
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Cars	2	21	6	0	29	0	2	0	0	2	119	200	4	0	323	19	6	250	0	275	629
Light Goods Vehicles	2	0	1	0	3	0	0	0	0	0	9	0	0	9	5	0	16	0	21	33	33
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	4
Single-Unit Trucks	1	0	0	0	1	0	0	0	0	0	1	0	0	1	1	1	4	0	6	8	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	2
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	7	0	0	0	7	10	10
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	3
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11	11
12/17/2015 7:45	10	18	15	2	45	0	2	0	0	2	126	277	4	0	407	44	7	297	0	348	802
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	3
Cars	5	18	4	2	29	0	2	0	0	2	125	269	4	0	398	15	6	267	0	288	717
Light Goods Vehicles	4	0	6	0	10	0	0	0	0	0	4	0	0	4	6	1	23	0	30	44	44
Buses	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	3	0	3	6
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	4	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	6	0	0	0	6	8	8
Chassis Only	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	16	16
12/17/2015 8:00	0	23	15	0	38	3	0	0	0	3	119	244	6	0	369	33	6	199	0	238	648
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	16	5	0	21	3	0	0	0	3	108	235	6	0	349	6	6	181	0	193	566
Light Goods Vehicles	0	4	4	0	8	0	0	0	0	0	10	2	0	0	12	3	0	13	0	16	36
Buses	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	3
Single-Unit Trucks	0	3	2	0	5	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	10	0	1	0	11	14	14
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12	0	0	0	12	13

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To				Westbound				Westbound To				Northbound				Northbound To				Eastbound				Eastbound To	Grand Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U						
12/17/2015 8:15	6	22	12	0	40	0	1	3	0	4	101	120	7	0	228	42	11	167	0	220	492									
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3									
Cars	6	15	4	0	25	0	0	2	0	2	93	107	5	0	205	16	11	150	0	177	409									
Light Goods Vehicles	0	5	2	0	7	0	0	0	0	0	5	8	2	0	15	4	0	13	0	17	39									
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	5									
Single-Unit Trucks	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	1	0	1	0	2	6									
Articulated Trucks	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	3									
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	11									
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6									
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	8	0	0	0	8	10									
12/17/2015 8:30	7	14	11	0	32	5	0	4	0	9	70	91	2	0	163	39	16	135	0	190	394									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3									
Cars	7	8	0	0	15	5	0	3	0	8	62	75	2	0	139	7	15	120	0	142	304									
Light Goods Vehicles	0	3	3	0	6	0	0	1	0	1	8	10	0	0	18	2	1	10	0	13	38									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2									
Single-Unit Trucks	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	8									
Articulated Trucks	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3									
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	15									
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	17									
12/17/2015 8:45	0	14	10	0	24	6	4	7	0	17	57	82	5	0	144	46	17	175	0	238	423									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	0	10	1	0	11	5	4	6	0	15	52	73	5	0	130	6	17	146	0	169	325									
Light Goods Vehicles	0	4	1	0	5	1	0	0	0	1	3	4	0	0	7	1	0	20	0	21	34									
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3									
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	2	0	4	0	6	12									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	3									
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	14	0	1	0	15	18									
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
Container Trucks	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1	21	0	1	0	22	27									
12/17/2015 9:00	4	24	16	0	44	5	5	3	0	13	55	122	2	0	179	62	19	165	0	246	482									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	4	14	2	0	20	4	4	3	0	11	49	104	2	0	155	11	18	150	0	179	365									
Light Goods Vehicles	0	10	3	0	13	1	0	0	0	1	3	14	0	0	17	2	0	9	0	11	42									
Buses	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	4									
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	4	0	4	9									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	6									
BobTail	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	24									
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7	0	1	0	8	10									
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	22									
12/17/2015 9:15	3	22	13	0	38	6	5	12	0	23	57	99	7	0	163	43	15	131	0	189	413									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	2	12	3	0	17	3	4	12	0	19	45	87	6	0	138	5	13	103	0	121	295									
Light Goods Vehicles	1	7	4	0	12	3	1	0	0	4	9	10	1	0	20	2	2	20	0	24	60									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4									
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	1	0	5	0	6	11									
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4									
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	21									
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	17									
12/17/2015 9:30	4	18	7	0	29	7	14	11	0	32	56	118	1	0	175	46	14	144	0	204	440									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1									
Cars	3	14	1	0	18	5	10	11	0	26	45	99	1	0	145	3	13	122	0	138	327									
Light Goods Vehicles	0	2	0	0	2	2	4	0	0	6	10	16	0	0	26	6	1	18	0	25	59									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total						
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U			
Single-Unit Trucks	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	3	0	4	6
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	4
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	14
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	5
Container Trucks	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	23
12/17/2015 9:45	3	26	17	0	46	4	9	8	0	21	45	108	2	0	155	39	13	140	0	192	414		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Cars	2	16	8	0	26	3	8	8	0	19	36	94	1	0	131	4	12	121	0	137	313		
Light Goods Vehicles	1	5	1	0	7	1	0	0	0	1	8	12	1	0	21	1	1	13	0	15	44		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
Single-Unit Trucks	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	2	0	3	0	5	11		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	3		
BobTail	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1	13	0	0	0	13	18		
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4		
Container Trucks	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	19		
12/17/2015 10:00	6	27	14	0	47	2	7	9	0	18	51	117	3	0	171	50	10	140	0	200	436		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	5	22	4	0	31	2	6	7	0	15	39	97	3	0	139	4	5	122	0	131	316		
Light Goods Vehicles	1	3	2	0	6	0	0	1	0	1	10	13	0	0	23	5	4	12	0	21	51		
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2		
Single-Unit Trucks	0	1	1	0	2	0	1	1	0	2	2	5	0	0	7	4	1	3	0	8	19		
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	5		
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	19		
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3		
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	21		
12/17/2015 10:15	3	25	14	0	42	5	6	3	0	14	51	114	1	0	166	36	3	133	0	172	394		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Cars	2	19	5	0	26	5	4	3	0	12	43	96	1	0	140	5	2	110	0	117	295		
Light Goods Vehicles	1	3	1	0	5	0	0	0	0	0	6	15	0	0	21	2	1	16	0	19	45		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	2	0	2	0	4	9		
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	5		
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	15		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	4		
Container Trucks	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	14	0	1	0	15	19		
12/17/2015 10:30	5	15	10	0	30	4	1	1	0	6	41	105	1	0	147	55	5	143	0	203	386		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	5	5	1	0	11	4	1	1	0	6	34	80	1	0	115	13	5	122	0	140	272		
Light Goods Vehicles	0	8	2	0	10	0	0	0	0	0	6	16	0	0	22	1	0	16	0	17	49		
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1		
Single-Unit Trucks	0	1	1	0	2	0	0	0	0	0	1	6	0	0	7	0	0	3	0	3	12		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4		
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	18		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6		
Container Trucks	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	24		
12/17/2015 10:45	1	40	18	0	59	1	6	3	0	10	49	106	1	0	156	38	3	137	0	178	403		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	0	28	5	0	33	0	1	2	0	3	44	89	1	0	134	4	2	103	0	109	279		
Light Goods Vehicles	1	9	2	0	12	1	3	0	0	4	5	13	0	0	18	3	1	25	0	29	63		
Buses	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	3	0	3	5		
Single-Unit Trucks	0	2	1	0	3	0	2	0	0	2	0	3	0	0	3	1	0	6	0	7	15		
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	12		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3		
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	25		

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To				Westbound				Westbound To				Northbound				Northbound To				Eastbound				Eastbound To	Grand Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
12/17/2015 11:00	3	20	8	0	31	1	3	0	0	4	53	108	2	0	163	54	10	166	0	230	428									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	1	16	2	0	19	1	1	0	0	2	44	96	2	0	142	8	9	139	0	156	319									
Light Goods Vehicles	2	1	1	0	4	0	2	0	0	2	8	10	0	0	18	2	1	24	0	27	51									
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1									
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	2	0	1	0	3	6									
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	17									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	4									
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	24	0	1	0	25	29									
12/17/2015 11:15	7	31	9	1	48	2	9	3	0	14	47	92	1	0	140	53	6	173	0	232	434									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3									
Cars	4	24	2	1	31	1	8	2	0	11	39	72	1	0	112	8	5	135	0	148	302									
Light Goods Vehicles	2	4	0	0	6	0	1	0	0	1	7	16	0	0	23	1	0	30	0	31	61									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2									
Single-Unit Trucks	1	2	0	0	3	1	0	0	0	1	1	1	0	0	2	1	0	2	0	3	9									
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4									
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	11	0	1	0	12	14									
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	7									
Container Trucks	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	27	0	0	0	27	32									
12/17/2015 11:30	10	29	20	0	59	5	6	3	0	14	58	96	4	0	158	33	10	213	0	256	487									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2									
Cars	8	21	7	0	36	3	3	3	0	9	53	79	3	0	135	4	6	173	0	183	363									
Light Goods Vehicles	1	6	2	0	9	1	1	0	0	2	4	10	0	0	14	3	3	35	0	41	66									
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3									
Single-Unit Trucks	0	0	1	0	1	1	1	0	0	2	0	2	0	0	2	0	1	3	0	4	9									
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3									
BobTail	0	2	6	0	8	0	0	0	0	0	0	1	0	0	1	9	0	0	0	9	18									
Chassis Only	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	6									
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	14	0	0	0	14	17									
12/17/2015 11:45	4	59	15	0	78	7	3	3	0	13	59	123	4	0	186	43	8	233	0	284	561									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1									
Cars	3	48	8	0	59	4	3	3	0	10	50	91	3	0	144	9	6	195	0	210	423									
Light Goods Vehicles	1	9	2	0	12	3	0	0	0	3	6	28	1	0	35	2	2	32	0	36	86									
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2									
Single-Unit Trucks	0	2	0	0	2	1	0	0	0	0	3	3	0	0	6	1	0	3	0	4	12									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	10									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5									
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	21									
12/17/2015 12:00	3	35	11	0	49	4	3	6	0	13	69	0	0	0	69	60	11	217	0	288	419									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	2	27	3	0	32	3	2	5	0	10	48	0	0	0	48	10	10	179	0	199	289									
Light Goods Vehicles	1	6	0	0	7	0	1	0	0	1	19	0	0	0	19	1	0	31	0	32	59									
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2									
Single-Unit Trucks	0	2	0	0	2	1	0	0	0	1	2	0	0	0	2	2	1	4	0	7	12									
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	3									
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	16									
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6									
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	29	0	0	0	29	32									
12/17/2015 12:15	2	33	19	0	54	5	9	7	0	21	79	0	0	0	79	46	17	157	0	220	374									
Motorcycles	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2									
Cars	1	29	6	0	36	3	7	6	0	16	70	0	0	0	70	7	13	126	0	146	268									
Light Goods Vehicles	1	3	2	0	6	1	1	0	0	2	8	0	0	0	8	5	1	20	0	26	42									
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3									

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Single-Unit Trucks	0	0	0	0	0	1	0	1	0	2	0	0	0	1	3	8	0	12	0	14
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	0	2	0	2
BobTail	0	0	9	0	9	0	0	0	0	0	0	0	0	7	0	0	0	7	0	16
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	5	0	0	0	5	0	6
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	19	0	0	0	19	0	20
12/17/2015 12:30	2	29	19	0	50	5	6	6	0	17	82	0	82	70	10	141	0	221	0	370
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	16	8	0	26	3	6	6	0	15	60	0	60	21	6	119	0	146	0	247
Light Goods Vehicles	0	10	3	0	13	2	0	0	0	2	21	0	21	8	2	17	0	27	0	63
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
Single-Unit Trucks	0	3	1	0	4	0	0	0	0	0	0	0	0	2	2	2	0	6	0	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	2
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	17	0	0	0	17	0	22
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	20
12/17/2015 12:45	1	44	15	1	61	2	6	8	0	16	82	0	82	67	9	144	0	220	0	379
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Cars	1	31	9	1	42	1	5	7	0	13	57	0	57	24	7	122	0	153	0	265
Light Goods Vehicles	0	7	1	0	8	0	0	0	0	0	23	0	23	7	0	20	0	27	0	58
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	6	0	0	6	1	0	1	0	2	2	0	2	1	1	0	0	2	0	12
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
BobTail	0	0	2	0	2	0	1	0	0	1	0	0	0	8	1	0	0	9	0	12
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	25	0	0	0	25	0	26
12/17/2015 13:00	4	32	14	0	50	3	8	9	0	20	77	134	7	218	48	5	149	0	202	490
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	2
Cars	4	24	7	0	35	2	7	8	0	17	52	112	6	170	5	4	124	0	133	355
Light Goods Vehicles	0	6	2	0	8	1	1	1	0	3	22	15	1	38	1	1	20	0	22	71
Buses	0	1	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	3	5	0	8	1	0	2	0	3	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	19	0	0	0	19	0	22
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	3	0	1	0	4	0	5
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	18	0	0	0	18	0	19
12/17/2015 13:15	2	28	14	0	44	2	7	10	0	19	81	140	4	225	61	3	164	0	228	516
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	2	21	5	0	28	2	1	9	0	12	63	124	4	191	11	3	141	0	155	386
Light Goods Vehicles	0	6	1	0	7	0	4	1	0	5	16	12	0	28	5	0	16	0	21	61
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
Single-Unit Trucks	0	1	2	0	3	0	2	0	0	2	1	1	0	2	1	0	3	0	4	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3	4
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	23	0	0	0	23	0	28
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	4
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	1	16	0	0	16	0	18
12/17/2015 13:30	4	30	22	0	56	3	8	4	0	15	90	136	1	227	46	15	141	0	202	500
Motorcycles	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Cars	2	21	1	0	24	3	6	4	0	13	74	125	1	200	8	12	126	0	146	383
Light Goods Vehicles	1	7	3	0	11	0	0	0	0	0	15	10	0	25	3	2	13	0	18	54
Buses	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	2	0	3	5
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	1	3	3
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	7	0	7	0	0	0	0	0	0	0	0	12	0	0	0	12	0	19
Chassis Only	0	0	4	0	4	0	0	0	0	0	0	0	0	3	0	0	0	3	0	7
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	19	0	0	0	19	0	24

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
12/17/2015 13:45	2	22	26	0	50	7	2	6	0	15	66	135	1	0	202	66	6	176	0	248	515
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Cars	2	19	7	0	28	5	1	5	0	11	57	110	0	0	167	8	6	158	0	172	378
Light Goods Vehicles	0	3	1	0	4	2	1	1	0	4	9	21	1	0	31	1	0	10	0	11	50
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	0	0	4	0	4	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3
BobTail	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	25	0	0	0	25	32
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Container Trucks	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	26	0	1	0	27	34
12/17/2015 14:00	1	28	21	0	50	2	3	6	0	11	95	123	4	0	222	47	8	183	0	238	521
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
Cars	1	22	6	0	29	1	2	4	0	7	75	104	3	0	182	3	8	166	0	177	395
Light Goods Vehicles	0	4	2	0	6	1	1	1	0	3	17	16	1	0	34	1	0	4	0	5	48
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	2	0	9	0	11	15
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	6	0	1	0	7	10
BobTail	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	27
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	18
12/17/2015 14:15	5	29	27	1	62	0	4	5	0	9	69	125	2	0	196	60	5	155	0	220	487
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	24	7	1	36	0	4	5	0	9	53	96	1	0	150	11	5	149	0	165	360
Light Goods Vehicles	1	5	4	0	10	0	0	0	0	0	14	19	1	0	34	4	0	2	0	6	50
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	7	0	0	9	0	0	2	0	2	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
BobTail	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	24
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6
Container Trucks	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	30
12/17/2015 14:30	5	33	19	0	57	0	4	4	0	8	89	117	2	0	208	51	2	167	0	220	493
Motorcycles	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	1	4
Cars	5	27	8	0	40	0	3	3	0	6	67	100	2	0	169	8	2	154	0	164	379
Light Goods Vehicles	0	5	1	0	6	0	1	1	0	2	16	14	0	0	30	3	0	6	0	9	47
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	3	2	0	0	5	1	0	5	0	6	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	18
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	8
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	22
12/17/2015 14:45	3	22	17	0	42	3	3	2	0	8	85	132	1	0	218	51	4	186	0	241	509
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	4
Cars	3	18	8	0	29	2	3	1	0	6	74	118	0	0	192	11	4	175	0	190	417
Light Goods Vehicles	0	3	3	0	6	1	0	0	0	1	10	10	0	0	20	3	0	0	0	3	30
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
Single-Unit Trucks	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	1	0	7	0	8	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	16
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	22
12/17/2015 15:00	3	23	18	1	45	3	1	3	0	7	85	115	0	0	200	39	5	190	0	234	486
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	3
Cars	2	20	8	1	31	3	1	3	0	7	76	101	0	0	177	5	4	171	0	180	395
Light Goods Vehicles	1	2	2	0	5	0	0	0	0	0	4	12	0	0	16	4	1	16	0	21	42
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	0	0	1	0	1	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21	24
12/17/2015 15:15	5	31	9	0	45	2	1	2	0	5	71	118	1	0	190	37	1	195	0	233	473
Motorcycles	1	0	0	0	1	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	5
Cars	4	27	4	0	35	0	0	1	0	1	58	93	0	0	151	12	1	168	0	181	368
Light Goods Vehicles	0	4	0	0	4	2	1	1	0	4	11	19	1	0	31	3	0	22	0	25	64
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	4	0	6	7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	12
12/17/2015 15:30	4	24	19	0	47	5	2	1	0	8	92	163	6	0	261	36	1	204	0	241	557
Motorcycles	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	0	0	1	0	1	7
Cars	3	22	8	0	33	4	2	1	0	7	77	136	5	0	218	8	0	179	0	187	445
Light Goods Vehicles	1	2	2	0	5	1	0	0	0	1	11	22	1	0	34	2	0	20	0	22	62
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	2	0	1	0	3	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	14
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	16
12/17/2015 15:45	0	31	14	0	45	1	1	2	0	4	84	122	3	0	209	38	0	199	0	237	495
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Cars	0	27	6	0	33	1	0	2	0	3	70	89	3	0	162	8	0	172	0	180	378
Light Goods Vehicles	0	3	3	0	6	0	1	0	0	1	13	28	0	0	41	6	0	20	0	26	74
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	0	3	0	3	7
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	5
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	19
12/17/2015 16:00	1	30	33	0	64	3	2	2	0	7	82	123	3	0	208	36	1	209	0	246	525
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	5
Cars	1	29	14	0	44	3	2	2	0	7	74	108	3	0	185	10	1	185	0	196	432
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	7	10	0	0	17	2	0	17	0	19	36
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
BobTail	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	23
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	16
12/17/2015 16:15	5	26	17	0	48	4	2	1	0	7	71	135	0	0	206	30	0	209	0	239	500
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	26	10	0	40	4	2	1	0	7	60	125	0	0	185	7	0	184	0	191	423
Light Goods Vehicles	1	0	0	0	1	0	0	0	0	0	9	7	0	0	16	2	0	22	0	24	41
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	13
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Container Trucks	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	10	0	0	0	10	12



**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To				Westbound				Westbound To				Northbound				Northbound To				Eastbound				Eastbound To	Grand Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
12/17/2015 16:30	0	28	32	0	60	4	2	0	0	6	120	171	2	0	293	33	0	204	0	237	596									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	0	27	23	0	50	4	2	0	0	6	105	158	1	0	264	15	0	176	0	191	511									
Light Goods Vehicles	0	0	3	0	3	0	0	0	0	0	15	10	1	0	26	4	0	24	0	28	57									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	6									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
BobTail	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	9									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8									
12/17/2015 16:45	8	58	29	0	95	4	2	2	0	8	89	125	5	0	219	33	2	274	0	309	631									
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3									
Cars	8	46	15	0	69	4	1	2	0	7	79	106	5	0	190	11	2	246	0	259	525									
Light Goods Vehicles	0	9	6	0	15	0	1	0	0	1	8	13	0	0	21	4	0	22	0	26	63									
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	6									
Single-Unit Trucks	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	9									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6									
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5									
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	13									
12/17/2015 17:00	4	40	19	0	63	2	1	0	0	3	136	173	0	0	309	42	1	261	0	304	679									
Motorcycles	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	3	0	3	6									
Cars	4	31	13	0	48	2	1	0	0	3	120	152	0	0	272	20	1	239	0	260	583									
Light Goods Vehicles	0	5	4	0	9	0	0	0	0	0	15	18	0	0	33	7	0	18	0	25	67									
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2									
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	7									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11									
12/17/2015 17:15	4	32	23	0	59	5	0	0	0	5	59	150	0	0	209	49	0	227	0	276	549									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2									
Cars	4	25	18	0	47	5	0	0	0	5	51	145	0	0	196	24	0	201	0	225	473									
Light Goods Vehicles	0	6	3	0	9	0	0	0	0	0	7	2	0	0	9	7	0	23	0	30	48									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	8									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	10	10									
12/17/2015 17:30	6	30	19	0	55	0	1	0	0	1	83	157	2	0	242	43	0	213	0	256	554									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3									
Cars	6	26	13	0	45	0	1	0	0	1	75	149	2	0	226	25	0	195	0	220	492									
Light Goods Vehicles	0	4	4	0	8	0	0	0	0	0	7	4	0	0	11	6	0	13	0	19	38									
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	3									
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2									
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	8									
12/17/2015 17:45	2	34	22	0	58	1	1	0	0	2	49	123	3	0	175	35	0	194	0	229	464									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3									
Cars	2	29	17	0	48	1	1	0	0	2	41	119	3	0	163	10	0	181	0	191	404									
Light Goods Vehicles	0	4	1	0	5	0	0	0	0	0	8	1	0	0	9	8	0	9	0	17	31									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3									

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	6
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
12/17/2015 18:00	3	23	24	0	50	0	0	0	0	0	64	106	2	0	172	28	1	188	0	217	439
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Cars	3	21	14	0	38	0	0	0	0	0	62	100	2	0	164	8	1	183	0	192	394
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	7
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	9
Chassis Only	0	0	1	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	2
Container Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	12
12/17/2015 18:15	3	24	12	0	39	1	1	0	0	2	44	96	2	0	142	21	0	233	0	254	437
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	23	4	0	30	1	1	0	0	2	44	91	2	0	137	5	0	228	0	233	402
Light Goods Vehicles	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	6
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
12/17/2015 18:30	1	20	19	0	40	0	0	1	0	1	55	76	0	0	131	28	0	187	0	215	387
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	1	19	6	0	26	0	0	1	0	1	55	71	0	0	126	5	0	176	0	181	334
Light Goods Vehicles	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	0	0	7	0	7	12
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	3
BobTail	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	16
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	13
12/17/2015 18:45	4	15	15	0	34	0	0	0	0	0	44	58	2	0	104	25	0	185	0	210	348
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	15	4	0	21	0	0	0	0	0	44	53	2	0	99	7	0	185	0	192	312
Light Goods Vehicles	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	14
Chassis Only	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	9
12/17/2015 19:00	3	22	17	0	42	1	0	0	0	1	49	79	0	0	128	31	3	162	0	196	367
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	21	5	0	29	1	0	0	0	1	48	77	0	0	125	10	3	153	0	166	321
Light Goods Vehicles	0	1	5	0	6	0	0	0	0	0	1	0	0	0	1	0	0	6	0	6	13
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	10
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	13

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
12/17/2015 19:15	4	12	16	1	33	1	0	0	0	1	50	80	0	0	130	31	0	152	0	183	347
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	12	1	1	18	1	0	0	0	1	48	78	0	0	126	2	0	136	0	138	283
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	12	0	12	14
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	14
Chassis Only	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	12
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	17
12/17/2015 19:30	2	9	11	0	22	1	1	1	0	3	48	66	1	0	115	34	0	154	0	188	328
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	8	1	0	11	1	1	1	0	3	46	64	1	0	111	6	0	143	0	149	274
Light Goods Vehicles	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	6	0	6	9
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	12
Chassis Only	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	17	0	1	0	18	20
12/17/2015 19:45	1	12	14	0	27	1	0	0	0	1	40	54	0	0	94	42	0	130	0	172	294
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	9	5	0	15	1	0	0	0	1	37	54	0	0	91	10	0	128	0	138	245
Light Goods Vehicles	0	3	1	0	4	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	15
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	22
12/17/2015 20:00	1	11	10	0	22	0	0	2	0	2	37	65	2	0	104	29	0	94	0	123	251
Motorcycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
Cars	1	9	4	0	14	0	0	2	0	2	32	60	2	0	94	5	0	90	0	95	205
Light Goods Vehicles	0	2	1	0	3	0	0	0	0	0	5	4	0	0	9	2	0	0	0	2	14
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	10
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14
12/17/2015 20:15	2	12	21	0	35	0	0	1	0	1	37	37	0	0	74	37	0	133	0	170	280
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	11	6	0	19	0	0	1	0	1	35	32	0	0	67	5	0	128	0	133	220
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	1	0	2	0	3	9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
BobTail	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	13
Chassis Only	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	7
Container Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	22	0	2	0	24	28
12/17/2015 20:30	1	5	7	0	13	0	0	0	0	0	23	53	0	0	76	29	0	122	0	151	240
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	4	4	0	8	0	0	0	0	0	22	51	0	0	73	4	0	115	0	119	200
Light Goods Vehicles	1	1	1	0	3	0	0	0	0	0	1	2	0	0	3	0	0	7	0	7	13
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	15
12/17/2015 20:45	1	14	20	0	35	0	0	0	0	0	22	57	1	0	80	27	0	115	0	142	257
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	1	13	8	0	22	0	0	0	0	0	19	53	1	0	73	3	0	109	0	112	207
Light Goods Vehicles	0	1	1	0	2	0	0	0	0	0	3	4	0	0	7	1	0	4	0	5	14
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	8
Chassis Only	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	22
12/17/2015 21:00	3	6	17	0	26	3	0	0	0	3	30	46	0	0	76	21	1	124	0	146	251
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	5	4	0	12	3	0	0	0	3	28	45	0	0	73	6	1	121	0	128	216
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	1	0	2	0	3	7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	5
BobTail	0	0	9	0	9	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	15
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
12/17/2015 21:15	3	14	11	0	28	0	0	1	0	1	33	51	3	0	87	21	1	111	0	133	249
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Cars	3	10	2	0	15	0	0	1	0	1	28	51	3	0	82	8	1	103	0	112	210
Light Goods Vehicles	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	1	0	6	0	7	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	9
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3
Container Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	7
12/17/2015 21:30	2	13	12	1	28	0	0	3	0	3	27	44	2	0	73	17	0	84	0	101	205
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	10	4	1	17	0	0	3	0	3	24	43	2	0	69	5	0	84	0	89	178
Light Goods Vehicles	0	3	1	0	4	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	6
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	12
12/17/2015 21:45	3	25	11	0	39	2	0	0	0	2	35	41	0	0	76	21	2	122	0	145	262
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	18	4	0	25	2	0	0	0	2	32	37	0	0	69	6	2	121	0	129	225
Light Goods Vehicles	0	7	3	0	10	0	0	0	0	0	3	2	0	0	5	1	0	1	0	2	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	10

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

**Road Volumes**

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
12/17/2015 22:00	1	8	2	0	11	2	1	2	0	5	36	46	1	0	83	28	0	98	0	126	225
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Cars	1	7	2	0	10	2	1	2	0	5	35	46	1	0	82	6	0	90	0	96	193
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	5	0	5	7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14
12/17/2015 22:15	2	7	3	0	12	0	0	0	0	0	33	43	0	0	76	26	0	95	0	121	209
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	7	3	0	12	0	0	0	0	0	30	43	0	0	73	8	0	92	0	100	185
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	2	0	2	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
12/17/2015 22:30	0	5	4	0	9	0	0	0	0	0	53	38	0	0	91	51	0	92	0	143	243
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	5	2	0	7	0	0	0	0	0	42	37	0	0	79	23	0	88	0	111	197
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	3	0	4	0	7	18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	19
12/17/2015 22:45	0	8	6	0	14	2	0	0	0	2	36	48	0	0	84	33	2	82	0	117	217
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Cars	0	7	6	0	13	2	0	0	0	2	31	47	0	0	78	13	2	79	0	94	187
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	3	0	2	0	5	9
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
12/17/2015 23:00	2	7	7	0	16	0	0	0	0	0	19	32	0	0	51	15	1	74	0	90	157
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Cars	1	7	3	0	11	0	0	0	0	0	18	30	0	0	48	7	1	69	0	77	136
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	4	0	5	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7
12/17/2015 23:15	1	2	4	0	7	0	1	0	0	1	14	27	0	0	41	18	0	57	0	75	124
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	2	1	0	4	0	1	0	0	1	14	26	0	0	40	4	0	54	0	58	103
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

**Road Volumes**

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total						
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U			
	Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12
12/17/2015 23:30	0	3	16	0	19	1	0	0	0	1	14	28	1	0	43	14	0	53	0	67	130	130	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	2	1	0	3	1	0	0	0	1	13	26	1	0	40	2	0	53	0	55	99	99	
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	1	1	1	0	0	2	1	0	0	0	1	4	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	2	
BobTail	0	0	9	0	9	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	14	14	
Chassis Only	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
Container Trucks	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	8	8	
12/17/2015 23:45	1	5	20	0	26	0	1	0	0	1	13	26	0	0	39	24	0	45	0	69	135	135	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	1	4	2	0	7	0	1	0	0	1	12	24	0	0	36	10	0	41	0	51	95	95	
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	2	0	4	0	6	9	9	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
BobTail	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	
Chassis Only	0	0	8	0	8	0	0	0	0	0	0	0	0	0	1	0	0	0	1	9	9	9	
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	13	13	
12/18/2015	1	3	13	0	17	0	0	0	0	0	8	15	0	0	23	20	0	36	0	56	96	96	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	1	2	1	0	4	0	0	0	0	0	8	15	0	0	23	4	0	35	0	39	66	66	
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6	6	6	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	
Container Trucks	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	20	20	
12/18/2015 0:15	1	0	14	0	15	0	0	0	0	0	6	10	0	0	16	17	0	27	0	44	75	75	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	1	0	0	0	1	0	0	0	0	0	6	10	0	0	16	1	0	25	0	26	43	43	
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	2	2	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	0	7	0	1	0	8	13	13	13	
Chassis Only	0	0	3	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	3	6	6	6	
Container Trucks	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	11	11	
12/18/2015 0:30	0	4	15	0	19	0	0	0	0	0	6	9	1	0	16	21	0	41	0	62	97	97	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	
Cars	0	3	1	0	4	0	0	0	0	0	6	8	1	0	15	3	0	36	0	39	58	58	
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	2	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1	
BobTail	0	0	7	0	7	0	0	0	0	0	0	0	0	0	2	0	0	0	2	9	9	9	
Chassis Only	0	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	4	4	
Container Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	15	0	0	0	15	19	19	19	

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

**Road Volumes**

TMV	Movement																				Grand Total
	Southbound					Westbound					Northbound					Eastbound					
	L	T	R	U	Southbound To	L	T	R	U	Westbound To	L	T	R	U	Northbound To	L	T	R	U	Eastbound To	
12/18/2015 0:45	0	2	11	0	13	0	0	0	0	0	5	6	2	0	13	18	0	44	0	62	88
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	2	0	3	0	0	0	0	0	5	6	2	0	13	4	0	43	0	47	63
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	12
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	9
12/18/2015 1:00	1	3	19	1	24	0	0	1	0	1	9	11	0	0	20	20	0	20	0	40	85
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	3	2	1	7	0	0	1	0	1	9	10	0	0	19	5	0	20	0	25	52
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7
Chassis Only	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	8
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	12
12/18/2015 1:15	0	2	14	0	16	0	0	0	0	0	4	8	0	0	12	12	1	25	0	38	66
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	2	0	0	2	0	0	0	0	0	4	7	0	0	11	2	1	25	0	28	41
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
Chassis Only	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Container Trucks	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	14
12/18/2015 1:30	0	0	11	0	11	0	0	0	0	0	3	9	0	0	12	10	0	19	0	29	52
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Cars	0	0	1	0	1	0	0	0	0	0	3	8	0	0	11	2	0	18	0	20	32
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Container Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	8
12/18/2015 1:45	0	0	7	0	7	0	0	0	0	0	1	4	0	0	5	4	0	22	0	32	44
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	0	0	3	0	3	0	0	0	0	0	1	3	0	0	4	5	0	21	0	26	33
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
12/18/2015 2:00	1	1	11	0	13	1	0	0	0	1	5	11	0	0	16	0	0	25	0	25	55
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	1	0	0	2	1	0	0	0	1	5	10	0	0	15	0	0	22	0	22	40
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
	Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
BobTail	0	0	3	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12/18/2015 2:15	0	1	16	0	17	0	1	0	0	1	4	4	1	0	9	4	0	19	0	23	50
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	3	0	4	0	1	0	0	1	4	4	1	0	9	3	0	17	0	20	34
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	7	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8	8
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12/18/2015 2:30	3	6	6	0	15	0	0	0	0	8	3	0	0	11	0	0	24	0	24	50	50
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	6	4	0	13	0	0	0	0	6	3	0	0	9	0	0	22	0	22	44	44
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0	0	2	0	2	4	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12/18/2015 2:45	0	10	5	0	15	0	0	0	0	4	5	0	0	9	1	0	46	0	47	71	71
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	10	3	0	13	0	0	0	0	4	5	0	0	9	1	0	43	0	44	66	66
Light Goods Vehicles	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 3:00	1	3	3	0	7	0	0	0	0	9	5	0	0	14	2	0	35	0	37	58	58
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	2	3	0	6	0	0	0	0	8	5	0	0	13	1	0	32	0	33	52	52
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	2	0	2	4	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 3:15	0	8	2	0	10	0	1	0	0	1	2	15	0	17	3	0	16	0	19	47	47
Motorcycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Cars	0	7	1	0	8	0	1	0	0	1	1	15	0	16	2	0	13	0	15	40	40
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	2	0	2	4	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV	Movement																				Grand Total												
	Southbound				Southbound To				Westbound				Westbound To				Northbound					Northbound To				Eastbound				Eastbound To			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		L	T	R	U	L	T	R	U				
12/18/2015 3:30	0	5	1	0	6	0	0	0	0	0	8	8	0	0	16	0	0	18	0	18	0	18	40										
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1										
Cars	0	4	1	0	5	0	0	0	0	0	7	7	0	0	14	0	0	17	0	17	0	17	36										
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1										
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2										
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
12/18/2015 3:45	1	3	3	0	7	0	0	0	0	0	10	13	0	0	23	1	1	25	0	27	0	27	57										
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2										
Cars	1	3	2	0	6	0	0	0	0	0	10	11	0	0	21	0	1	21	0	22	0	22	49										
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3	4											
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1											
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1											
12/18/2015 4:00	0	2	1	0	3	0	0	0	0	0	10	15	0	0	25	0	0	10	0	10	0	10	38										
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Cars	0	1	1	0	2	0	0	0	0	0	8	15	0	0	23	0	0	9	0	9	0	9	34										
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3											
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1											
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
12/18/2015 4:15	0	1	2	0	3	1	0	0	0	1	7	16	0	0	23	3	1	11	0	15	0	15	42										
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Cars	0	0	1	0	1	1	0	0	0	1	7	14	0	0	21	2	1	11	0	14	0	14	37										
Light Goods Vehicles	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2											
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2											
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1											
12/18/2015 4:30	3	3	0	0	6	0	0	0	0	0	11	23	0	0	34	0	2	16	0	18	0	18	58										
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Cars	3	3	0	0	6	0	0	0	0	0	8	22	0	0	30	0	2	12	0	14	0	14	50										
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	0	2	4										
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1											
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	2										
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1											
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
12/18/2015 4:45	2	2	2	0	6	0	0	0	0	0	14	25	1	0	40	2	3	20	0	25	0	25	71										
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Cars	1	1	2	0	4	0	0	0	0	0	11	23	0	0	34	1	3	13	0	17	0	17	55										
Light Goods Vehicles	1	1	0	0	2	0	0	0	0	0	3	2	1	0	6	0	0	5	0	5	0	5	13										
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total					
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 5:00	0	2	3	0	5	0	1	0	0	1	16	29	0	0	45	7	4	29	0	40	91	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	2	3	0	5	0	0	0	0	14	26	0	0	40	3	3	25	0	31	76		
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	2	1	0	0	3	1	0	3	0	4	7		
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1		
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	4	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	
12/18/2015 5:15	0	2	0	1	3	0	0	1	0	1	24	43	1	0	68	7	3	38	0	48	120	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Cars	0	0	0	1	1	0	0	1	0	1	22	39	0	0	61	4	3	30	0	37	100	
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	2	4	0	0	6	3	0	5	0	8	15		
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12/18/2015 5:30	2	3	1	0	6	1	1	0	0	2	41	59	2	0	102	8	13	66	0	87	197	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Cars	2	2	0	0	4	1	0	0	0	1	33	57	2	0	92	5	13	59	0	77	174	
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	5	1	0	0	6	2	0	2	0	4	11		
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	2	1	0	0	3	0	0	4	0	4	8		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12/18/2015 5:45	1	3	1	1	6	0	0	0	0	0	41	63	3	0	107	13	16	82	0	111	224	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Cars	1	3	0	1	5	0	0	0	0	0	34	54	3	0	91	7	15	77	0	99	195	
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	5	4	0	0	9	3	0	0	0	3	13		
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	1	2	0	3	8		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3		
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3		
12/18/2015 6:00	2	7	1	0	10	0	2	1	0	3	55	63	1	0	119	23	9	84	0	116	248	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	
Cars	2	6	1	0	9	0	2	1	0	3	45	60	1	0	106	15	8	67	0	90	208	
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	10	1	0	0	11	3	1	14	0	18	30		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	4		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3		

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
12/18/2015 6:15	6	3	2	0	11	1	2	0	3	72	80	4	0	156	15	14	92	0	121	291
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	2	2	0	8	0	1	0	1	66	70	3	0	139	8	9	74	0	91	239
Light Goods Vehicles	1	1	0	0	2	1	1	0	2	6	5	1	0	12	2	3	14	0	19	35
Buses	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Single-Unit Trucks	1	0	0	0	1	0	0	0	0	0	3	0	0	3	0	1	3	0	4	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
12/18/2015 6:30	22	7	3	0	32	1	0	1	2	102	116	3	0	221	19	28	85	0	132	387
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	15	5	2	0	22	1	0	0	1	86	92	3	0	181	6	22	79	0	107	311
Light Goods Vehicles	7	2	1	0	10	0	0	0	0	15	19	0	0	34	6	5	6	0	17	61
Buses	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Chassis Only	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
12/18/2015 6:45	15	7	3	1	26	5	4	0	9	82	127	7	0	216	32	21	146	0	199	450
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Cars	10	4	2	1	17	4	4	0	8	64	111	6	0	181	12	17	118	0	147	353
Light Goods Vehicles	5	0	1	0	6	1	0	0	1	17	12	1	0	30	8	4	24	0	36	73
Buses	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
12/18/2015 7:00	9	21	5	0	35	0	1	1	2	101	122	5	0	228	46	19	162	0	227	492
Motorcycles	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Cars	9	13	4	0	26	0	0	1	1	85	113	5	0	203	24	16	129	0	169	399
Light Goods Vehicles	0	4	1	0	5	0	0	0	0	13	7	0	0	20	0	3	26	0	29	54
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	0	2	0	0	2	0	1	0	1	1	1	0	0	2	1	0	4	0	5	10
Articulated Trucks	0	2	0	0	2	0	0	0	0	1	0	0	0	1	2	0	0	0	2	5
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	7
12/18/2015 7:15	9	18	5	0	32	6	0	0	6	88	137	8	0	233	43	17	181	0	241	512
Motorcycles	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	3
Cars	6	11	3	0	20	3	0	0	3	75	125	8	0	208	15	16	157	0	188	419
Light Goods Vehicles	1	5	0	0	6	3	0	0	3	11	7	0	0	18	7	1	16	0	24	51
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Single-Unit Trucks	2	2	0	0	4	0	0	0	0	1	2	0	0	3	2	0	4	0	6	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	5
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	2	0	2	0	0	0	1	0	0	0	0	0	10	0	0	0	10	12
12/18/2015 7:30	5	23	12	0	40	0	1	0	1	136	272	5	1	414	49	26	243	0	318	773
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	5	16	4	0	25	0	1	0	1	114	250	5	1	370	19	22	228	0	269	665
Light Goods Vehicles	0	5	1	0	6	0	0	0	0	22	16	0	0	38	5	2	8	0	15	59
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	4	0	5	6

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
Single-Unit Trucks	0	2	1	0	3	0	0	0	0	0	4	0	4	1	1	3	0	5	0	0	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	4
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	12
Chassis Only	0	0	3	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	5
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	9
12/18/2015 7:45	2	24	14	1	41	2	4	2	8	111	252	1	365	45	15	289	0	349	0	0	763
Motorcycles	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	2
Cars	2	22	6	1	31	2	4	2	8	99	241	1	342	17	13	272	0	302	0	0	683
Light Goods Vehicles	0	0	2	0	2	0	0	0	0	9	7	0	16	3	1	11	0	15	0	0	33
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	2	3	0	5	1	1	3	0	5	0	0	11
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	15	0	0	0	15	0	0	20
Chassis Only	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	7
12/18/2015 8:00	4	18	14	0	36	2	5	2	10	99	228	5	332	44	19	194	0	257	0	0	635
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars	4	10	4	0	18	2	4	2	8	85	211	5	301	11	13	164	0	188	0	0	515
Light Goods Vehicles	0	4	0	0	4	0	0	1	1	11	14	0	25	0	6	25	0	31	0	0	61
Buses	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	0	0	3
Single-Unit Trucks	0	2	1	0	3	0	1	0	1	2	1	0	3	1	0	2	0	3	0	0	10
Articulated Trucks	0	1	1	0	2	0	0	0	0	0	1	0	1	4	0	0	0	4	0	0	7
BobTail	0	0	7	0	7	0	0	0	0	1	0	0	1	16	0	1	0	17	0	0	25
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	3
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	10
12/18/2015 8:15	4	27	5	0	36	7	8	8	23	112	142	11	265	40	15	163	0	218	0	0	542
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Cars	4	18	2	0	24	6	7	6	19	96	133	6	235	7	13	137	0	157	0	0	435
Light Goods Vehicles	0	8	1	0	9	0	1	0	1	15	7	5	27	1	2	22	0	25	0	0	62
Buses	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	0	0	4
Single-Unit Trucks	0	1	0	0	1	1	0	1	2	1	0	0	1	0	0	1	0	1	0	0	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	13
Chassis Only	0	0	0	0	0	0	0	1	1	0	0	0	0	3	0	0	0	3	0	0	4
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	0	18
12/18/2015 8:30	6	21	13	1	41	7	2	6	16	97	120	11	228	38	14	162	0	214	0	0	499
Motorcycles	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	3
Cars	4	13	6	1	24	4	2	4	11	83	100	10	193	5	11	134	0	150	0	0	378
Light Goods Vehicles	1	4	2	0	7	2	0	1	3	10	9	1	20	2	3	18	0	23	0	0	53
Buses	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0	7	0	7	0	0	9
Single-Unit Trucks	1	1	1	0	3	0	0	0	0	2	9	0	11	1	0	3	0	4	0	0	18
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
BobTail	0	1	3	0	4	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	20
Chassis Only	0	0	1	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	3
Container Trucks	0	0	0	0	0	1	0	0	1	0	0	0	0	12	0	0	0	12	0	0	13
12/18/2015 8:45	3	27	13	0	43	5	6	7	18	58	113	11	182	51	25	174	0	250	0	0	493
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Cars	3	17	7	0	27	5	6	5	16	47	109	9	165	6	23	144	0	173	0	0	381
Light Goods Vehicles	0	8	2	0	10	0	0	0	0	9	2	1	12	3	0	25	0	28	0	0	50
Buses	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	0	4	0	0	5
Single-Unit Trucks	0	1	0	0	1	0	0	1	1	2	1	1	4	1	1	1	0	3	0	0	9
Articulated Trucks	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	24	0	0	0	24	0	0	25
Chassis Only	0	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	15	0	0	0	15	0	0	16

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV	Movement																				Grand Total												
	Southbound				Southbound To				Westbound				Westbound To				Northbound					Northbound To				Eastbound				Eastbound To			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		L	T	R	U	L	T	R	U	L	T	R	U
12/18/2015 9:00	0	29	5	0	34	12	10	4	0	26	48	88	2	0	138	53	19	162	0	234	432												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Cars	0	13	1	0	14	10	9	3	0	22	40	77	2	0	119	13	18	133	0	164	319												
Light Goods Vehicles	0	12	1	0	13	2	0	0	0	2	7	9	0	0	16	2	0	21	0	23	54												
Buses	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	1	2	0	3	6												
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0	6	0	9	12												
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4												
BobTail	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	14	0	0	0	14	16												
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3												
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	18												
12/18/2015 9:15	8	14	8	0	30	6	7	5	0	18	48	89	3	0	140	63	24	141	0	228	416												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1												
Cars	7	9	5	0	21	6	7	3	0	16	40	80	2	0	122	12	22	114	0	148	307												
Light Goods Vehicles	1	0	0	0	1	0	0	2	0	2	6	4	1	0	11	2	1	15	0	18	32												
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	7												
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	1	1	5	0	7	14												
Articulated Trucks	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	7												
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	19												
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6												
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	23												
12/18/2015 9:30	5	29	6	0	40	14	6	4	0	24	48	100	7	0	155	59	12	137	0	208	427												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Cars	5	21	0	0	26	14	5	2	0	21	44	86	6	0	136	6	11	113	0	130	313												
Light Goods Vehicles	0	5	1	0	6	0	1	1	0	2	4	5	0	0	9	3	0	16	0	19	36												
Buses	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	2	0	3	5												
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	1	0	4	0	5	14												
Articulated Trucks	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	2	0	1	0	3	6												
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	16												
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3												
Container Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	34												
12/18/2015 9:45	7	21	12	0	40	5	8	9	0	22	49	111	9	0	169	54	21	159	0	234	465												
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2												
Cars	7	14	4	0	25	4	7	8	0	19	42	93	9	0	144	5	20	140	0	165	353												
Light Goods Vehicles	0	3	1	0	4	0	0	0	0	0	6	11	0	0	17	0	1	13	0	14	35												
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2												
Single-Unit Trucks	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	2	0	4	0	6	16												
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	0	0	2	4												
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	27												
Chassis Only	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	8												
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	18												
12/18/2015 10:00	7	24	19	0	50	15	5	8	0	28	59	100	5	0	164	59	14	138	0	211	453												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1												
Cars	7	14	9	0	30	11	5	7	0	23	42	98	5	0	145	11	14	135	0	160	358												
Light Goods Vehicles	0	4	2	0	6	4	0	0	0	4	15	0	0	0	15	3	0	0	0	3	28												
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1												
Single-Unit Trucks	0	4	3	0	7	0	0	1	0	1	1	1	0	0	2	1	0	2	0	3	13												
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	5												
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	21												
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3												
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	23												
12/18/2015 10:15	7	28	17	2	54	3	8	6	0	17	55	103	6	0	164	47	25	136	0	208	443												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1												
Cars	7	22	1	2	32	2	6	5	0	13	45	102	6	0	153	7	19	116	0	142	340												
Light Goods Vehicles	0	5	0	0	5	0	0	0	0	0	8	0	0	0	8	0	3	12	0	15	28												
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	4												

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total		
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U			
Single-Unit Trucks	0	1	2	0	3	0	0	0	0	2	1	0	0	3	2	3	0	8	14
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	0	1	2	4
BobTail	0	0	8	0	8	0	0	0	0	0	0	0	0	0	13	0	0	13	21
Chassis Only	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3	0	0	3	6
Container Trucks	0	0	3	0	3	0	1	0	0	1	0	0	0	0	21	0	0	21	25
12/18/2015 10:30	6	27	20	0	53	8	15	9	0	32	55	107	9	0	171	53	18	160	231
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
Cars	6	19	4	0	29	8	13	8	0	29	42	93	9	0	144	9	16	126	151
Light Goods Vehicles	0	5	1	0	6	0	2	0	0	2	10	9	0	0	19	4	1	26	31
Buses	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	1
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4	2	1	5	8
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
BobTail	0	0	9	0	9	0	0	0	0	0	0	1	0	0	1	17	0	0	17
Chassis Only	0	0	2	0	2	0	0	0	0	0	2	1	0	0	1	3	0	0	3
Container Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	18	0	1	0	19
12/18/2015 10:45	6	25	14	0	45	11	14	12	0	37	56	94	8	0	158	46	19	149	214
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	20	3	0	27	10	11	8	0	29	42	72	6	0	120	6	15	139	160
Light Goods Vehicles	0	3	2	0	5	0	1	3	0	4	10	18	2	0	30	3	4	6	13
Buses	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	1	0	1
Single-Unit Trucks	1	2	0	0	3	1	1	0	0	2	4	2	0	0	6	2	0	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	3	0	4	0	0	0	0	0	0	1	0	0	1	13	0	0	13
Chassis Only	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	21	0	0	0	21
12/18/2015 11:00	7	24	24	0	55	17	16	13	0	46	60	97	4	0	161	59	34	138	231
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	7	18	3	0	28	15	9	10	0	34	51	84	4	0	139	10	30	118	158
Light Goods Vehicles	0	3	2	0	5	2	5	1	0	8	7	8	0	0	15	4	4	10	18
Buses	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	0	2
Single-Unit Trucks	0	2	6	0	8	0	1	0	0	1	1	4	0	0	5	2	0	7	9
Articulated Trucks	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	1
BobTail	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	14	0	0	14
Chassis Only	0	0	10	0	10	0	0	0	0	0	1	0	0	0	1	3	0	0	3
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26
12/18/2015 11:15	3	20	24	0	47	8	16	11	0	35	56	97	11	0	164	64	36	171	271
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
Cars	3	14	4	0	21	8	12	7	0	27	43	78	10	0	131	14	32	147	193
Light Goods Vehicles	0	3	3	0	6	0	4	1	0	5	8	12	1	0	21	5	3	16	24
Buses	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	1	2	3
Single-Unit Trucks	0	3	4	0	7	0	0	2	0	2	3	4	0	0	7	0	0	5	5
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	1
BobTail	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	16	0	0	16
Chassis Only	0	0	6	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	27	0	0	27
12/18/2015 11:30	7	37	17	0	61	5	22	17	0	44	71	109	17	0	197	53	38	224	315
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Cars	6	29	7	0	42	4	14	16	0	34	58	91	12	0	161	11	37	211	259
Light Goods Vehicles	1	5	2	0	8	1	3	1	0	5	11	8	4	0	23	3	0	8	11
Buses	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	1	0	1
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	2	2	1	0	5	0	0	4	4
Articulated Trucks	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	13	0	0	13
Chassis Only	0	0	4	0	4	0	0	0	0	0	0	3	0	0	3	3	0	0	3
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	23	0	0	23

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
12/18/2015 11:45	9	37	13	0	59	11	24	23	0	58	64	104	15	0	183	56	42	260	0	358	658
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Cars	8	28	4	0	40	9	19	20	0	48	59	88	15	0	162	20	39	238	0	297	547
Light Goods Vehicles	1	8	2	0	11	2	4	2	0	8	4	12	0	0	16	0	3	17	0	20	55
Buses	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	4
Single-Unit Trucks	0	1	2	0	3	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	8
Articulated Trucks	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	15
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	18
12/18/2015 12:00	9	26	14	0	49	6	25	18	0	49	76	175	17	0	268	50	57	248	0	355	721
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	5	0	5	7
Cars	9	20	7	0	36	5	24	18	0	47	63	165	16	0	244	10	49	214	0	273	600
Light Goods Vehicles	0	6	2	0	8	1	1	0	0	2	11	8	1	0	20	3	7	25	0	35	65
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
BobTail	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	16
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	23
12/18/2015 12:15	7	30	28	0	65	18	18	25	0	61	91	189	17	0	297	53	28	232	0	313	736
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Cars	7	22	9	0	38	16	17	24	0	57	75	171	13	0	259	6	26	201	0	233	587
Light Goods Vehicles	0	8	4	0	12	2	1	0	0	3	15	16	4	0	35	9	2	21	0	32	82
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	8	0	9	11
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	13
Chassis Only	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	7
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	29	0	0	0	29	30
12/18/2015 12:30	7	24	25	0	56	13	21	22	0	56	97	120	15	0	232	51	47	218	0	316	660
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3
Cars	6	18	7	0	31	12	21	22	0	55	80	103	15	0	198	19	45	197	0	261	545
Light Goods Vehicles	1	3	2	0	6	0	0	0	0	0	14	11	0	0	25	2	2	7	0	11	42
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Single-Unit Trucks	0	3	2	0	5	1	0	0	0	1	2	4	0	0	6	2	0	11	0	13	25
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
BobTail	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	16
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Container Trucks	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	23
12/18/2015 12:45	8	33	19	1	61	15	27	22	0	64	110	167	16	0	293	56	30	166	0	252	670
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
Cars	8	26	8	1	43	13	25	22	0	60	90	141	14	0	245	23	27	149	0	199	547
Light Goods Vehicles	0	6	4	0	10	2	2	0	0	4	19	19	2	0	40	4	2	11	0	17	71
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	3	0	3	8
Articulated Trucks	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	27	0	0	0	27	29
12/18/2015 13:00	3	28	19	0	50	11	23	16	0	50	92	115	10	0	217	53	30	185	0	268	585
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Cars	3	25	8	0	36	11	23	13	0	47	81	100	8	0	189	7	28	167	0	202	474
Light Goods Vehicles	0	3	1	0	4	0	0	1	0	1	6	13	1	0	20	4	1	10	0	15	40
Buses	0	0	0	0	0	0	0	2	0	2	0	2	1	0	3	0	0	1	0	1	6

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To				Westbound				Westbound To				Northbound				Northbound To				Eastbound				Eastbound To				Grand Total																																																																																																																																																																																	
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U																																																																																																																																																																																		
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	1	0	3	0	4	9	0	0	1	0	1	0	0	0	0	0	1	1	1	1	0	3	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	15	0	0	15	17	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	10	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	21																																																																																																														
12/18/2015 13:15	5	31	21	0	57	10	23	14	0	47	83	123	9	0	215	49	19	156	0	224	543	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	5	28	6	0	39	10	19	13	0	42	68	101	8	0	177	9	18	135	0	162	420	0	3	0	0	3	0	3	1	0	4	14	16	1	0	31	3	1	16	0	20	58	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	3	0	4	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	9	0	9	0	0	0	0	0	0	1	0	0	1	10	0	0	0	10	20	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	25	
12/18/2015 13:30	10	26	21	0	57	13	25	12	0	50	100	117	6	0	223	47	25	174	0	246	576	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	9	24	9	0	42	12	22	11	0	45	89	107	5	0	201	8	25	161	0	194	482	1	2	1	0	4	0	0	0	0	0	9	6	0	0	15	1	0	7	0	8	27	0	0	0	0	0	1	1	1	0	3	0	0	1	0	1	0	0	5	0	5	9	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	21	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	6	0	0	0	6	9	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	16	0	0	0	16	19	
12/18/2015 13:45	5	36	30	0	71	11	23	18	0	52	81	96	14	0	191	47	27	187	0	261	575	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	2	5	32	10	0	47	11	22	17	0	50	69	83	10	0	162	7	26	174	0	207	466	0	3	1	0	4	0	1	0	0	1	11	9	1	0	21	3	1	8	0	12	38	0	0	0	0	0	0	0	1	0	1	0	1	2	0	3	0	0	3	0	3	7	0	1	2	0	3	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	26	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	24	
12/18/2015 14:00	3	22	15	0	40	9	33	25	0	67	76	130	6	0	212	60	21	198	0	279	598	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	3	18	4	0	25	8	29	24	0	61	61	110	5	0	176	15	20	180	0	215	477	0	3	1	0	4	1	4	0	0	5	14	16	1	0	31	6	1	13	0	20	60	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	4	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	16	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	26
12/18/2015 14:15	8	24	25	0	57	4	15	8	0	27	108	124	8	0	240	45	26	183	0	254	578	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	3	8	18	7	0	33	4	15	7	0	26	93	98	7	0	198	6	25	165	0	196	453	0	5	2	0	7	0	0	0	0	0	11	21	1	0	33	2	1	11	0	14	54	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	4	0	4	7	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	1	0	2	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	19	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	9	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	20



**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
12/18/2015 14:30	5	29	24	0	58	5	27	23	0	55	89	131	12	0	232	48	20	170	0	238	583
Motorcycles	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	4
Cars	5	26	8	0	39	5	23	22	0	50	79	112	11	0	202	10	18	154	0	182	473
Light Goods Vehicles	0	2	2	0	4	0	3	0	0	3	9	18	0	0	27	3	2	11	0	16	50
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	1	0	3	4
BobTail	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	13
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Container Trucks	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	28
12/18/2015 14:45	4	38	21	0	63	10	16	16	0	42	72	119	9	0	200	42	17	230	0	289	594
Motorcycles	0	0	0	0	0	1	0	1	0	2	2	0	0	0	2	0	0	2	0	2	6
Cars	4	35	11	0	50	7	13	12	0	32	62	112	9	0	183	6	17	200	0	223	488
Light Goods Vehicles	0	3	4	0	7	2	2	1	0	5	7	7	0	0	14	2	0	23	0	25	51
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Single-Unit Trucks	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	1	0	4	0	5	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	12
Chassis Only	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	22
12/18/2015 15:00	3	30	15	0	48	1	15	8	0	24	84	138	3	0	225	23	12	232	0	267	564
Motorcycles	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	5
Cars	3	26	8	0	37	1	14	8	0	23	68	119	2	0	189	7	9	207	0	223	472
Light Goods Vehicles	0	4	0	0	4	0	1	0	0	1	12	13	1	0	26	2	1	19	0	22	53
Buses	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	1	5	0	7	9
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	11
12/18/2015 15:15	4	28	24	0	56	5	8	4	0	17	88	141	5	0	234	42	3	211	0	256	563
Motorcycles	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3
Cars	3	23	10	0	36	5	7	4	0	16	70	124	4	0	198	8	2	193	0	203	453
Light Goods Vehicles	0	5	2	0	7	0	1	0	0	1	16	15	1	0	32	1	0	15	0	16	56
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	1	0	4	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	11
Chassis Only	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	8
Container Trucks	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	24
12/18/2015 15:30	3	24	21	0	48	9	4	5	0	18	84	141	3	0	228	23	6	191	0	220	514
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Cars	3	21	9	0	33	9	4	5	0	18	78	126	2	0	206	6	6	170	0	182	439
Light Goods Vehicles	0	3	1	0	4	0	0	0	0	0	6	14	1	0	21	1	0	13	0	14	39
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	22
12/18/2015 15:45	6	30	26	0	62	3	5	3	0	11	92	105	2	0	199	33	6	237	0	276	548
Motorcycles	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	4
Cars	5	24	11	0	40	3	4	3	0	10	80	88	2	0	170	11	5	214	0	230	450
Light Goods Vehicles	0	4	2	0	6	0	1	0	0	1	11	12	0	0	23	2	0	16	0	18	48
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To				Westbound				Westbound To				Northbound				Northbound To				Eastbound				Eastbound To	Grand Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
Single-Unit Trucks	1	1	1	0	3	0	0	0	0	0	2	0	0	2	2	0	4	0	6	11										
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2										
BobTail	0	0	6	0	6	0	0	0	0	0	0	0	0	0	3	0	0	0	3	9										
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1										
Container Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	14	0	0	0	14	19										
12/18/2015 16:00	3	31	16	0	50	4	5	7	0	16	86	141	7	0	234	18	4	245	0	267	567									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1									
Cars	3	29	9	0	41	3	5	7	0	15	79	125	7	0	211	8	3	205	0	216	483									
Light Goods Vehicles	0	2	1	0	3	0	0	0	0	0	6	13	0	0	19	2	0	36	0	38	60									
Buses	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	2	4	4									
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	2	3	3									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
BobTail	0	0	4	0	4	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	8									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	8									
12/18/2015 16:15	3	37	16	0	56	3	3	5	0	11	87	132	4	0	223	23	3	251	0	277	567									
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2									
Cars	3	30	7	0	40	3	2	4	0	9	78	110	4	0	192	12	3	216	0	231	472									
Light Goods Vehicles	0	6	1	0	7	0	1	1	0	2	8	20	0	0	28	3	0	31	0	34	71									
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1									
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	5									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2									
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
Container Trucks	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	12									
12/18/2015 16:30	2	33	24	0	59	2	0	3	0	5	119	156	0	0	275	24	1	281	0	306	645									
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2									
Cars	2	29	17	0	48	2	0	3	0	5	101	136	0	0	237	18	0	249	0	267	557									
Light Goods Vehicles	0	3	0	0	3	0	0	0	0	0	16	16	0	0	32	2	1	30	0	33	68									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2									
Single-Unit Trucks	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	6									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3									
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
Container Trucks	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	6									
12/18/2015 16:45	4	71	25	0	100	0	2	2	0	4	93	144	0	0	237	17	2	369	0	388	729									
Motorcycles	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	3	0	4	6									
Cars	4	50	19	0	73	0	2	2	0	4	73	133	0	0	206	12	2	326	0	340	623									
Light Goods Vehicles	0	19	3	0	22	0	0	0	0	0	19	10	0	0	29	2	0	37	0	39	90									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4									
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1									
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3									
12/18/2015 17:00	6	28	18	0	52	2	4	2	1	9	124	169	2	0	295	24	2	303	0	329	685									
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1									
Cars	6	23	11	0	40	2	4	2	1	9	114	157	2	0	273	19	2	259	0	280	602									
Light Goods Vehicles	0	5	4	0	9	0	0	0	0	0	7	9	0	0	16	3	0	41	0	44	69									
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3									
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	1	4									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1									
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2									

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
12/18/2015 17:15	3	37	25	0	65	2	1	1	0	4	82	146	6	0	234	19	1	265	0	285	588
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	3	0	3	5
Cars	2	33	13	0	48	2	1	1	0	4	71	135	4	0	210	11	1	247	0	259	521
Light Goods Vehicles	1	3	7	0	11	0	0	0	0	0	8	8	2	0	18	3	0	12	0	15	44
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	1	0	3	0	4	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
12/18/2015 17:30	1	27	12	0	40	3	1	2	0	6	79	115	1	0	195	21	3	281	0	305	546
Motorcycles	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	5
Cars	1	22	8	0	31	2	0	1	0	3	70	106	1	0	177	13	2	260	0	275	486
Light Goods Vehicles	0	3	4	0	7	1	1	1	0	3	7	8	0	0	15	5	0	17	0	22	47
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
12/18/2015 17:45	4	27	15	0	46	2	2	1	0	5	84	100	1	0	185	18	0	257	0	275	511
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	22	14	0	40	2	2	1	0	5	71	95	1	0	167	11	0	239	0	250	462
Light Goods Vehicles	0	5	1	0	6	0	0	0	0	0	13	4	0	0	17	4	0	14	0	18	41
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
12/18/2015 18:00	4	21	11	0	36	2	2	1	0	5	63	113	2	0	178	11	0	253	0	264	483
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Cars	4	19	7	0	30	2	2	1	0	5	61	110	2	0	173	7	0	242	0	249	457
Light Goods Vehicles	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	8	0	8	11
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Single-Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
12/18/2015 18:15	6	32	8	0	46	3	2	1	0	6	56	89	4	0	149	6	0	245	0	251	452
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Cars	5	26	5	0	36	3	2	1	0	6	54	85	3	0	142	3	0	229	0	232	416
Light Goods Vehicles	1	6	2	0	9	0	0	0	0	0	2	3	1	0	6	0	0	11	0	11	26
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
12/18/2015 18:30	4	29	9	0	42	0	0	0	0	0	64	98	1	0	163	10	2	234	0	246	451
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Cars	4	19	8	0	31	0	0	0	0	0	62	92	1	0	155	4	2	213	0	219	405
Light Goods Vehicles	0	8	0	0	8	0	0	0	0	0	2	3	0	0	5	2	0	15	0	17	30
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total					
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
12/18/2015 18:45	5	21	12	0	38	1	2	0	0	3	66	92	0	0	158	11	0	207	0	218	417	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	21	8	0	33	1	1	0	0	2	62	90	0	0	152	5	0	201	0	206	393	
Light Goods Vehicles	1	0	2	0	3	0	0	0	0	0	4	0	0	0	4	2	0	5	0	7	14	
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
Articulated Trucks	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	4
12/18/2015 19:00	1	18	1	0	20	0	0	0	0	0	45	77	3	0	125	4	2	165	0	171	316	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Cars	1	17	1	0	19	0	0	0	0	0	42	73	3	0	118	2	1	154	0	157	294	
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	7	0	7	11	
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4	4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	3
12/18/2015 19:15	4	18	5	1	28	0	0	0	0	0	47	85	4	0	136	15	2	209	0	226	390	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1
Cars	4	18	3	1	26	0	0	0	0	0	44	82	4	0	130	7	1	201	0	209	365	
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	4	0	5	7	7
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	3
Single-Unit Trucks	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	2
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6	0	1	0	7	8	8
12/18/2015 19:30	3	18	8	0	29	1	0	0	0	1	47	79	1	0	127	8	0	137	0	145	302	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	18	4	0	24	1	0	0	0	1	46	77	1	0	124	3	0	130	0	133	282	
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	6	0	6	8	8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	5
12/18/2015 19:45	1	7	11	0	19	1	2	0	0	3	47	67	7	0	121	11	0	103	0	114	257	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	6	10	0	17	1	1	0	0	2	43	67	7	0	117	4	0	97	0	101	237	
Light Goods Vehicles	0	1	1	0	2	0	0	0	0	0	3	0	0	0	3	1	0	5	0	6	11	11
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	6

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To				Westbound				Westbound To				Northbound				Northbound To				Eastbound				Eastbound To	Grand Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U						
12/18/2015 20:00	3	13	3	0	19	0	6	3	0	9	28	66	0	0	94	7	0	99	0	106	228									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	3	12	1	0	16	0	5	3	0	8	28	64	0	0	92	1	0	98	0	99	215									
Light Goods Vehicles	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	5									
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4									
12/18/2015 20:15	2	14	2	0	18	2	1	4	0	7	32	67	2	0	101	15	1	154	0	170	296									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	1	13	2	0	16	2	0	4	0	6	32	64	2	0	98	5	1	148	0	154	274									
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	6									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2									
Single-Unit Trucks	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10									
12/18/2015 20:30	0	11	2	0	13	2	0	0	0	2	27	64	0	0	91	16	0	123	0	139	245									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	0	8	1	0	9	2	0	0	0	2	27	58	0	0	85	8	0	114	0	122	218									
Light Goods Vehicles	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	9	0	9	15									
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	0	0	0	7	8									
12/18/2015 20:45	0	6	9	0	15	1	0	0	0	1	29	66	1	0	96	10	1	123	0	134	246									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	0	6	7	0	13	1	0	0	0	1	28	64	1	0	93	4	1	123	0	128	235									
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6									
12/18/2015 21:00	0	11	4	0	15	0	0	1	0	1	34	67	4	0	105	4	0	100	0	104	225									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1									
Cars	0	11	3	0	14	0	0	1	0	1	32	66	4	0	102	1	0	98	0	99	216									
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	3									
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1									
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3									
12/18/2015 21:15	1	10	3	0	14	2	0	0	0	2	35	67	3	0	105	7	0	121	0	128	249									
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Cars	1	9	2	0	12	2	0	0	0	2	32	63	3	0	98	4	0	120	0	124	236									
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	2	4	0	0	6	0	0	1	0	1	8									
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

### Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	
12/18/2015 21:30	1	12	8	0	21	2	1	0	0	3	38	61	1	0	100	13	0	139	0	152	276
Motorcycles	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	3	5	
Cars	1	10	5	0	16	2	0	0	0	2	37	60	1	0	98	7	0	135	0	142	258
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	1	1	0	0	2	2	0	0	0	2	5	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	4
12/18/2015 21:45	0	18	4	0	22	0	0	0	0	0	61	70	1	0	132	14	0	110	0	124	278
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	13	2	0	15	0	0	0	0	0	58	68	1	0	127	6	0	110	0	116	258
Light Goods Vehicles	0	5	0	0	5	0	0	0	0	3	2	0	0	5	1	0	0	0	1	11	11
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7	7
12/18/2015 22:00	1	6	6	0	13	1	0	0	0	1	36	74	1	0	111	10	1	98	0	109	234
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
Cars	1	6	6	0	13	1	0	0	0	1	36	71	1	0	108	4	1	96	0	101	223
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	5	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
12/18/2015 22:15	0	10	2	0	12	1	0	0	0	1	36	57	0	0	93	17	1	101	1	120	226
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	9	2	0	11	1	0	0	0	1	35	57	0	0	92	7	1	101	1	110	214
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	6
12/18/2015 22:30	0	9	11	0	20	1	0	0	0	1	41	68	2	0	111	22	0	95	0	117	249
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	8	9	0	17	1	0	0	0	1	41	66	2	0	109	14	0	94	0	108	235
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	1	0	0	1	1	0	1	0	2	4	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	2
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	6

**Study Name** Harbour Blv/Front st and SR47 Ramps/Swinford TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Saturday, December 19, 2015 0:00  
**Site Code** 6

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
12/18/2015 22:45	1	8	6	0	15	1	1	0	0	2	36	54	0	0	90	21	0	114	0	135	242
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	8	2	0	11	0	1	0	0	1	33	50	0	0	83	14	0	113	0	127	222
Light Goods Vehicles	0	0	1	0	1	1	0	0	0	1	3	3	0	0	6	1	0	0	0	1	9
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	7
12/18/2015 23:00	2	12	6	0	20	0	0	0	0	0	19	63	0	0	82	12	0	77	0	89	191
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	11	4	0	17	0	0	0	0	0	17	56	0	0	73	6	0	74	0	80	170
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	2	6	0	0	8	1	0	3	0	4	13
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
12/18/2015 23:15	0	6	3	0	9	1	1	0	0	2	15	43	0	0	58	10	0	86	0	96	165
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	5	1	0	6	1	1	0	0	2	15	42	0	0	57	5	0	85	0	90	155
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Chassis Only	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
12/18/2015 23:30	0	3	3	0	6	1	0	0	0	1	12	43	1	0	56	9	0	74	0	83	146
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Cars	0	3	2	0	5	1	0	0	0	1	12	41	1	0	54	3	0	72	0	75	135
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
12/18/2015 23:45	0	7	4	1	12	0	0	0	0	0	29	48	0	0	77	15	0	71	0	86	175
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Cars	0	6	1	1	8	0	0	0	0	0	28	44	0	0	72	2	0	66	0	68	148
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	2	0	4	0	6	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	11
Grand Total	591	3245	2264	25	6125	497	711	599	3	1810	10009	15657	547	2	26215	5361	1396	25468	1	32226	66376

















Study Name: Figueroa St and C St/110 NB ramps TMC  
 Start Date: Thursday, December 17, 2015 7:00  
 End Date: Thursday, December 17, 2015 18:00  
 Site Code: 8

**Road Volumes**

TMV	Movement				Southbound Tc				Westbound				Westbound To				Northbound				Northbound Tc				Eastbound				Eastbound To Grand Total							
	Interval		Southbound		L		T		R		U		L		T		R		U		L		T		R		U		L		T		R		U	
Light Goods Vehicles	0	0	0	0	0	0	10	5	2	0	17	0	0	0	13	0	13	0	13	0	13	0	7	0	0	0	7	0	0	0	7	37				

**Study Name** Figueroa St and C St/110 NB ramps TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 8

### Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U				
Articulated Trucks	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	4
BobTail	0	0	0	0	0	6	7	0	0	13	0	0	1	0	2	0	0	0	2	16
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Container Trucks	0	0	0	0	0	8	4	0	0	12	0	0	0	0	1	0	0	1	0	13
12/17/2015 17:45	2	22	13	0	37	87	29	4	0	120	3	26	67	0	96	9	48	11	0	68
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Cars	2	19	11	0	32	60	24	4	0	88	3	22	60	0	85	9	41	10	0	60
Light Goods Vehicles	0	1	0	0	1	13	1	0	0	14	0	2	5	0	7	0	3	0	0	3
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	0	1	0	1	0	0	1	0	0	1	0	2	0	0	0	2	5
BobTail	0	1	0	0	1	5	0	0	0	5	0	1	0	0	1	0	2	0	0	9
Chassis Only	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	0	0	0	0	4
Container Trucks	0	0	1	0	1	6	2	0	0	8	0	0	0	0	0	0	0	0	0	9
Grand Total	170	492	424	0	1086	2087	1289	156	0	3532	28	540	2319	0	2887	270	704	123	1	1098
																				8603



**Study Name** Pacific Ave and Front st. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 18:00  
**Site Code** 9

## Road Volumes

TMV Interval	Movement			Southbound Tc	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
	Southbound				L	U	R		T	U	R		
12/17/2015 7:00	16	56	0	72	1	0	28	29	119	0	4	123	224
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	11	42	0	53	1	0	24	25	93	0	3	96	174
Light Goods Vehicles	4	9	0	13	0	0	2	2	20	0	1	21	36
Buses	0	3	0	3	0	0	0	0	2	0	0	2	5
Single-Unit Trucks	0	1	0	1	0	0	1	1	3	0	0	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
12/17/2015 7:15	47	86	0	133	3	0	32	35	158	0	5	163	331
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	34	72	0	106	3	0	23	26	116	0	5	121	253
Light Goods Vehicles	12	11	0	23	0	0	7	7	38	0	0	38	68
Buses	0	2	0	2	0	0	0	0	1	0	0	1	3
Single-Unit Trucks	1	1	0	2	0	0	1	1	2	0	0	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
12/17/2015 7:30	39	126	0	165	4	0	57	61	200	0	12	212	438
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	25	105	0	130	4	0	49	53	159	0	10	169	352
Light Goods Vehicles	11	15	0	26	0	0	6	6	35	0	2	37	69
Buses	0	3	0	3	0	0	0	0	1	0	0	1	4
Single-Unit Trucks	1	3	0	4	0	0	1	1	4	0	0	4	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	1	1	0	0	0	0	1
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 7:45	50	152	0	202	2	0	95	97	214	0	4	218	517
Motorcycles	1	1	0	2	0	0	0	0	1	0	0	1	3
Cars	32	135	0	167	2	0	84	86	163	0	3	166	419
Light Goods Vehicles	13	15	0	28	0	0	10	10	47	0	1	48	86
Buses	1	0	0	1	0	0	1	1	1	0	0	1	3
Single-Unit Trucks	1	1	0	2	0	0	0	0	2	0	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 8:00	26	104	0	130	4	0	55	59	159	0	6	165	354
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	12	89	0	101	4	0	46	50	135	0	4	139	290
Light Goods Vehicles	10	13	0	23	0	0	6	6	19	0	1	20	49
Buses	0	0	0	0	0	0	0	0	2	0	0	2	2
Single-Unit Trucks	3	1	0	4	0	0	1	1	1	0	1	2	7
Articulated Trucks	1	1	0	2	0	0	0	0	1	0	0	1	3
BobTail	0	0	0	0	0	0	1	1	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
12/17/2015 8:15	21	97	0	118	3	0	48	51	153	0	2	155	324
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	14	86	0	100	1	0	35	36	121	0	0	121	257
Light Goods Vehicles	4	11	0	15	2	0	11	13	31	0	2	33	61
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	2	2	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 8:30	32	89	0	121	2	0	28	30	104	0	2	106	257
Motorcycles	0	1	0	1	0	0	0	0	1	0	0	1	2
Cars	13	70	0	83	2	0	16	18	90	0	2	92	193
Light Goods Vehicles	12	16	0	28	0	0	10	10	10	0	0	10	48
Buses	0	0	0	0	0	0	0	0	2	0	0	2	2
Single-Unit Trucks	3	2	0	5	0	0	0	0	1	0	0	1	6
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
BobTail	1	0	0	1	0	0	1	1	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	1	1	0	0	0	0	1
Container Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2

**Study Name** Pacific Ave and Front st. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 18:00  
**Site Code** 9

## Road Volumes

TMV Interval	Movement			Southbound Tc				Westbound To				Northbound				Grand Total
	Southbound L	T	U	L	U	R	L	U	R	T	U	R	Northbound Tc			
12/17/2015 8:45	18	89	0	107	2	0	33	35	109	0	4	113	255			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	10	75	0	85	1	0	24	25	93	0	2	95	205			
Light Goods Vehicles	7	12	0	19	1	0	5	6	14	0	1	15	40			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	1	0	1	0	0	2	2	2	0	0	2	5			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1			
BobTail	0	0	0	0	0	0	2	2	0	0	0	0	2			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	1	1	0	2	0	0	0	0	0	0	0	0	2			
12/17/2015 14:00	37	114	0	151	3	0	78	81	96	0	8	104	336			
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	1			
Cars	23	92	0	115	2	0	44	46	81	0	3	84	245			
Light Goods Vehicles	6	20	0	26	1	0	12	13	15	0	5	20	59			
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1			
Single-Unit Trucks	1	1	0	2	0	0	1	1	0	0	0	0	3			
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1			
BobTail	5	0	0	5	0	0	7	7	0	0	0	0	12			
Chassis Only	0	0	0	0	0	0	8	8	0	0	0	0	8			
Container Trucks	1	0	0	1	0	0	5	5	0	0	0	0	6			
12/17/2015 14:15	44	112	0	156	2	0	58	60	127	0	5	132	348			
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1			
Cars	29	92	0	121	1	0	37	38	100	0	5	105	264			
Light Goods Vehicles	5	20	0	25	0	0	14	14	21	0	0	21	60			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	1	0	4	5	4	0	0	4	9			
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1			
BobTail	5	0	0	5	0	0	2	2	0	0	0	0	7			
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1			
Container Trucks	4	0	0	4	0	0	1	1	0	0	0	0	5			
12/17/2015 14:30	40	141	0	181	1	0	58	59	115	0	6	121	361			
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1			
Cars	25	115	0	140	1	0	37	38	95	0	6	101	279			
Light Goods Vehicles	10	21	0	31	0	0	14	14	16	0	0	16	61			
Buses	0	1	0	1	0	0	0	0	2	0	0	2	3			
Single-Unit Trucks	0	3	0	3	0	0	3	3	2	0	0	2	8			
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1			
BobTail	4	0	0	4	0	0	1	1	0	0	0	0	5			
Chassis Only	0	0	0	0	0	0	1	1	0	0	0	0	1			
Container Trucks	1	0	0	1	0	0	1	1	0	0	0	0	2			
12/17/2015 14:45	17	148	0	165	1	0	49	50	129	0	4	133	348			
Motorcycles	1	0	0	1	0	0	2	2	0	0	0	0	3			
Cars	11	122	0	133	1	0	30	31	111	0	3	114	278			
Light Goods Vehicles	3	22	0	25	0	0	9	9	17	0	1	18	52			
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1			
Single-Unit Trucks	1	3	0	4	0	0	1	1	1	0	0	1	6			
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1			
BobTail	0	0	0	0	0	0	2	2	0	0	0	0	2			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	1	0	0	1	0	0	4	4	0	0	0	0	5			
12/17/2015 15:00	36	138	0	174	2	0	46	48	100	0	3	103	325			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	31	119	0	150	2	0	36	38	86	0	2	88	276			
Light Goods Vehicles	5	18	0	23	0	0	8	8	12	0	0	12	43			
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1			
Single-Unit Trucks	0	1	0	1	0	0	1	1	1	0	1	2	4			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	1	1	0	0	0	0	1			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/17/2015 15:15	34	140	0	174	0	0	55	55	113	0	5	118	347			
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1			
Cars	26	118	0	144	0	0	42	42	94	0	4	98	284			
Light Goods Vehicles	5	22	0	27	0	0	9	9	16	0	1	17	53			
Buses	0	0	0	0	0	0	0	0	3	0	0	3	3			
Single-Unit Trucks	0	0	0	0	0	0	2	2	0	0	0	0	2			
Articulated Trucks	2	0	0	2	0	0	1	1	0	0	0	0	3			
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	1			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			

**Study Name** Pacific Ave and Front st. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 18:00  
**Site Code** 9

## Road Volumes

TMV Interval	Movement			Southbound Tc	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
	Southbound L	T	U		L	U	R		T	U	R		
12/17/2015 15:30	34	139	0	173	2	0	61	63	168	0	10	178	414
Motorcycles	1	1	0	2	0	0	0	0	1	0	0	1	3
Cars	22	114	0	136	1	0	43	44	128	0	10	138	318
Light Goods Vehicles	5	21	0	26	0	0	15	15	31	0	0	31	72
Buses	0	3	0	3	0	0	0	0	4	0	0	4	7
Single-Unit Trucks	0	0	0	0	0	0	1	1	4	0	0	4	5
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
BobTail	4	0	0	4	0	0	0	0	0	0	0	0	4
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1
Container Trucks	2	0	0	2	0	0	1	1	0	0	0	0	3
12/17/2015 15:45	39	173	0	212	1	0	54	55	117	0	6	123	390
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	2
Cars	30	142	0	172	1	0	41	42	98	0	5	103	317
Light Goods Vehicles	4	24	0	28	0	0	10	10	15	0	1	16	54
Buses	0	2	0	2	0	0	0	0	3	0	0	3	5
Single-Unit Trucks	1	2	0	3	0	0	1	1	1	0	0	1	5
Articulated Trucks	1	1	0	2	0	0	0	0	0	0	0	0	2
BobTail	2	0	0	2	0	0	1	1	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	0	0	1	1	0	0	0	0	2
12/17/2015 16:00	40	166	0	206	0	0	51	51	131	0	6	137	394
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	33	133	0	166	0	0	44	44	119	0	5	124	334
Light Goods Vehicles	4	32	0	36	0	0	4	4	12	0	1	13	53
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	3	3	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 16:15	34	145	0	179	0	0	58	58	126	0	6	132	369
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	27	114	0	141	0	0	47	47	105	0	6	111	299
Light Goods Vehicles	5	30	0	35	0	0	9	9	20	0	0	20	64
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	2	0	0	2	0	0	2	2	0	0	0	0	4
12/17/2015 16:30	42	173	0	215	1	0	50	51	116	0	7	123	389
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	31	142	0	173	1	0	41	42	102	0	3	105	320
Light Goods Vehicles	6	29	0	35	0	0	6	6	13	0	3	16	57
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	1	1	0	2	0	0	1	1	0	0	0	0	3
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	1	1	1
Chassis Only	0	0	0	0	0	0	1	1	0	0	0	0	1
Container Trucks	3	0	0	3	0	0	1	1	0	0	0	0	4
12/17/2015 16:45	44	197	0	241	3	0	88	91	116	0	6	122	454
Motorcycles	1	0	0	1	0	0	0	0	1	0	0	1	2
Cars	31	160	0	191	3	0	63	66	92	0	6	98	355
Light Goods Vehicles	6	34	0	40	0	0	24	24	21	0	0	21	85
Buses	0	1	0	1	0	0	1	1	0	0	0	0	2
Single-Unit Trucks	2	2	0	4	0	0	0	0	0	0	0	0	4
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	4	0	0	4	0	0	0	0	1	0	0	1	5
12/17/2015 17:00	47	199	0	246	3	0	59	62	133	0	8	141	449
Motorcycles	0	1	0	1	0	0	0	0	1	0	0	1	2
Cars	36	165	0	201	1	0	51	52	109	0	8	117	370
Light Goods Vehicles	1	32	0	33	2	0	8	10	23	0	0	23	66
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	2	1	0	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	6	0	0	6	0	0	0	0	0	0	0	0	6

**Study Name** Pacific Ave and Front st. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 18:00  
**Site Code** 9

## Road Volumes

TMV Interval	Movement Southbound			Southbound To Westbound			Westbound To Northbound			Northbound To Grand Total			
	L	T	U	L	U	R	T	U	R				
12/17/2015 17:15	65	215	0	280	7	0	46	53	122	0	9	131	464
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	55	183	0	238	4	0	40	44	97	0	8	105	387
Light Goods Vehicles	0	32	0	32	3	0	4	7	24	0	1	25	64
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	1	0	0	1	0	0	2	2	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	2	0	0	2	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	7	0	0	7	0	0	0	0	0	0	0	0	7
12/17/2015 17:30	77	215	0	292	9	0	30	39	115	0	9	124	455
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	65	169	0	234	8	0	23	31	98	0	9	107	372
Light Goods Vehicles	1	40	0	41	1	0	5	6	17	0	0	17	64
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	4	0	4	0	0	1	1	0	0	0	0	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	1	0	0	1	1	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	10	0	0	10	0	0	0	0	0	0	0	0	10
12/17/2015 17:45	46	205	0	251	9	0	50	59	110	0	6	116	426
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	40	179	0	219	7	0	42	49	89	0	6	95	363
Light Goods Vehicles	0	25	0	25	2	0	6	8	20	0	0	20	53
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	1	1	0	2	0	0	1	1	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
BobTail	3	0	0	3	0	0	0	0	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2
12/18/2015 7:00	25	69	0	94	1	0	32	33	114	0	5	119	246
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	17	57	0	74	1	0	26	27	87	0	4	91	192
Light Goods Vehicles	4	5	0	9	0	0	4	4	22	0	1	23	36
Buses	0	2	0	2	0	0	0	0	2	0	0	2	4
Single-Unit Trucks	1	3	0	4	0	0	1	1	3	0	0	3	8
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
BobTail	1	0	0	1	0	0	1	1	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2
12/18/2015 7:15	21	124	0	145	5	1	24	30	165	0	2	167	342
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	12	113	0	125	4	1	19	24	124	0	2	126	275
Light Goods Vehicles	3	3	0	6	0	0	3	3	36	0	0	36	45
Buses	0	4	0	4	0	0	0	0	0	0	0	0	4
Single-Unit Trucks	4	4	0	8	1	0	0	1	5	0	0	5	14
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	1	0	0	1	0	0	1	1	0	0	0	0	2
12/18/2015 7:30	40	134	0	174	3	0	86	89	223	0	7	230	493
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	30	118	0	148	3	0	69	72	190	0	4	194	414
Light Goods Vehicles	8	8	0	16	0	0	12	12	30	0	0	30	58
Buses	0	4	0	4	0	0	1	1	1	0	0	1	6
Single-Unit Trucks	1	2	0	3	0	0	4	4	2	0	1	3	10
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	1	0	1	0	0	0	0	0	0	1	1	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
12/18/2015 7:45	54	119	0	173	3	0	87	90	192	0	5	197	460
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	41	115	0	156	3	0	78	81	172	0	4	176	413
Light Goods Vehicles	6	2	0	8	0	0	9	9	17	0	0	17	34
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	3	1	0	4	0	0	0	0	1	0	1	2	6
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2

**Study Name** Pacific Ave and Front st. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 18:00  
**Site Code** 9

## Road Volumes

TMV Interval	Movement Southbound			Southbound To Westbound			Westbound To Northbound			Northbound To Grand Total			
	L	T	U	L	U	R	T	U	R	L	T	U	
12/18/2015 8:00	30	107	0	137	6	0	53	59	162	0	3	165	361
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	17	81	0	98	6	0	44	50	137	0	3	140	288
Light Goods Vehicles	8	25	0	33	0	0	7	7	23	0	0	23	63
Buses	0	0	0	0	0	0	0	0	2	0	0	2	2
Single-Unit Trucks	2	1	0	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	1	0	0	2	2	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2
12/18/2015 8:15	23	121	1	145	1	0	38	39	142	0	2	144	328
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	13	101	1	115	1	0	28	29	120	0	1	121	265
Light Goods Vehicles	8	15	0	23	0	0	8	8	19	0	1	20	51
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	0	4	0	4	0	0	1	1	1	0	0	1	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	1	1	0	0	0	0	1
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
12/18/2015 8:30	30	71	0	101	4	0	44	48	130	0	4	134	283
Motorcycles	0	0	0	0	0	0	1	1	2	0	0	2	3
Cars	21	56	0	77	3	0	29	32	107	0	3	110	219
Light Goods Vehicles	4	12	0	16	1	0	7	8	19	0	1	20	44
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	1	3	0	4	0	0	5	5	0	0	0	0	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	2	0	0	2	0	0	0	0	0	0	0	0	2
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	1	0	0	1	0	0	2	2	1	0	0	1	4
12/18/2015 8:45	32	94	0	126	2	0	34	36	120	0	4	124	286
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	20	73	0	93	1	0	29	30	94	0	4	98	221
Light Goods Vehicles	8	11	0	19	1	0	4	5	22	0	0	22	46
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	9	0	10	0	0	1	1	3	0	0	3	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	1	0	0	1	0	0	0	0	1	0	0	1	2
Container Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2
12/18/2015 14:00	30	103	0	133	1	0	51	52	127	0	7	134	319
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	22	85	0	107	0	0	34	34	106	0	5	111	252
Light Goods Vehicles	1	14	0	15	1	0	11	12	19	0	1	20	47
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	3	4	0	7	0	0	2	2	1	0	1	2	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	2	0	0	2	0	0	1	1	0	0	0	0	3
Chassis Only	1	0	0	1	0	0	1	1	0	0	0	0	2
Container Trucks	1	0	0	1	0	0	2	2	0	0	0	0	3
12/18/2015 14:15	31	122	0	153	1	0	46	47	128	0	7	135	335
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	21	99	0	120	1	0	28	29	101	0	7	108	257
Light Goods Vehicles	5	20	0	25	0	0	14	14	23	0	0	23	62
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	2	0	0	2	2	4	0	0	4	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	1	1	0	0	0	0	1
Container Trucks	5	0	0	5	0	0	0	0	0	0	0	0	5
12/18/2015 14:30	31	120	0	151	2	0	64	66	135	0	4	139	356
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	29	99	0	128	2	0	51	53	121	0	3	124	305
Light Goods Vehicles	2	18	0	20	0	0	10	10	13	0	1	14	44
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	1	1	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	2	2	0	0	0	0	2

**Study Name** Pacific Ave and Front st. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 18:00  
**Site Code** 9

## Road Volumes

TMV Interval	Movement			Southbound Tc				Westbound To				Northbound				Northbound Tc Grand Total
	Southbound			L	T	U	L	U	R	Westbound To	T	U	R			
12/18/2015 14:45	35	133	0	168	3	0	48	51	137	0	5	142	361			
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	2			
Cars	31	113	0	144	1	0	39	40	112	0	5	117	301			
Light Goods Vehicles	3	17	0	20	1	0	7	8	20	0	0	20	48			
Buses	0	1	0	1	0	0	0	0	2	0	0	2	3			
Single-Unit Trucks	0	0	0	0	1	0	2	3	3	0	0	3	6			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1			
12/18/2015 15:00	33	152	0	185	3	0	51	54	112	0	6	118	357			
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1			
Cars	24	124	0	148	2	0	41	43	98	0	6	104	295			
Light Goods Vehicles	7	23	0	30	1	0	8	9	10	0	0	10	49			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	1	4	0	5	0	0	0	0	4	0	0	4	9			
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1			
BobTail	0	0	0	0	0	0	1	1	0	0	0	0	1			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1			
12/18/2015 15:15	38	124	0	162	4	0	75	79	109	0	6	115	356			
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	2			
Cars	32	103	0	135	4	0	44	48	80	0	6	86	269			
Light Goods Vehicles	1	17	0	18	0	0	4	4	22	0	0	22	44			
Buses	0	0	0	0	0	0	0	0	4	0	0	4	4			
Single-Unit Trucks	2	1	0	3	0	0	2	2	1	0	0	1	6			
Articulated Trucks	0	1	0	1	0	0	1	1	1	0	0	1	3			
BobTail	2	0	0	2	0	0	6	6	0	0	0	0	8			
Chassis Only	0	0	0	0	0	0	3	3	0	0	0	0	3			
Container Trucks	1	0	0	1	0	0	15	15	1	0	0	1	17			
12/18/2015 15:30	39	146	0	185	1	0	67	68	110	1	10	121	374			
Motorcycles	0	2	0	2	0	0	1	1	0	0	0	0	3			
Cars	27	112	0	139	1	0	47	48	89	1	9	99	286			
Light Goods Vehicles	1	29	0	30	0	0	3	3	17	0	1	18	51			
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2			
Single-Unit Trucks	1	2	0	3	0	0	1	1	2	0	0	2	6			
Articulated Trucks	1	0	0	1	0	0	4	4	0	0	0	0	5			
BobTail	2	0	0	2	0	0	2	2	0	0	0	0	4			
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1			
Container Trucks	6	0	0	6	0	0	9	9	1	0	0	1	16			
12/18/2015 15:45	39	155	0	194	4	0	62	66	139	0	8	147	407			
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1			
Cars	31	126	0	157	2	0	44	46	115	0	6	121	324			
Light Goods Vehicles	7	25	0	32	1	0	3	4	20	0	1	21	57			
Buses	0	1	0	1	0	0	0	0	2	0	0	2	3			
Single-Unit Trucks	1	3	0	4	1	0	1	2	1	0	0	1	7			
Articulated Trucks	0	0	0	0	0	0	2	2	0	0	0	0	2			
BobTail	0	0	0	0	0	0	5	5	0	0	1	1	6			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	7	7	0	0	0	0	7			
12/18/2015 16:00	42	142	0	184	4	1	70	75	125	0	3	128	387			
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1			
Cars	34	114	0	148	3	1	52	56	108	0	2	110	314			
Light Goods Vehicles	4	27	0	31	1	0	10	11	16	0	0	16	58			
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1			
Single-Unit Trucks	1	1	0	2	0	0	3	3	0	0	0	0	5			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	2	2	0	0	0	0	2			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	3	0	0	3	0	0	3	3	0	0	0	0	6			
12/18/2015 16:15	35	180	0	215	3	0	51	54	129	0	15	144	413			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	29	155	0	184	2	0	36	38	107	0	15	122	344			
Light Goods Vehicles	6	24	0	30	1	0	10	11	21	0	0	21	62			
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1			
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	1	1	0	0	0	0	1			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	3	3	0	0	0	0	3			

**Study Name** Pacific Ave and Front st. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 18:00  
**Site Code** 9

## Road Volumes

TMV Interval	Movement Southbound			Southbound To			Westbound To			Northbound To			Grand Total
	L	T	U	L	U	R	L	U	R	L	U	R	
12/18/2015 16:30	35	173	0	208	2	0	63	65	124	0	7	131	404
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	31	146	0	177	2	0	48	50	102	0	7	109	336
Light Goods Vehicles	3	23	0	26	0	0	11	11	19	0	0	19	56
Buses	0	2	0	2	0	0	0	0	1	0	0	1	3
Single-Unit Trucks	1	1	0	2	0	0	1	1	2	0	0	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	2	2	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
12/18/2015 16:45	45	199	0	244	7	0	71	78	120	0	8	128	450
Motorcycles	0	2	0	2	0	0	0	0	1	0	0	1	3
Cars	30	160	0	190	7	0	60	67	100	0	8	108	365
Light Goods Vehicles	14	34	0	48	0	0	10	10	18	0	0	18	76
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	1	2	0	3	0	0	1	1	1	0	0	1	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 17:00	36	217	0	253	1	0	54	55	134	0	3	137	445
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	31	177	0	208	1	0	47	48	114	0	3	117	373
Light Goods Vehicles	5	39	0	44	0	0	7	7	20	0	0	20	71
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 17:15	52	203	0	255	3	0	49	52	151	0	8	159	466
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	42	163	0	205	3	0	43	46	126	0	8	134	385
Light Goods Vehicles	7	39	0	46	0	0	5	5	24	0	0	24	75
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	3	0	0	3	0	0	1	1	0	0	0	0	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 17:30	36	160	0	196	2	0	32	34	119	0	6	125	355
Motorcycles	1	2	0	3	0	0	0	0	1	0	0	1	4
Cars	30	135	0	165	2	0	31	33	101	0	3	104	302
Light Goods Vehicles	5	21	0	26	0	0	1	1	17	0	3	20	47
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 17:45	41	194	0	235	1	0	30	31	104	0	8	112	378
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	34	172	0	206	1	0	27	28	89	0	7	96	330
Light Goods Vehicles	6	21	0	27	0	0	3	3	13	0	1	14	44
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	<b>1778</b>	<b>6781</b>	<b>1</b>	<b>8560</b>	<b>132</b>	<b>2</b>	<b>2549</b>	<b>2683</b>	<b>6401</b>	<b>1</b>	<b>286</b>	<b>6688</b>	<b>17931</b>







**Study Name** Fries Ave and Harry Bridges Blvd TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 10

### Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total						
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U							
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	1	0	0	0	1	0	12	0	12	0	0	0	0	0	2	0	0	0	0	0	0	2	15
Chassis Only	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Container Trucks	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	5	0	0	5	13
12/17/2015 17-45	0	0	7	0	7	3	96	2	101	0	0	1	1	2	108	3	0	0	0	0	0	113	222
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	7	0	7	2	53	1	56	0	0	0	0	2	80	1	0	0	0	0	0	83	146
Light Goods Vehicles	0	0	0	0	0	0	11	1	12	0	0	1	1	0	8	2	0	0	0	0	0	10	23
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	0	0	0	0	0	7	10
BobTail	0	0	0	0	0	0	14	0	14	0	0	0	0	0	3	0	0	0	0	0	0	3	17
Chassis Only	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	0	0	0	1	4
Container Trucks	0	0	0	0	0	0	10	0	10	0	0	0	0	0	9	0	0	0	0	0	0	9	19
Grand Total	50	25	179	0	254	91	3019	79	3189	86	57	169	0	312	105	2993	80	0	0	0	0	3178	6933

**Study Name** Harry Bridges Boulevard and Bayview Driveway TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 11

## Road Volumes

TMV Interval	Movement			Westbound To Northbound			Northbound To Eastbound			Eastbound To Grand Total			
	Westbound L	Westbound T	Westbound U	Northbound L	Northbound U	Northbound R	Eastbound T	Eastbound U	Eastbound R	Eastbound To	Grand Total		
12/17/2015 7:00	21	125	0	146	0	0	3	3	99	0	3	102	251
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	17	74	0	91	0	0	3	3	67	0	2	69	163
Light Goods Vehicle	4	29	0	33	0	0	0	0	21	0	0	21	54
Buses	0	2	0	2	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	8	0	8	0	0	0	0	7	0	1	8	16
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
BobTail	0	6	0	6	0	0	0	0	4	0	0	4	10
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
12/17/2015 7:15	25	138	0	163	1	0	10	11	87	0	8	95	269
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	21	82	0	103	1	0	7	8	55	0	4	59	170
Light Goods Vehicle	4	31	0	35	0	0	2	2	22	0	4	26	63
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	13	0	13	0	0	1	1	4	0	0	4	18
Articulated Trucks	0	4	0	4	0	0	0	0	3	0	0	3	7
BobTail	0	4	0	4	0	0	0	0	1	0	0	1	5
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	4	0	4	0	0	0	0	2	0	0	2	6
12/17/2015 7:30	20	158	0	178	0	0	2	2	98	0	9	107	287
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	14	91	0	105	0	0	1	1	55	0	5	60	166
Light Goods Vehicle	6	31	0	37	0	0	1	1	24	0	4	28	66
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	12	0	12	0	0	0	0	9	0	0	9	21
Articulated Trucks	0	3	0	3	0	0	0	0	1	0	0	1	4
BobTail	0	6	0	6	0	0	0	0	6	0	0	6	12
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	13	0	13	0	0	0	0	3	0	0	3	16
12/17/2015 7:45	12	120	1	133	0	0	2	2	154	0	15	169	304
Motorcycles	0	1	0	1	0	0	0	0	1	0	0	1	2
Cars	9	63	0	72	0	0	2	2	105	0	12	117	191
Light Goods Vehicle	3	21	0	24	0	0	0	0	18	0	3	21	45
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	11	0	11	0	0	0	0	15	0	0	15	26
Articulated Trucks	0	3	1	4	0	0	0	0	3	0	0	3	7
BobTail	0	10	0	10	0	0	0	0	6	0	0	6	16
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	11	0	11	0	0	0	0	6	0	0	6	17
12/17/2015 8:00	5	95	0	100	4	0	6	10	131	0	4	135	245
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	3	41	0	44	3	0	6	9	97	0	3	100	153
Light Goods Vehicle	0	14	0	14	1	0	0	1	7	0	1	8	23
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	16	0	18	0	0	0	0	13	0	0	13	31
Articulated Trucks	0	4	0	4	0	0	0	0	1	0	0	1	5
BobTail	0	7	0	7	0	0	0	0	6	0	0	6	13
Chassis Only	0	0	0	0	0	0	0	0	2	0	0	2	2
Container Trucks	0	13	0	13	0	0	0	0	4	0	0	4	17
12/17/2015 8:15	8	107	1	116	6	0	4	10	93	0	1	94	220
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	6	46	1	53	2	0	1	3	55	0	0	55	111
Light Goods Vehicle	2	19	0	21	4	0	2	6	20	0	1	21	48
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	14	0	14	0	0	1	1	3	0	0	3	18
Articulated Trucks	0	8	0	8	0	0	0	0	5	0	0	5	13
BobTail	0	9	0	9	0	0	0	0	5	0	0	5	14
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	11	0	11	0	0	0	0	5	0	0	5	16
12/17/2015 8:30	5	93	0	98	0	0	2	2	82	0	0	82	182
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	5	44	0	49	0	0	1	1	39	0	0	39	89
Light Goods Vehicle	0	28	0	28	0	0	1	1	11	0	0	11	40
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	8	0	8	0	0	0	0	18	0	0	18	26

**Study Name** Harry Bridges Boulevard and Bayview Driveway TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 11

## Road Volumes

TMV Interval	Movement Westbound			Westbound To Northbound			Northbound To Eastbound			Eastbound To Grand Total		
	L	T	U	L	U	R	T	U	R	T	U	R
Articulated Trucks	0	2	0	2	0	0	0	9	0	0	9	11
BobTail	0	6	0	6	0	0	0	2	0	0	2	8
Chassis Only	0	0	0	0	0	0	0	1	0	0	1	1
Container Trucks	0	5	0	5	0	0	0	2	0	0	2	7
12/17/2015 8:45	8	90	0	98	1	0	1	2	79	0	1	80
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	6	39	0	45	1	0	1	2	27	0	1	28
Light Goods Vehicle	2	21	0	23	0	0	0	0	13	0	0	13
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	11	0	11	0	0	0	0	16	0	0	16
Articulated Trucks	0	6	0	6	0	0	0	0	3	0	0	3
BobTail	0	2	0	2	0	0	0	0	8	0	0	8
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	1
Container Trucks	0	10	0	10	0	0	0	0	12	0	0	12
12/17/2015 14:00	4	152	0	156	1	0	4	5	101	0	2	103
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	74	0	77	1	0	1	2	39	0	2	41
Light Goods Vehicle	1	21	0	22	0	0	2	2	19	0	0	19
Buses	0	1	0	1	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	16	0	16	0	0	1	1	5	0	0	5
Articulated Trucks	0	3	0	3	0	0	0	0	7	0	0	7
BobTail	0	29	0	29	0	0	0	0	12	0	0	12
Chassis Only	0	0	0	0	0	0	0	0	9	0	0	9
Container Trucks	0	8	0	8	0	0	0	0	10	0	0	10
12/17/2015 14:15	1	110	0	111	2	0	1	3	111	0	1	112
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	58	0	59	2	0	0	2	47	0	1	48
Light Goods Vehicle	0	14	0	14	0	0	1	1	14	0	0	14
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	9	0	9	0	0	0	0	11	0	0	11
Articulated Trucks	0	5	0	5	0	0	0	0	7	0	0	7
BobTail	0	10	0	10	0	0	0	0	13	0	0	13
Chassis Only	0	2	0	2	0	0	0	0	8	0	0	8
Container Trucks	0	12	0	12	0	0	0	0	11	0	0	11
12/17/2015 14:30	1	113	0	114	3	0	3	6	103	0	2	105
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	63	0	63	3	0	2	5	46	0	2	48
Light Goods Vehicle	1	18	0	19	0	0	1	1	10	0	0	10
Buses	0	0	0	0	0	0	0	0	1	0	0	1
Single-Unit Trucks	0	10	0	10	0	0	0	0	4	0	0	4
Articulated Trucks	0	5	0	5	0	0	0	0	3	0	0	3
BobTail	0	10	0	10	0	0	0	0	11	0	0	11
Chassis Only	0	1	0	1	0	0	0	0	7	0	0	7
Container Trucks	0	6	0	6	0	0	0	0	21	0	0	21
12/17/2015 14:45	1	118	0	119	3	0	5	8	92	0	0	92
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1
Cars	1	62	0	63	2	0	3	5	39	0	0	39
Light Goods Vehicle	0	26	0	26	1	0	2	3	12	0	0	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	9	0	9	0	0	0	0	0	0	0	9
Articulated Trucks	0	5	0	5	0	0	0	0	6	0	0	6
BobTail	0	8	0	8	0	0	0	0	13	0	0	13
Chassis Only	0	2	0	2	0	0	0	0	3	0	0	3
Container Trucks	0	6	0	6	0	0	0	0	18	0	0	18
12/17/2015 15:00	1	130	1	132	9	0	6	15	111	0	0	111
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	68	0	69	8	0	3	11	41	0	0	41
Light Goods Vehicle	0	21	0	21	1	0	2	3	22	0	0	22
Buses	0	0	0	0	0	0	0	0	1	0	0	1
Single-Unit Trucks	0	3	0	3	0	0	1	1	8	0	0	8
Articulated Trucks	0	3	0	3	0	0	0	0	4	0	0	4
BobTail	0	25	0	25	0	0	0	0	18	0	0	18
Chassis Only	0	2	0	2	0	0	0	0	4	0	0	4
Container Trucks	0	8	1	9	0	0	0	0	13	0	0	13
12/17/2015 15:15	1	117	0	118	2	0	5	7	99	0	0	99
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1

**Study Name** Harry Bridges Boulevard and Bayview Driveway TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 11

## Road Volumes

TMV	Movement		Westbound To			Northbound			Northbound To			Eastbound			Grand Total
	Interval	Westbound	T	U	L	U	R	T	U	R	Eastbound To	Grand Total			
Cars	0	65	0	65	2	0	2	4	61	0	0	61	130		
Light Goods Vehicle	0	27	0	27	0	0	3	3	16	0	0	16	46		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3		
Articulated Trucks	1	3	0	4	0	0	0	0	0	0	0	0	4		
BobTail	0	13	0	13	0	0	0	0	5	0	0	5	18		
Chassis Only	0	0	0	0	0	0	0	0	7	0	0	7	7		
Container Trucks	0	8	0	8	0	0	0	0	7	0	0	7	15		
12/17/2015 15:30	1	118	0	119	1	0	2	3	119	0	0	119	241		
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1		
Cars	1	73	0	74	1	0	2	3	73	0	0	73	150		
Light Goods Vehicle	0	22	0	22	0	0	0	0	16	0	0	16	38		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	2	0	2	0	0	0	0	3	0	0	3	5		
Articulated Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3		
BobTail	0	9	0	9	0	0	0	0	3	0	0	3	12		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0		
Container Trucks	0	10	0	10	0	0	0	0	22	0	0	22	32		
12/17/2015 15:45	3	130	0	133	1	0	2	3	168	0	1	169	305		
Motorcycles	1	0	0	1	0	0	0	0	1	0	0	1	2		
Cars	2	87	0	89	0	0	1	1	97	0	1	98	188		
Light Goods Vehicle	0	19	0	19	1	0	0	1	33	0	0	33	53		
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1		
Single-Unit Trucks	0	3	0	3	0	0	0	0	4	0	0	4	7		
Articulated Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3		
BobTail	0	8	0	8	0	0	0	0	16	0	0	16	24		
Chassis Only	0	0	0	0	0	0	0	0	1	0	0	1	1		
Container Trucks	0	11	0	11	0	0	1	1	14	0	0	14	26		
12/17/2015 16:00	2	188	0	190	1	0	2	3	174	0	3	177	370		
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1		
Cars	2	125	0	127	1	0	2	3	95	0	2	97	227		
Light Goods Vehicle	0	43	0	43	0	0	0	0	35	0	1	36	79		
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1		
Single-Unit Trucks	0	0	0	0	0	0	0	0	4	0	0	4	4		
Articulated Trucks	0	5	0	5	0	0	0	0	0	0	0	0	5		
BobTail	0	4	0	4	0	0	0	0	15	0	0	15	19		
Chassis Only	0	1	0	1	0	0	0	0	2	0	0	2	3		
Container Trucks	0	10	0	10	0	0	0	0	21	0	0	21	31		
12/17/2015 16:15	3	200	0	203	6	0	4	10	193	0	4	197	410		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	2	147	0	149	6	0	4	10	121	0	3	124	283		
Light Goods Vehicle	1	26	0	27	0	0	0	0	31	0	1	32	59		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3		
Articulated Trucks	0	5	0	5	0	0	0	0	1	0	0	1	6		
BobTail	0	8	0	8	0	0	0	0	9	0	0	9	17		
Chassis Only	0	0	0	0	0	0	0	0	4	0	0	4	4		
Container Trucks	0	12	0	12	0	0	0	0	26	0	0	26	38		
12/17/2015 16:30	7	150	0	157	8	0	12	20	156	0	10	166	343		
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1		
Cars	6	99	0	105	7	0	11	18	102	0	7	109	232		
Light Goods Vehicle	1	32	0	33	1	0	1	2	18	0	3	21	56		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	4	0	0	4	4		
Articulated Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3		
BobTail	0	8	0	8	0	0	0	0	9	0	0	9	17		
Chassis Only	0	0	0	0	0	0	0	0	9	0	0	9	9		
Container Trucks	0	9	0	9	0	0	0	0	12	0	0	12	21		
12/17/2015 16:45	10	209	0	219	42	0	30	72	148	0	8	156	447		
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1		
Cars	10	135	0	145	25	0	23	48	113	0	6	119	312		
Light Goods Vehicle	0	42	0	42	17	0	7	24	25	0	2	27	93		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	3	0	3	0	0	0	0	2	0	0	2	5		
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1		
BobTail	0	12	0	12	0	0	0	0	4	0	0	4	16		

**Study Name** Harry Bridges Boulevard and Bayview Driveway TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 11

## Road Volumes

TMV Interval	Movement			Westbound To			Northbound			Northbound To			Eastbound			Eastbound To Grand Total
	Westbound L	T	U	L	U	R	L	U	R	T	U	R	L	T	U	
Chassis Only	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	4
Container Trucks	0	13	0	13	0	0	0	0	0	2	0	0	2	0	15	
12/17/2015 17:00	7	188	3	198	9	0	23	32	113	0	6	119	349			
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1			
Cars	5	127	3	135	5	0	15	20	75	0	4	79	234			
Light Goods Vehicle	2	33	0	35	4	0	8	12	19	0	2	21	68			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	3	0	3	0	0	0	0	0	0	0	0	3			
Articulated Trucks	0	2	0	2	0	0	0	0	5	0	0	5	7			
BobTail	0	6	0	6	0	0	0	0	5	0	0	5	11			
Chassis Only	0	1	0	1	0	0	0	0	1	0	0	1	2			
Container Trucks	0	15	0	15	0	0	0	0	8	0	0	8	23			
12/17/2015 17:15	19	166	4	189	4	0	8	12	106	1	11	118	319			
Motorcycles	2	1	0	3	0	0	1	1	0	0	0	0	4			
Cars	14	108	4	126	3	0	6	9	85	1	9	95	230			
Light Goods Vehicle	3	36	0	39	1	0	1	2	6	0	2	8	49			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	2	0	2	0	0	0	0	4	0	0	4	6			
Articulated Trucks	0	1	0	1	0	0	0	0	4	0	0	4	5			
BobTail	0	11	0	11	0	0	0	0	4	0	0	4	15			
Chassis Only	0	0	0	0	0	0	0	0	3	0	0	3	3			
Container Trucks	0	7	0	7	0	0	0	0	0	0	0	0	7			
12/17/2015 17:30	13	122	0	135	3	0	6	9	96	0	14	110	254			
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1			
Cars	9	83	0	92	3	0	4	7	81	0	11	92	191			
Light Goods Vehicle	4	18	0	22	0	0	2	2	4	0	3	7	31			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	2	0	2	0	0	0	0	3	0	0	3	5			
Articulated Trucks	0	0	0	0	0	0	0	0	4	0	0	4	4			
BobTail	0	5	0	5	0	0	0	0	3	0	0	3	8			
Chassis Only	0	2	0	2	0	0	0	0	0	0	0	0	2			
Container Trucks	0	11	0	11	0	0	0	0	1	0	0	1	12			
12/17/2015 17:45	5	97	0	102	2	0	0	2	102	0	10	112	216			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	4	64	0	68	2	0	0	2	85	0	8	93	163			
Light Goods Vehicle	1	12	0	13	0	0	0	0	8	0	2	10	23			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2			
Articulated Trucks	0	3	0	3	0	0	0	0	1	0	0	1	4			
BobTail	0	6	0	6	0	0	0	0	3	0	0	3	9			
Chassis Only	0	3	0	3	0	0	0	0	1	0	0	1	4			
Container Trucks	0	7	0	7	0	0	0	0	4	0	0	4	11			
Grand Total	183	3234	10	3427	109	0	143	252	2815	1	113	2929	6608			









**Study Name** ICTF Driveway No. 1 / Sepulveda Boulevard TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 12

## Road Volumes

TMV Interval	Movement Southbound				Southbound Tc	Westbound				Westbound To	Northbound				Northbound Tc	Eastbound				Eastbound To	Grand Total
	L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
Light Goods Vehicle	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	9	0	0	9	26
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Articulated Trucks	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	11
BobTail	1	0	6	0	7	2	3	0	0	5	3	0	3	0	6	0	45	0	0	45	63
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Container Trucks	1	0	2	0	3	0	1	0	0	1	0	0	1	0	1	2	2	0	0	4	9
12/17/2015 17:30	2	0	3	0	5	2	115	0	0	117	1	0	5	0	6	3	311	1	0	315	443
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Cars	0	0	0	0	0	1	94	0	0	95	0	0	1	0	1	0	256	0	0	256	352
Light Goods Vehicle	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	21	0	0	21	31
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7	14
BobTail	1	0	2	0	3	0	4	0	0	4	1	0	2	0	3	3	21	0	0	24	34
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	1	0	2	0	0	0	0	0	0	0	2	0	2	0	2	1	0	3	7
12/17/2015 17:45	0	0	3	0	3	6	130	0	0	136	1	0	3	0	4	4	272	1	0	277	420
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	0	0	0	0	0	0	108	0	0	108	0	0	1	0	1	0	196	0	0	196	305
Light Goods Vehicle	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	26
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	12
BobTail	0	0	1	0	1	2	5	0	0	7	0	0	1	0	1	3	48	1	0	52	61
Chassis Only	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Container Trucks	0	0	2	0	2	1	0	0	0	1	1	0	1	0	2	1	3	0	0	4	9
Grand Total	152	4	270	0	426	76	3713	3	0	3792	102	0	92	0	194	181	4420	82	1	4684	9096







**Study Name** ICTF Driveway No. 2/ Sepulveda Boulevard TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 13

## Road Volumes

TMV Interval	ovement Southbound				Southbound Tc	Westbound				Westbound To	Northbound				Northbound Tc	Eastbound				Eastbound To	Grand Total
	L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
Container Trucks	0	0	0	0	0	0	3	0	0	3	0	0	8	0	8	0	7	0	0	7	18
12/17/2015 17:30	0	0	0	0	0	6	119	1	0	126	0	0	21	0	21	1	331	1	0	333	480
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Cars	0	0	0	0	0	5	94	1	0	100	0	0	11	0	11	1	266	0	0	267	378
Light Goods Vehicle	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	25	0	0	25	40
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	3	0	0	3	7
BobTail	0	0	0	0	0	1	3	0	0	4	0	0	3	0	3	0	21	0	0	21	28
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Container Trucks	0	0	0	0	0	0	5	0	0	5	0	0	4	0	4	0	8	1	0	9	18
12/17/2015 17:45	3	0	0	0	3	3	130	0	0	133	5	0	11	0	16	0	273	1	0	274	426
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Cars	2	0	0	0	2	2	105	0	0	107	2	0	6	0	8	0	194	1	0	195	312
Light Goods Vehicle	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	25
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	0	4	0	0	4	9
BobTail	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	53	0	0	53	60
Chassis Only	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Container Trucks	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	12
Grand Total	37	4	11	0	52	250	3841	34	1	4126	153	0	347	0	500	9	4625	185	0	4819	9497







**Study Name** Santa Fe Avenue and Anaheim Street TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 14

**Road Volumes**

TMV Interval	Movement				Southbound Tc				Westbound				Westbound To				Northbound				Northbound Tc				Eastbound				Eastbound To				Grand Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
Buses	4	0	0	0	4	0	1	3	0	4	0	2	0	0	2	0	3	0	0	2	0	3	0	0	3	0	0	0	13				
Single-Unit Trucks	1	1	0	0	2	0	1	0	0	1	1	1	0	0	2	0	6	0	0	0	2	0	6	0	0	6	0	0	11				
Articulated Trucks	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	13				
BobTail	0	0	0	0	0	0	9	0	0	9	0	2	2	0	4	1	6	0	0	0	0	1	6	0	0	7	0	0	20				
Chassis Only	1	0	0	0	1	1	6	3	0	10	0	2	0	0	2	2	2	0	0	0	2	2	2	0	0	4	0	0	17				
Container Trucks	1	1	2	0	4	0	12	1	0	13	0	3	2	0	5	1	17	0	0	0	1	17	0	0	18	0	0	40					
12/17/2015 16:30	48	59	34	0	141	4	140	52	0	196	7	77	9	0	93	34	261	4	0	299	729												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	2					
Cars	34	57	27	0	118	2	106	42	0	150	5	52	8	0	65	26	177	4	0	207	540												
Light Goods Vehicle	6	2	0	0	8	1	6	0	0	7	2	21	0	0	23	2	47	0	0	49	87												
Buses	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	5												
Single-Unit Trucks	2	0	5	0	7	0	1	2	0	3	0	2	1	0	3	0	5	0	0	5	18												
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6												
BobTail	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	0	15	0	0	15	27												
Chassis Only	0	0	1	0	1	0	2	4	0	6	0	0	0	0	0	3	2	0	0	5	12												
Container Trucks	3	0	1	0	4	0	11	3	0	14	0	2	0	0	2	1	11	0	0	12	32												
12/17/2015 16:45	55	44	33	0	132	4	142	50	0	196	5	85	6	0	96	26	249	3	0	278	702												
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3												
Cars	42	40	23	0	105	3	99	41	0	143	4	74	3	0	81	26	171	3	0	200	529												
Light Goods Vehicle	6	1	0	0	7	1	15	0	0	16	0	6	1	0	7	0	32	0	0	32	62												
Buses	3	0	0	0	3	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	7												
Single-Unit Trucks	0	0	3	0	3	0	6	1	0	7	1	3	1	0	5	0	2	0	0	2	17												
Articulated Trucks	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4												
BobTail	3	0	0	0	3	0	9	0	0	9	0	0	1	0	1	0	15	0	0	15	28												
Chassis Only	0	2	3	0	5	0	1	2	0	3	0	0	0	0	0	0	3	0	0	3	11												
Container Trucks	1	1	3	0	5	0	9	2	0	11	0	1	0	0	1	0	24	0	0	24	41												
12/17/2015 17:00	60	59	29	0	148	1	173	49	1	224	11	55	17	0	83	29	247	1	0	277	732												
Motorcycles	0	1	0	0	1	0	2	1	0	3	0	1	1	0	2	0	0	0	0	0	6												
Cars	49	40	23	0	112	1	129	40	1	171	8	43	13	0	64	24	174	1	0	199	546												
Light Goods Vehicle	3	16	3	0	22	0	23	5	0	28	3	10	2	0	15	2	41	0	0	43	108												
Buses	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	7												
Single-Unit Trucks	0	1	3	0	4	0	6	0	0	6	0	0	1	0	1	0	1	0	0	1	12												
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	5												
BobTail	3	0	0	0	3	0	2	1	0	3	0	0	0	0	0	2	17	0	0	19	25												
Chassis Only	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1												
Container Trucks	2	1	0	0	3	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	22												
12/17/2015 17:15	54	47	30	0	131	2	146	44	0	192	6	69	11	0	86	26	308	6	0	340	749												
Motorcycles	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4												
Cars	37	37	19	0	93	2	105	36	0	143	6	59	9	0	74	22	216	5	0	243	553												
Light Goods Vehicle	2	8	4	0	14	0	13	3	0	16	0	9	1	0	10	2	46	0	0	48	88												
Buses	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4												
Single-Unit Trucks	2	0	1	0	3	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	11												
Articulated Trucks	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3												
BobTail	7	1	3	0	11	0	6	0	0	6	0	1	1	0	2	2	27	1	0	30	49												
Chassis Only	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6												
Container Trucks	2	0	2	0	4	0	12	4	0	16	0	0	0	0	0	0	11	0	0	11	31												
12/17/2015 17:30	49	29	27	0	105	1	129	29	1	160	2	22	8	0	32	18	277	4	0	299	596												
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1												
Cars	38	23	20	0	81	1	86	23	1	111	2	19	5	0	26	15	190	3	0	208	426												
Light Goods Vehicle	6	4	2	0	12	0	15	1	0	16	0	3	2	0	5	1	48	0	0	49	82												
Buses	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	5												
Single-Unit Trucks	0	0	2	0	2	0	4	1	0	5	0	0	0	0	0	1	4	0	0	5	12												
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2												
BobTail	2	2	1	0	5	0	4	2	0	6	0	0	1	0	1	0	23	1	0	24	36												
Chassis Only	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7												
Container Trucks	1	0	1	0	2	0	9	1	0	10	0	0	0	0	0	1	6	0	0	7	25												
12/17/2015 17:45	47	34	16	0	97	0	103	31	0	134	3	27	5	0	35	22	193	3	0	218	484												
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1												
Cars	29	27	10	0	66	0	75	26	0	101	3	25	4	0	32	16	119	3	0	138	337												
Light Goods Vehicle	5	7	4	0	16	0	12	2	0	14	0	2	0	0	2	1	32	0	0	33	65												
Buses	5	0	0	0	5	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	9												
Single-Unit Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4												
Articulated Trucks	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	7	0	0	8	10												
BobTail	5	0	1	0	6	0	2	0	0	2	0	0	1	0	1	2	21	0	0	23	32												
Chassis Only	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5												
Container Trucks	1	0	1	0	2	0	9	1	0	10	0	0	0	0	0	1	8	0	0	9	21												
Grand Total	988	858	542	4	2392	74	3960	1137	3	5174	97	1045	152	0	1294	469	4355	58	1	4883	13743												

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T	Northbound			Northbound T	Eastbound			Eastbound T	Grand Total
	T	R	U		T	U	L		R	U	L		
12/17/2015 7:00	5	5	0	10	18	0	3	21	7	0	43	50	81
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	4	0	8	14	0	3	17	6	0	36	42	67
Light Goods Vehicle	1	1	0	2	1	0	0	1	0	0	6	6	9
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	1	1	2
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 7:15	3	10	0	13	28	0	13	41	5	0	61	66	120
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	1	10	0	11	25	0	10	35	4	0	55	59	105
Light Goods Vehicle	0	0	0	0	2	0	3	5	0	0	1	1	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	2	0	0	2	0	0	0	0	0	0	5	5	7
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 7:30	14	4	0	18	36	0	11	47	9	0	71	80	145
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	11	4	0	15	32	0	11	43	9	0	66	75	133
Light Goods Vehicle	1	0	0	1	1	0	0	1	0	0	3	3	5
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	2	0	0	2	0	0	2	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 7:45	13	8	0	21	60	0	26	86	16	0	99	115	222
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	10	8	0	18	56	0	23	79	15	0	87	102	199
Light Goods Vehicle	2	0	0	2	1	0	2	3	0	0	6	6	11
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	1	3	0	1	4	1	0	2	3	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	4	4
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 8:00	15	8	0	23	67	0	28	95	17	0	126	143	261
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1
Cars	9	6	0	15	51	0	20	71	16	0	99	115	201
Light Goods Vehicle	4	2	0	6	14	0	8	22	1	0	12	13	41
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	1	2	0	0	2	0	0	4	4	7
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	4	4	5
BobTail	0	0	0	0	0	0	0	0	0	0	5	5	5
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
12/17/2015 8:15	35	20	0	55	79	0	39	118	20	0	134	154	327
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1
Cars	19	18	0	37	57	0	30	87	13	0	106	119	243

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T			Northbound			Northbound T			Eastbound			Eastbound T			Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L	T	U	L				
Light Goods Vehicle	12	2	0	14	21	0	8	29	5	0	17	22	65						
Buses	2	0	0	2	1	0	0	1	0	0	0	0	3						
Single-Unit Trucks	1	0	0	1	0	0	1	1	1	0	3	4	6						
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	6	7	8						
BobTail	0	0	0	0	0	0	0	0	0	0	1	1	1						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0						
12/17/2015 8:30	22	19	0	41	104	0	52	156	22	0	134	156	353						
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1						
Cars	13	13	0	26	79	0	33	112	17	0	108	125	263						
Light Goods Vehicle	8	6	0	14	20	0	17	37	3	0	20	23	74						
Buses	1	0	0	1	2	0	1	3	0	0	0	0	4						
Single-Unit Trucks	0	0	0	0	1	0	1	2	2	0	2	4	6						
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	2	2	4						
BobTail	0	0	0	0	0	0	0	0	0	0	1	1	1						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0						
12/17/2015 8:45	39	39	0	78	84	0	56	140	30	0	126	156	374						
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1						
Cars	23	33	0	56	68	0	42	110	22	0	99	121	287						
Light Goods Vehicle	12	5	0	17	15	0	12	27	7	0	18	25	69						
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1						
Single-Unit Trucks	2	0	0	2	0	0	1	1	1	0	1	2	5						
Articulated Trucks	0	1	0	1	0	0	1	1	0	0	7	7	9						
BobTail	0	0	0	0	0	0	0	0	0	0	1	1	1						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1						
12/17/2015 9:00	42	36	0	78	72	0	71	143	35	0	120	155	376						
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	1						
Cars	30	32	0	62	57	0	49	106	28	0	101	129	297						
Light Goods Vehicle	7	4	0	11	11	0	19	30	6	0	16	22	63						
Buses	3	0	0	3	2	0	0	2	1	0	0	1	6						
Single-Unit Trucks	0	0	0	0	1	0	2	3	0	0	2	2	5						
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1						
BobTail	0	0	0	0	1	0	1	2	0	0	0	0	2						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1						
12/17/2015 9:15	70	40	0	110	94	0	86	180	66	0	162	228	518						
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1						
Cars	58	36	0	94	68	0	66	134	54	0	137	191	419						
Light Goods Vehicle	10	2	0	12	19	0	19	38	8	0	17	25	75						
Buses	1	2	0	3	1	0	0	1	1	0	1	2	6						
Single-Unit Trucks	1	0	0	1	3	0	1	4	3	0	3	6	11						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1						
BobTail	0	0	0	0	0	0	0	0	0	0	1	1	1						
Chassis Only	0	0	0	0	0	0	0	0	0	0	1	1	1						
Container Trucks	0	0	0	0	2	0	0	2	0	0	1	1	3						
12/17/2015 9:30	72	60	0	132	128	0	128	256	89	0	162	251	639						
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1						
Cars	57	60	0	117	103	0	106	209	82	0	132	214	540						
Light Goods Vehicle	9	0	0	9	22	0	18	40	3	0	29	32	81						
Buses	2	0	0	2	0	0	1	1	1	0	0	1	4						
Single-Unit Trucks	1	0	0	1	2	0	2	4	2	0	1	3	8						

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T			Northbound			Northbound T			Eastbound			Eastbound T		Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L	T	U	L			
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	
BobTail	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
12/17/2015 9:45	90	49	0	139	163	0	156	319	103	0	194	297	755					
Motorcycles	1	0	0	1	1	0	1	2	1	0	0	1	4					
Cars	74	44	0	118	146	0	135	281	95	0	164	259	658					
Light Goods Vehicle	11	2	0	13	12	0	19	31	5	0	20	25	69					
Buses	1	0	0	1	1	0	0	1	1	0	2	3	5					
Single-Unit Trucks	2	2	0	4	3	0	1	4	0	0	1	1	9					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2					
BobTail	1	1	0	2	0	0	0	0	0	0	4	4	6					
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0					
Container Trucks	0	0	0	0	0	0	0	0	1	0	1	2	2					
12/17/2015 10:00	49	29	0	78	126	0	92	218	85	0	202	287	583					
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1					
Cars	34	27	0	61	108	0	81	189	74	0	170	244	494					
Light Goods Vehicle	11	1	0	12	13	0	9	22	8	0	25	33	67					
Buses	1	0	0	1	1	0	1	2	0	0	1	1	4					
Single-Unit Trucks	1	0	0	1	0	0	1	1	2	0	3	5	7					
Articulated Trucks	2	0	0	2	2	0	0	2	1	0	2	3	7					
BobTail	0	1	0	1	1	0	0	1	0	0	0	0	2					
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0					
Container Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1					
12/17/2015 10:15	36	30	0	66	102	0	86	188	79	0	166	245	499					
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0					
Cars	31	20	0	51	76	0	75	151	71	0	131	202	404					
Light Goods Vehicle	5	6	0	11	22	0	10	32	7	0	24	31	74					
Buses	0	0	0	0	0	0	0	0	0	0	2	2	2					
Single-Unit Trucks	0	0	0	0	2	0	1	3	0	0	3	3	6					
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	3	4	4					
BobTail	0	4	0	4	2	0	0	2	0	0	3	3	9					
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0					
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0					
12/17/2015 10:30	50	29	0	79	58	0	85	143	68	0	126	194	416					
Motorcycles	0	0	0	0	1	0	1	2	0	0	1	1	3					
Cars	30	20	0	50	42	0	70	112	60	0	98	158	320					
Light Goods Vehicle	16	6	0	22	9	0	14	23	5	0	17	22	67					
Buses	0	0	0	0	2	0	0	2	0	0	0	0	2					
Single-Unit Trucks	0	2	0	2	3	0	0	3	3	0	4	7	12					
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	4	4	5					
BobTail	1	1	0	2	0	0	0	0	0	0	2	2	4					
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1					
Container Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2					
12/17/2015 10:45	40	30	0	70	65	0	75	140	70	0	121	191	401					
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0					
Cars	30	25	0	55	53	0	62	115	67	0	97	164	334					
Light Goods Vehicle	7	2	0	9	9	0	10	19	3	0	18	21	49					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0					
Single-Unit Trucks	1	0	0	1	3	0	2	5	0	0	0	0	6					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3					
BobTail	0	3	0	3	0	0	1	1	0	0	3	3	7					
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0					

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T			Northbound			Northbound T			Eastbound			Eastbound T			Grand Total
	T	R	U	T	U	L	T	U	L	T	U	L	T	U	L	T	U	L	
Container Trucks	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12/17/2015 11:00	38	23	0	61	85	0	67	152	61	0	143	204	417						
Motorcycles	0	0	0	0	0	0	0	0	1	0	1	2	2						
Cars	26	16	0	42	60	0	56	116	42	0	116	158	316						
Light Goods Vehicle	10	5	0	15	13	0	10	23	16	0	13	29	67						
Buses	1	0	0	1	1	0	0	1	0	0	0	0	2						
Single-Unit Trucks	0	1	0	1	5	0	1	6	1	0	5	6	13						
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	5	5	6						
BobTail	0	1	0	1	3	0	0	3	1	0	3	4	8						
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	2						
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1						
12/17/2015 11:15	39	33	0	72	80	0	64	144	62	0	113	175	391						
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1						
Cars	23	21	0	44	59	0	48	107	51	0	92	143	294						
Light Goods Vehicle	15	6	0	21	16	0	15	31	10	0	14	24	76						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0						
Single-Unit Trucks	1	2	0	3	3	0	0	3	1	0	2	3	9						
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	2	2	3						
BobTail	0	3	0	3	1	0	0	1	0	0	1	1	5						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	0	1	0	1	0	0	1	1	0	0	1	1	3						
12/17/2015 11:30	31	25	0	56	85	0	67	152	60	0	117	177	385						
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1						
Cars	21	18	0	39	61	0	52	113	50	0	89	139	291						
Light Goods Vehicle	8	6	0	14	20	0	14	34	9	0	13	22	70						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0						
Single-Unit Trucks	1	0	0	1	3	0	1	4	1	0	3	4	9						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	7	7						
BobTail	1	1	0	2	1	0	0	1	0	0	4	4	7						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0						
12/17/2015 11:45	39	16	0	55	69	0	76	145	80	0	129	209	409						
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1						
Cars	27	14	0	41	53	0	65	118	70	0	108	178	337						
Light Goods Vehicle	5	2	0	7	12	0	11	23	9	0	11	20	50						
Buses	1	0	0	1	2	0	0	2	0	0	0	0	3						
Single-Unit Trucks	2	0	0	2	1	0	0	1	0	0	4	4	7						
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	5	6	6						
BobTail	3	0	0	3	0	0	0	0	0	0	0	0	3						
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1						
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1						
12/17/2015 12:00	29	30	0	59	81	0	94	175	73	0	127	200	434						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0						
Cars	20	17	0	37	60	0	81	141	63	0	103	166	344						
Light Goods Vehicle	5	6	0	11	15	0	13	28	7	0	15	22	61						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0						
Single-Unit Trucks	2	4	0	6	1	0	0	1	2	0	3	5	12						
Articulated Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3						
BobTail	0	0	0	0	5	0	0	5	0	0	3	3	8						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	2	1	0	3	0	0	0	0	0	0	3	3	6						
12/17/2015 12:15	44	31	0	75	94	0	95	189	76	0	105	181	445						
Motorcycles	1	0	0	1	5	0	0	5	0	0	0	0	6						

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T			Northbound			Northbound T			Eastbound			Eastbound T		Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L	T	U	L	T	U	
Cars	23	21	0	44	74	0	81	155	66	0	76	142	341					
Light Goods Vehicle	14	6	0	20	10	0	11	21	7	0	26	33	74					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0					
Single-Unit Trucks	2	3	0	5	3	0	3	6	3	0	0	3	14					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0					
BobTail	2	0	0	2	2	0	0	2	0	0	2	2	6					
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1					
Container Trucks	1	1	0	2	0	0	0	0	0	0	1	1	3					
12/17/2015 12:30	29	28	0	57	68	0	97	165	72	0	106	178	400					
Motorcycles	0	0	0	0	0	0	2	2	0	0	0	0	2					
Cars	20	24	0	44	55	0	72	127	61	0	72	133	304					
Light Goods Vehicle	6	2	0	8	9	0	19	28	9	0	15	24	60					
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1					
Single-Unit Trucks	1	2	0	3	1	0	4	5	2	0	4	6	14					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	4	4					
BobTail	1	0	0	1	0	0	0	0	0	0	2	2	3					
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	2					
Container Trucks	1	0	0	1	0	0	0	0	0	0	9	9	10					
12/17/2015 12:45	37	35	0	72	64	0	82	146	70	0	95	165	383					
Motorcycles	1	0	0	1	1	0	0	1	0	0	0	0	2					
Cars	28	27	0	55	45	0	71	116	52	0	72	124	295					
Light Goods Vehicle	2	5	0	7	14	0	11	25	12	0	17	29	61					
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1					
Single-Unit Trucks	4	2	0	6	1	0	0	1	5	0	1	6	13					
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	2	2	3					
BobTail	0	0	0	0	1	0	0	1	1	0	0	1	2					
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	2					
Container Trucks	0	1	0	1	0	0	0	0	0	0	3	3	4					
12/17/2015 13:00	41	39	0	80	67	0	59	126	72	0	94	166	372					
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0					
Cars	30	31	0	61	44	0	46	90	59	0	62	121	272					
Light Goods Vehicle	8	6	0	14	18	0	11	29	9	0	24	33	76					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0					
Single-Unit Trucks	2	1	0	3	1	0	2	3	3	0	3	6	12					
Articulated Trucks	0	0	0	0	1	0	0	1	1	0	1	2	3					
BobTail	0	1	0	1	3	0	0	3	0	0	0	0	4					
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0					
Container Trucks	1	0	0	1	0	0	0	0	0	0	4	4	5					
12/17/2015 13:15	41	44	0	85	71	0	93	164	85	0	118	203	452					
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1					
Cars	30	33	0	63	50	0	76	126	71	0	88	159	348					
Light Goods Vehicle	10	10	0	20	13	0	13	26	12	0	16	28	74					
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1					
Single-Unit Trucks	0	1	0	1	1	0	4	5	1	0	7	8	14					
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	4	4	5					
BobTail	1	0	0	1	3	0	0	3	0	0	0	0	4					
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	2					
Container Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3					
12/17/2015 13:30	49	46	0	95	53	0	71	124	83	0	107	190	409					
Motorcycles	0	0	0	0	0	0	1	1	1	0	0	1	2					
Cars	36	31	0	67	38	0	57	95	62	0	73	135	297					
Light Goods Vehicle	10	9	0	19	8	0	12	20	17	0	22	39	78					
Buses	0	0	0	0	2	0	0	2	0	0	0	0	2					

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T			Northbound			Northbound T			Eastbound			Eastbound T Grand Total		
	T	R	U	T	U	L	T	U	L	R	U	L	T	U	L	T	U	
Single-Unit Trucks	0	1	0	1	3	0	1	4	2	0	3	5	10					
Articulated Trucks	0	2	0	2	0	0	0	0	1	0	5	6	8					
BobTail	2	3	0	5	1	0	0	1	0	0	2	2	8					
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0					
Container Trucks	1	0	0	1	1	0	0	1	0	0	2	2	4					
12/17/2015 13:45	65	51	0	116	75	0	95	170	101	0	129	230	516					
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1					
Cars	45	42	0	87	46	0	71	117	75	0	91	166	370					
Light Goods Vehicle	14	7	0	21	17	0	23	40	24	0	24	48	109					
Buses	1	1	0	2	0	0	0	0	0	0	0	0	2					
Single-Unit Trucks	1	1	0	2	5	0	1	6	2	0	8	10	18					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	5	5					
BobTail	3	0	0	3	1	0	0	1	0	0	0	0	4					
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	2					
Container Trucks	1	0	0	1	3	0	0	3	0	0	1	1	5					
12/17/2015 14:00	48	43	0	91	90	0	104	194	97	0	127	224	509					
Motorcycles	0	1	0	1	1	0	0	1	0	0	0	0	2					
Cars	37	31	0	68	72	0	89	161	88	0	97	185	414					
Light Goods Vehicle	7	5	0	12	13	0	11	24	8	0	16	24	60					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0					
Single-Unit Trucks	4	4	0	8	0	0	4	4	1	0	2	3	15					
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	4	4	6					
BobTail	0	0	0	0	3	0	0	3	0	0	4	4	7					
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1					
Container Trucks	0	0	0	0	0	0	0	0	0	0	4	4	4					
12/17/2015 14:15	38	41	0	79	92	0	113	205	108	0	112	220	504					
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0					
Cars	27	36	0	63	69	0	96	165	103	0	89	192	420					
Light Goods Vehicle	9	2	0	11	16	0	17	33	5	0	18	23	67					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0					
Single-Unit Trucks	0	3	0	3	4	0	0	4	0	0	2	2	9					
Articulated Trucks	2	0	0	2	0	0	0	0	0	0	1	1	3					
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0					
Chassis Only	0	0	0	0	3	0	0	3	0	0	0	0	3					
Container Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2					
12/17/2015 14:30	49	39	0	88	98	0	101	199	103	0	151	254	541					
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1					
Cars	39	32	0	71	73	0	85	158	95	0	117	212	441					
Light Goods Vehicle	6	4	0	10	15	0	15	30	7	0	20	27	67					
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1					
Single-Unit Trucks	2	3	0	5	6	0	0	6	0	0	3	3	14					
Articulated Trucks	2	0	0	2	0	0	1	1	1	0	6	7	10					
BobTail	0	0	0	0	2	0	0	2	0	0	1	1	3					
Chassis Only	0	0	0	0	0	0	0	0	0	0	1	1	1					
Container Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3					
12/17/2015 14:45	49	43	0	92	87	0	103	190	130	0	151	281	563					
Motorcycles	1	0	0	1	0	0	0	0	1	0	0	1	2					
Cars	30	34	0	64	68	0	81	149	116	0	123	239	452					
Light Goods Vehicle	12	5	0	17	15	0	21	36	10	0	19	29	82					
Buses	1	0	0	1	0	0	0	0	0	0	1	1	2					
Single-Unit Trucks	2	4	0	6	2	0	1	3	2	0	4	6	15					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3					
BobTail	2	0	0	2	2	0	0	2	0	0	0	0	4					

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound		Southbound T				Northbound			Northbound T			Eastbound		Eastbound T		Grand Total
	T	R	U	0	T	U	L	0	R	U	L	0	T	R	U	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	0	0	0	0	1	0	1	0	2	0	0	0	3
12/17/2015 15:00	44	43	0	87	92	0	67	159	94	0	113	207	453				
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1				
Cars	36	38	0	74	71	0	56	127	85	0	79	164	365				
Light Goods Vehicle	7	4	0	11	15	0	8	23	4	0	24	28	62				
Buses	0	0	0	0	0	0	0	0	2	0	0	2	2				
Single-Unit Trucks	1	1	0	2	3	0	2	5	0	0	6	6	13				
Articulated Trucks	0	0	0	0	1	0	0	1	1	0	3	4	5				
BobTail	0	0	0	0	2	0	0	2	0	0	1	1	3				
Chassis Only	0	0	0	0	0	0	0	0	2	0	0	2	2				
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0				
12/17/2015 15:15	42	24	0	66	92	1	93	186	85	0	99	184	436				
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1				
Cars	34	17	0	51	71	1	83	155	73	0	73	146	352				
Light Goods Vehicle	5	0	0	5	14	0	7	21	10	0	21	31	57				
Buses	0	0	0	0	1	0	1	2	1	0	0	1	3				
Single-Unit Trucks	1	3	0	4	2	0	2	4	1	0	3	4	12				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2				
BobTail	2	0	0	2	4	0	0	4	0	0	0	0	6				
Chassis Only	0	2	0	2	0	0	0	0	0	0	0	0	2				
Container Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1				
12/17/2015 15:30	54	24	0	78	107	0	96	203	92	0	127	219	500				
Motorcycles	1	0	0	1	0	0	0	0	1	0	1	2	3				
Cars	36	18	0	54	76	0	82	158	78	0	100	178	390				
Light Goods Vehicle	9	3	0	12	17	0	12	29	11	0	15	26	67				
Buses	0	0	0	0	1	0	0	1	0	0	1	1	2				
Single-Unit Trucks	0	0	0	0	2	0	2	4	2	0	5	7	11				
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	3	3	5				
BobTail	6	1	0	7	6	0	0	6	0	0	1	1	14				
Chassis Only	0	0	0	0	3	0	0	3	0	0	0	0	3				
Container Trucks	2	0	0	2	2	0	0	2	0	0	1	1	5				
12/17/2015 15:45	40	37	0	77	75	0	87	162	106	0	122	228	467				
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0				
Cars	31	30	0	61	47	0	77	124	99	0	90	189	374				
Light Goods Vehicle	4	6	0	10	16	0	9	25	6	0	23	29	64				
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1				
Single-Unit Trucks	0	1	0	1	4	0	0	4	1	0	2	3	8				
Articulated Trucks	1	0	0	1	0	0	1	1	0	0	1	1	3				
BobTail	2	0	0	2	6	0	0	6	0	0	4	4	12				
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1				
Container Trucks	1	0	0	1	1	0	0	1	0	0	2	2	4				
12/17/2015 16:00	46	33	0	79	90	1	71	162	99	0	105	204	445				
Motorcycles	0	0	0	0	0	0	0	0	1	0	1	2	2				
Cars	32	22	0	54	50	1	66	117	90	0	83	173	344				
Light Goods Vehicle	8	6	0	14	18	0	5	23	6	0	16	22	59				
Buses	0	1	0	1	0	0	0	0	1	0	3	4	5				
Single-Unit Trucks	0	2	0	2	1	0	0	1	1	0	1	2	5				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0				
BobTail	5	2	0	7	7	0	0	7	0	0	0	0	14				
Chassis Only	0	0	0	0	8	0	0	8	0	0	0	0	8				
Container Trucks	1	0	0	1	6	0	0	6	0	0	1	1	8				
12/17/2015 16:15	47	36	0	83	89	0	83	172	111	0	108	219	474				



**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound Total			Northbound			Northbound Total			Eastbound			Eastbound Total			Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L	T	U	L	T	U	L	
Motorcycles	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1	1	1	2
Cars	32	29	0	61	63	0	68	131	100	0	79	179	371						
Light Goods Vehicle	7	4	0	11	18	0	11	29	9	0	20	29	69						
Buses	0	0	0	0	0	0	0	0	0	0	1	1	1						
Single-Unit Trucks	0	1	0	1	3	0	3	6	1	0	3	4	11						
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1						
BobTail	4	1	0	5	2	0	0	2	0	0	0	0	7						
Chassis Only	1	0	0	1	1	0	0	1	0	0	0	0	2						
Container Trucks	3	1	0	4	1	0	0	1	1	0	4	5	10						
12/17/2015 16:30	60	44	0	104	96	0	81	177	109	0	147	256	537						
Motorcycles	1	0	0	1	0	0	0	0	0	0	1	1	2						
Cars	41	35	0	76	70	0	65	135	96	0	125	221	432						
Light Goods Vehicle	14	7	0	21	16	0	13	29	8	0	13	21	71						
Buses	0	0	0	0	2	0	0	2	1	0	0	1	3						
Single-Unit Trucks	0	1	0	1	5	0	2	7	2	0	4	6	14						
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1						
BobTail	4	1	0	5	1	0	0	1	0	0	1	1	7						
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1						
Container Trucks	0	0	0	0	1	0	0	1	2	0	3	5	6						
12/17/2015 16:45	53	37	0	90	86	0	99	185	111	0	143	254	529						
Motorcycles	0	0	0	0	1	0	1	2	1	0	0	1	3						
Cars	41	26	0	67	60	0	84	144	100	0	116	216	427						
Light Goods Vehicle	10	6	0	16	18	0	13	31	6	0	17	23	70						
Buses	1	0	0	1	0	0	0	0	1	0	1	2	3						
Single-Unit Trucks	1	0	0	1	1	0	0	1	1	0	2	3	5						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1						
BobTail	0	3	0	3	1	0	1	2	0	0	0	0	5						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	0	2	0	2	5	0	0	5	2	0	6	8	15						
12/17/2015 17:00	41	36	0	77	72	0	79	151	123	0	112	235	463						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0						
Cars	36	30	0	66	54	0	72	126	112	0	90	202	394						
Light Goods Vehicle	5	5	0	10	15	0	7	22	10	0	11	21	53						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0						
Single-Unit Trucks	0	1	0	1	2	0	0	2	1	0	4	5	8						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	6	6						
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0						
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1						
Container Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1						
12/17/2015 17:15	58	42	0	100	94	0	77	171	115	0	122	237	508						
Motorcycles	0	0	0	0	1	0	1	2	0	0	1	1	3						
Cars	48	32	0	80	66	0	60	126	101	0	100	201	407						
Light Goods Vehicle	7	7	0	14	22	0	16	38	14	0	13	27	79						
Buses	0	0	0	0	3	0	0	3	0	0	2	2	5						
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	4	4	5						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2						
BobTail	1	1	0	2	0	0	0	0	0	0	0	0	2						
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	2						
Container Trucks	2	1	0	3	0	0	0	0	0	0	0	0	3						
12/17/2015 17:30	62	35	0	97	119	0	103	222	115	0	125	240	559						
Motorcycles	0	0	0	0	1	0	0	1	2	0	0	2	3						
Cars	49	29	0	78	86	0	75	161	94	0	102	196	435						
Light Goods Vehicle	4	4	0	8	23	0	25	48	17	0	21	38	94						

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

**Road Volumes**

TMV Interval	Movement Southbound		Southbound T			Northbound			Northbound T			Eastbound			Eastbound T		Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L	T	R	L		
Buses	2	0	0	2	4	0	0	4	1	0	0	1	7	0	0	7	
Single-Unit Trucks	0	0	0	0	2	0	3	5	0	0	1	1	6	0	0	6	
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	1	2	0	0	2	
BobTail	4	1	0	5	1	0	0	1	1	0	0	1	7	0	0	7	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	3	1	0	4	1	0	0	1	0	0	0	1	5	0	0	5	
<b>12/17/2015 17:45</b>	<b>67</b>	<b>46</b>	<b>0</b>	<b>113</b>	<b>92</b>	<b>0</b>	<b>81</b>	<b>173</b>	<b>141</b>	<b>0</b>	<b>140</b>	<b>281</b>	<b>567</b>				
Motorcycles	2	0	0	2	0	0	0	0	0	0	1	1	3	0	0	3	
Cars	54	41	0	95	66	0	68	134	119	0	95	214	443	0	0	443	
Light Goods Vehicle	9	3	0	12	18	0	9	27	16	0	32	48	87	0	0	87	
Buses	1	0	0	1	3	0	0	3	1	0	0	1	5	0	0	5	
Single-Unit Trucks	0	1	0	1	4	0	4	8	3	0	5	8	17	0	0	17	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	4	5	9	0	0	9	
BobTail	1	1	0	2	1	0	0	1	0	0	2	2	5	0	0	5	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	1	0	1	2	3	0	0	3	
<b>12/17/2015 18:00</b>	<b>70</b>	<b>40</b>	<b>0</b>	<b>110</b>	<b>98</b>	<b>0</b>	<b>86</b>	<b>184</b>	<b>139</b>	<b>0</b>	<b>149</b>	<b>288</b>	<b>582</b>				
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	
Cars	57	34	0	91	79	0	78	157	117	0	104	221	469	0	0	469	
Light Goods Vehicle	12	4	0	16	15	0	7	22	18	0	34	52	90	0	0	90	
Buses	1	0	0	1	0	0	1	1	0	0	0	1	2	0	0	2	
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	8	9	17	0	0	17	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	
BobTail	0	1	0	1	2	0	0	2	0	0	1	1	3	0	0	3	
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	1	2	0	0	2	
Container Trucks	0	0	0	0	1	0	0	1	3	0	1	4	5	0	0	5	
<b>12/17/2015 18:15</b>	<b>63</b>	<b>55</b>	<b>0</b>	<b>118</b>	<b>109</b>	<b>0</b>	<b>70</b>	<b>179</b>	<b>116</b>	<b>0</b>	<b>114</b>	<b>230</b>	<b>527</b>				
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	51	50	0	101	89	0	64	153	90	0	90	180	434	0	0	434	
Light Goods Vehicle	8	3	0	11	17	0	6	23	26	0	20	46	80	0	0	80	
Buses	1	0	0	1	1	0	0	1	0	0	0	1	2	0	0	2	
Single-Unit Trucks	0	1	0	1	1	0	0	1	0	0	0	1	2	0	0	2	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	1	0	1	0	0	0	0	0	0	3	3	6	0	0	6	
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	
Container Trucks	2	0	0	2	1	0	0	1	0	0	1	1	2	0	0	2	
<b>12/17/2015 18:30</b>	<b>71</b>	<b>48</b>	<b>0</b>	<b>119</b>	<b>65</b>	<b>0</b>	<b>94</b>	<b>159</b>	<b>138</b>	<b>0</b>	<b>140</b>	<b>278</b>	<b>556</b>				
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	60	46	0	106	53	0	79	132	118	0	104	222	460	0	0	460	
Light Goods Vehicle	7	1	0	8	8	0	13	21	17	0	31	48	77	0	0	77	
Buses	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	2	
Single-Unit Trucks	1	0	0	1	1	0	1	2	2	0	3	5	8	0	0	8	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	1	2	0	0	2	
BobTail	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	4	
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	1	2	0	0	2	
Container Trucks	3	1	0	4	1	0	0	1	0	0	0	1	2	0	0	2	
<b>12/17/2015 18:45</b>	<b>85</b>	<b>79</b>	<b>0</b>	<b>164</b>	<b>107</b>	<b>0</b>	<b>90</b>	<b>197</b>	<b>154</b>	<b>0</b>	<b>131</b>	<b>285</b>	<b>646</b>				
Motorcycles	1	0	0	1	1	0	0	1	0	0	3	3	5	0	0	5	
Cars	68	64	0	132	84	0	73	157	135	0	94	229	518	0	0	518	
Light Goods Vehicle	12	14	0	26	21	0	16	37	16	0	26	42	105	0	0	105	
Buses	1	0	0	1	0	0	1	1	0	0	0	1	2	0	0	2	
Single-Unit Trucks	0	1	0	1	0	0	0	0	3	0	1	4	5	0	0	5	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T			Northbound			Northbound T			Eastbound			Eastbound T			Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L	T	U	L				
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
Container Trucks	3	0	0	3	1	0	0	1	0	0	1	0	0	0	0	3	3	7	
12/17/2015 19:00	76	67	0	143	94	0	107	201	170	0	160	330	674						
Motorcycles	1	0	0	1	1	0	0	1	0	0	1	1	3						
Cars	69	63	0	132	74	0	93	167	155	0	132	287	586						
Light Goods Vehicle	3	3	0	6	19	0	13	32	8	0	22	30	68						
Buses	0	0	0	0	0	0	0	0	2	0	0	2	2						
Single-Unit Trucks	0	0	0	0	0	0	1	1	2	0	0	2	3						
Articulated Trucks	0	1	0	1	0	0	0	0	2	0	1	3	4						
BobTail	1	0	0	1	0	0	0	0	0	0	1	1	2						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	2	0	0	2	0	0	0	0	1	0	3	4	6						
12/17/2015 19:15	88	46	0	134	75	0	88	163	185	0	119	304	601						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0						
Cars	66	46	0	112	63	0	69	132	169	0	98	267	511						
Light Goods Vehicle	13	0	0	13	9	0	19	28	14	0	16	30	71						
Buses	0	0	0	0	1	0	0	1	1	0	0	1	2						
Single-Unit Trucks	1	0	0	1	2	0	0	2	1	0	2	3	6						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3						
BobTail	1	0	0	1	0	0	0	0	0	0	0	0	1						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	7	0	0	7	0	0	0	0	0	0	0	0	7						
12/17/2015 19:30	90	48	0	138	64	0	86	150	191	0	122	313	601						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0						
Cars	66	44	0	110	50	0	73	123	180	0	100	280	513						
Light Goods Vehicle	15	2	0	17	13	0	12	25	8	0	15	23	65						
Buses	1	0	0	1	0	0	0	0	1	0	0	1	2						
Single-Unit Trucks	1	2	0	3	0	0	1	1	1	0	5	6	10						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0						
BobTail	0	0	0	0	0	0	0	0	1	0	2	3	3						
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1						
Container Trucks	7	0	0	7	0	0	0	0	0	0	0	0	7						
12/17/2015 19:45	78	45	0	123	72	0	84	156	175	0	101	276	555						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0						
Cars	66	44	0	110	57	0	70	127	169	0	87	256	493						
Light Goods Vehicle	10	0	0	10	12	0	12	24	2	0	12	14	48						
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1						
Single-Unit Trucks	0	0	0	0	0	0	2	2	1	0	0	1	3						
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	1	1	2						
BobTail	1	1	0	2	0	0	0	0	2	0	1	3	5						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	1	0	0	1	1	0	0	1	1	0	0	1	3						
12/17/2015 20:00	52	24	0	76	66	0	89	155	172	0	96	268	499						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0						
Cars	44	19	0	63	58	0	76	134	165	0	87	252	449						
Light Goods Vehicle	1	4	0	5	6	0	12	18	5	0	0	5	28						
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1						
Single-Unit Trucks	1	0	0	1	1	0	0	1	2	0	3	5	7						
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	5	5	6						
BobTail	2	1	0	3	0	0	0	0	0	0	1	1	4						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	2	0	0	2	1	0	1	2	0	0	0	0	4						

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T	Northbound			Northbound T	Eastbound			Eastbound T	Grand Total
	T	R	U		T	U	L		R	U	L		
12/17/2015 20:15	55	31	0	86	58	0	60	118	153	0	82	235	439
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	45	28	0	73	48	0	54	102	149	0	76	225	400
Light Goods Vehicle	8	2	0	10	8	0	6	14	4	0	2	6	30
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
Single-Unit Trucks	1	0	0	1	1	0	0	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	4	4
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 20:30	41	36	0	77	48	0	62	110	126	0	75	201	388
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1
Cars	37	32	0	69	45	0	59	104	119	0	66	185	358
Light Goods Vehicle	2	0	0	2	0	0	2	2	5	0	4	9	13
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	1	0	1	0	0	1	1	1	0	1	2	4
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	3	3	4
BobTail	0	2	0	2	1	0	0	1	1	0	0	1	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	1	0	2	1	0	0	1	0	0	0	0	3
12/17/2015 20:45	39	20	0	59	55	0	60	115	96	0	62	158	332
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	33	20	0	53	46	0	52	98	95	0	58	153	304
Light Goods Vehicle	4	0	0	4	4	0	8	12	1	0	0	1	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	3	3	4
BobTail	1	0	0	1	2	0	0	2	0	0	1	1	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 21:00	43	22	0	65	40	0	69	109	92	0	58	150	324
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	37	22	0	59	32	0	66	98	88	0	48	136	293
Light Goods Vehicle	5	0	0	5	7	0	3	10	3	0	6	9	24
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
BobTail	0	0	0	0	0	0	0	0	1	0	2	3	3
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 21:15	26	24	0	50	48	0	49	97	90	0	64	154	301
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1
Cars	20	24	0	44	41	0	44	85	89	0	54	143	272
Light Goods Vehicle	3	0	0	3	4	0	5	9	0	0	5	5	17
Buses	0	0	0	0	1	0	0	1	0	0	1	1	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
BobTail	0	0	0	0	2	0	0	2	0	0	1	1	3
Chassis Only	1	0	0	1	0	0	0	0	0	0	1	1	2
Container Trucks	2	0	0	2	0	0	0	0	0	0	0	0	2
12/17/2015 21:30	26	31	0	57	53	0	47	100	79	0	52	131	288
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	21	31	0	52	45	0	40	85	79	0	45	124	261

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

### Road Volumes

TMV Interval	Movement Southbound			Southbound T	Northbound			Northbound T	Eastbound			Eastbound T	Grand Total
	T	R	U		T	U	L		R	U	L		
Light Goods Vehicle	4	0	0	4	4	0	7	11	0	0	4	4	19
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
BobTail	0	0	0	0	1	0	0	1	0	0	1	1	2
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1
Container Trucks	0	0	0	0	1	0	0	1	0	0	1	1	2
12/17/2015 21:45	23	18	0	41	27	0	51	78	77	0	50	127	246
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	20	16	0	36	25	0	46	71	77	0	45	122	229
Light Goods Vehicle	1	2	0	3	1	0	5	6	0	0	1	1	10
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2
BobTail	0	0	0	0	1	0	0	1	0	0	1	1	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	1	0	0	0	0	0	0	1	1	2
12/18/2015 7:00	2	5	0	7	20	0	12	32	8	0	50	58	97
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	5	0	7	16	0	9	25	8	0	39	47	79
Light Goods Vehicle	0	0	0	0	1	0	3	4	0	0	5	5	9
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	6	6
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 7:15	7	7	0	14	23	0	8	31	9	0	56	65	110
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	5	7	0	12	22	0	5	27	7	0	44	51	90
Light Goods Vehicle	1	0	0	1	1	0	3	4	1	0	7	8	13
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	3	4	5
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2
12/18/2015 7:30	9	7	0	16	29	0	17	46	5	0	78	83	145
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	6	6	0	12	22	0	14	36	4	0	55	59	107
Light Goods Vehicle	2	1	0	3	6	0	3	9	0	0	14	14	26
Buses	1	0	0	1	1	0	0	1	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	6	6
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3
12/18/2015 7:45	8	9	0	17	59	0	27	86	13	0	85	98	201
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	5	9	0	14	47	0	22	69	13	0	68	81	164
Light Goods Vehicle	3	0	0	3	10	0	5	15	0	0	9	9	27
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	2	0	0	2	0	0	2	2	4

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T			Northbound			Northbound T			Eastbound			Eastbound T		Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L	T	R	L			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12/18/2015 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/18/2015 15:00	49	38	0	87	96	0	81	177	101	0	148	249	513					
Motorcycles	0	1	0	1	0	0	0	0	1	0	0	1	2					
Cars	38	21	0	59	81	0	67	148	90	0	116	206	413					
Light Goods Vehicle	5	7	0	12	13	0	13	26	10	0	23	33	71					
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1					
Single-Unit Trucks	2	8	0	10	2	0	1	3	0	0	3	3	16					
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	6	6	7					
BobTail	1	1	0	2	0	0	0	0	0	0	0	0	2					
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0					
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1					
12/18/2015 15:15	43	30	0	73	103	0	85	188	107	0	127	234	495					
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1					
Cars	32	24	0	56	76	0	70	146	93	0	99	192	394					
Light Goods Vehicle	9	4	0	13	22	0	13	35	12	0	18	30	78					
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1					
Single-Unit Trucks	1	1	0	2	3	0	1	4	1	0	5	6	12					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3					
BobTail	0	0	0	0	2	0	0	2	0	0	1	1	3					
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1					
Container Trucks	0	1	0	1	0	0	0	0	0	0	1	1	2					
12/18/2015 15:30	60	32	0	92	76	0	93	169	92	0	107	199	460					
Motorcycles	0	0	0	0	1	0	0	1	0	0	1	1	2					
Cars	46	17	0	63	54	0	77	131	79	0	76	155	349					
Light Goods Vehicle	7	10	0	17	15	0	15	30	12	0	20	32	79					
Buses	1	0	0	1	2	0	0	2	0	0	0	0	3					
Single-Unit Trucks	2	3	0	5	1	0	1	2	1	0	5	6	13					
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	2	2	3					
BobTail	1	2	0	3	1	0	0	1	0	0	1	1	5					
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0					
Container Trucks	2	0	0	2	2	0	0	2	0	0	2	2	6					
12/18/2015 15:45	45	26	1	72	79	0	92	171	99	0	123	222	465					
Motorcycles	0	0	0	0	0	0	0	0	0	0	2	2	2					
Cars	37	18	1	56	57	0	76	133	85	0	100	185	374					
Light Goods Vehicle	3	5	0	8	16	0	14	30	12	0	13	25	63					
Buses	0	0	0	0	1	0	0	1	1	0	1	2	3					
Single-Unit Trucks	1	3	0	4	1	0	1	2	1	0	1	2	8					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3					
BobTail	3	0	0	3	2	0	1	3	0	0	0	0	6					
Chassis Only	0	0	0	0	2	0	0	2	0	0	0	0	2					

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T			Northbound			Northbound T			Eastbound			Eastbound T			Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L	T	U	L				
Container Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	4	
12/18/2015 16:00	38	42	0	80	99	0	74	173	95	0	119	214	467						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0						
Cars	29	26	0	55	74	0	66	140	85	0	89	174	369						
Light Goods Vehicle	5	7	0	12	16	0	7	23	4	0	22	26	61						
Buses	0	0	0	0	1	0	0	1	0	0	2	2	3						
Single-Unit Trucks	2	4	0	6	2	0	1	3	4	0	2	6	15						
Articulated Trucks	1	2	0	3	1	0	0	1	0	0	0	0	4						
BobTail	0	2	0	2	2	0	0	2	2	0	4	6	10						
Chassis Only	1	0	0	1	1	0	0	1	0	0	0	0	2						
Container Trucks	0	1	0	1	2	0	0	2	0	0	0	0	3						
12/18/2015 16:15	61	39	0	100	84	0	72	156	96	0	125	221	477						
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1						
Cars	50	30	0	80	58	0	60	118	83	0	91	174	372						
Light Goods Vehicle	7	6	0	13	21	0	10	31	9	0	22	31	75						
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1						
Single-Unit Trucks	0	1	0	1	4	0	2	6	2	0	3	5	12						
Articulated Trucks	2	0	0	2	0	0	0	0	0	0	2	2	4						
BobTail	0	2	0	2	0	0	0	0	0	0	6	6	8						
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1						
Container Trucks	1	0	0	1	0	0	0	0	1	0	1	2	3						
12/18/2015 16:30	41	41	0	82	105	0	89	194	101	0	124	225	501						
Motorcycles	0	0	0	0	1	0	0	1	1	0	0	1	2						
Cars	34	31	0	65	90	0	82	172	95	0	99	194	431						
Light Goods Vehicle	5	9	0	14	14	0	5	19	5	0	11	16	49						
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1						
Single-Unit Trucks	1	1	0	2	0	0	0	0	0	0	5	5	7						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2						
BobTail	0	0	0	0	0	0	0	0	0	0	3	3	3						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	0	0	0	0	0	0	2	2	0	0	4	4	6						
12/18/2015 16:45	48	46	0	94	79	0	91	170	116	0	147	263	527						
Motorcycles	0	0	0	0	0	0	0	0	1	0	2	3	3						
Cars	41	36	0	77	61	0	79	140	106	0	116	222	439						
Light Goods Vehicle	5	5	0	10	11	0	11	22	8	0	13	21	53						
Buses	1	0	0	1	1	0	1	2	0	0	0	0	3						
Single-Unit Trucks	0	4	0	4	3	0	0	3	1	0	11	12	19						
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	2	2	3						
BobTail	0	0	0	0	3	0	0	3	0	0	2	2	5						
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0						
Container Trucks	1	0	0	1	0	0	0	0	0	0	1	1	2						
12/18/2015 17:00	75	44	0	119	98	0	82	180	113	0	124	237	536						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0						
Cars	61	37	0	98	82	0	73	155	103	0	98	201	454						
Light Goods Vehicle	13	4	0	17	14	0	6	20	6	0	18	24	61						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0						
Single-Unit Trucks	1	0	0	1	1	0	3	4	3	0	3	6	11						
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	3	4	4						
BobTail	0	0	0	0	1	0	0	1	0	0	0	0	1						
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1						
Container Trucks	0	2	0	2	0	0	0	0	0	0	2	2	4						
12/18/2015 17:15	56	34	0	90	115	0	60	175	112	0	127	239	504						
Motorcycles	0	1	0	1	1	0	0	1	1	0	0	1	3						

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T	Northbound			Northbound T	Eastbound			Eastbound T	Grand Total
	T	R	U		T	U	L		R	U	L		
Cars	51	31	0	82	70	0	48	118	106	0	106	212	412
Light Goods Vehicle	2	2	0	4	13	0	9	22	2	0	15	17	43
Buses	0	0	0	0	4	0	0	4	0	0	1	1	5
Single-Unit Trucks	0	0	0	0	3	0	3	6	2	0	3	5	11
Articulated Trucks	1	0	0	1	1	0	0	1	1	0	0	1	3
BobTail	2	0	0	2	5	0	0	5	0	0	0	0	7
Chassis Only	0	0	0	0	3	0	0	3	0	0	0	0	3
Container Trucks	0	0	0	0	15	0	0	15	0	0	2	2	17
12/18/2015 17:30	58	43	0	101	101	0	71	172	131	1	123	255	528
Motorcycles	1	0	0	1	1	0	0	1	1	0	1	2	4
Cars	40	33	0	73	68	0	63	131	120	1	89	210	414
Light Goods Vehicle	4	7	0	11	12	0	5	17	8	0	25	33	61
Buses	1	0	0	1	0	0	0	0	1	0	1	2	3
Single-Unit Trucks	1	3	0	4	4	0	1	5	1	0	2	3	12
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	2	2	3
BobTail	3	0	0	3	2	0	0	2	0	0	1	1	6
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	7	0	0	7	14	0	1	15	0	0	2	2	24
12/18/2015 17:45	66	44	0	110	104	0	93	197	132	0	133	265	572
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	55	38	0	93	74	0	83	157	121	0	97	218	468
Light Goods Vehicle	8	6	0	14	11	0	9	20	7	0	30	37	71
Buses	1	0	0	1	3	0	0	3	0	0	1	1	5
Single-Unit Trucks	0	0	0	0	1	0	0	1	4	0	2	6	7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2
BobTail	0	0	0	0	4	0	0	4	0	0	1	1	5
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	2	0	0	2	11	0	0	11	0	0	0	0	13
12/18/2015 18:00	63	41	0	104	97	0	101	198	120	0	141	261	563
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1
Cars	49	32	0	81	76	0	88	164	107	0	117	224	469
Light Goods Vehicle	12	6	0	18	11	0	13	24	11	0	16	27	69
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
Single-Unit Trucks	1	1	0	2	1	0	0	1	1	0	1	2	5
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	3	3	4
BobTail	0	0	0	0	5	0	0	5	0	0	3	3	8
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	1	0	2	3	0	0	3	1	0	0	1	6
12/18/2015 18:15	75	48	0	123	86	0	91	177	137	0	162	299	599
Motorcycles	0	4	0	4	0	0	0	0	0	0	0	0	4
Cars	70	39	0	109	67	0	73	140	125	0	135	260	509
Light Goods Vehicle	5	3	0	8	13	0	17	30	11	0	22	33	71
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	1	0	0	1	1	0	2	3	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3
BobTail	0	0	0	0	2	0	0	2	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	2	0	2	3	0	0	3	0	0	0	0	5
12/18/2015 18:30	62	45	0	107	109	0	85	194	150	0	138	288	589
Motorcycles	1	0	0	1	1	0	0	1	0	0	1	1	3
Cars	54	39	0	93	92	0	72	164	137	0	110	247	504
Light Goods Vehicle	5	4	0	9	10	0	12	22	11	0	18	29	60
Buses	1	0	0	1	0	0	0	0	1	0	0	1	2



**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T			Northbound			Northbound T			Eastbound			Grand Total
	T	R	U	T	U	L	T	U	L	R	U	L				
Single-Unit Trucks	1	2	0	3	3	0	1	4	1	0	2	3	10			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3			
BobTail	0	0	0	0	2	0	0	2	0	0	2	2	4			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	1	0	0	1	0	0	2	2	3			
12/18/2015 18:45	97	62	0	159	101	0	97	198	148	1	112	261	618			
Motorcycles	2	0	0	2	0	0	1	1	0	0	0	0	3			
Cars	85	55	0	140	83	0	84	167	126	1	90	217	524			
Light Goods Vehicle	9	5	0	14	16	0	12	28	18	0	14	32	74			
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1			
Single-Unit Trucks	0	2	0	2	1	0	0	1	3	0	3	6	9			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	1	1	1			
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1			
Container Trucks	0	0	0	0	0	0	0	0	1	0	4	5	5			
12/18/2015 19:00	105	72	0	177	86	0	96	182	153	0	154	307	666			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	84	64	0	148	77	0	79	156	145	0	137	282	586			
Light Goods Vehicle	20	8	0	28	9	0	17	26	7	0	14	21	75			
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1			
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	2	3	3			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/18/2015 19:15	76	43	0	119	88	0	113	201	172	0	90	262	582			
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1			
Cars	57	41	0	98	70	0	99	169	166	0	80	246	513			
Light Goods Vehicle	19	0	0	19	17	0	13	30	3	0	8	11	60			
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1			
Single-Unit Trucks	0	1	0	1	0	0	1	1	3	0	2	5	7			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/18/2015 19:30	72	46	0	118	61	0	88	149	121	0	116	237	504			
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1			
Cars	61	41	0	102	53	0	82	135	113	0	100	213	450			
Light Goods Vehicle	9	4	0	13	8	0	5	13	7	0	12	19	45			
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1			
Single-Unit Trucks	1	1	0	2	0	0	1	1	0	0	0	0	3			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2			
BobTail	0	0	0	0	0	0	0	0	0	0	2	2	2			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/18/2015 19:45	60	40	0	100	63	0	78	141	173	0	110	283	524			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	51	40	0	91	55	0	68	123	168	0	98	266	480			
Light Goods Vehicle	8	0	0	8	7	0	9	16	4	0	5	9	33			
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1			
Single-Unit Trucks	1	0	0	1	0	0	1	1	1	0	2	3	5			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	4	4			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0			

**Study Name** John S, Gibson/Pacific Ave and Channel St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 20:00  
**Site Code** 15

## Road Volumes

TMV Interval	Movement Southbound			Southbound T	Northbound		Northbound T		Eastbound		Eastbound T		Grand Total
	T	R	U		T	U	L	0	R	U	L	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	4077	2938	1	7016	6687	2	6393	13082	8012	2	9828	17842	37940

Study Name	Broad Ave and Harry Bridges BI TMC
Start Date	Thursday, December 17, 2015 7:00
End Date	Thursday, December 17, 2015 18:00
Site Code	16

## Road Volumes

TMV	Movement				Southbound Tc		Westbound				Westbound To				Northbound				Northbound Tc				Eastbound				Eastbound To		Grand Total
	Interval	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T		
12/17/2015 7:00	7	0	39	0	0	46	6	75	2	0	83	0	0	7	0	7	3	70	0	0	0	0	0	73	209				
Motorcycles	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Cars	6	0	28	0	0	34	4	31	2	0	37	0	0	1	0	1	2	48	0	0	0	0	0	50	122				
Light Goods Vehicle	1	0	10	0	0	11	1	15	0	0	16	0	0	3	0	3	1	16	0	0	0	0	0	17	47				
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	4	4				
Articulated Trucks	0	0	0	0	0	0	0	4	0	0	4	0	0	3	0	3	0	3	0	0	0	0	3	10	10				
BobTail	0	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	1	0	0	0	1	17	17					
Chassis Only	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3	3	3				
Container Trucks	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21			
12/17/2015 7:15	6	1	39	0	0	46	6	107	1	0	114	0	0	5	0	5	5	50	1	0	0	0	56	221					
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Cars	3	1	29	0	0	33	2	51	1	0	54	0	0	3	0	3	4	36	1	0	0	0	41	131					
Light Goods Vehicle	3	0	10	0	0	13	4	18	0	0	22	0	0	2	0	2	1	10	0	0	0	0	11	48					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Single-Unit Trucks	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1	5	5					
Articulated Trucks	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4	4					
BobTail	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	2	0	0	0	2	22	22					
Chassis Only	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10					
Container Trucks	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	10				
12/17/2015 7:30	0	0	22	0	0	22	10	126	2	0	138	0	0	5	0	5	3	67	1	0	0	71	236						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1					
Cars	0	0	19	0	0	19	4	54	1	0	59	0	0	1	0	1	2	29	1	0	0	32	111						
Light Goods Vehicle	0	0	3	0	0	3	5	15	1	0	21	0	0	2	0	2	1	16	0	0	0	17	43						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Single-Unit Trucks	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6	6					
Articulated Trucks	0	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	0	0	0	0	0	0	6	6					
BobTail	0	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	7	0	0	0	7	39						
Chassis Only	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5	5					
Container Trucks	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	9	0	0	0	9	25	25					
12/17/2015 7:45	0	0	13	0	0	13	13	110	4	0	127	0	0	0	0	0	12	66	3	0	0	81	221						
Motorcycles	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Cars	0	0	8	0	0	8	8	54	1	0	63	0	0	0	0	0	9	30	3	0	0	42	113						
Light Goods Vehicle	0	0	4	0	0	4	4	13	3	0	20	0	0	0	0	0	3	15	0	0	0	18	42						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Single-Unit Trucks	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5	5					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	1	7	7					
BobTail	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	2	0	0	0	2	23						
Chassis Only	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1	5	5					
Container Trucks	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	15	0	0	0	15	25	25					
12/17/2015 8:00	0	0	6	0	0	6	3	63	8	0	74	0	0	3	0	3	18	65	0	0	0	83	166						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Cars	0	0	6	0	0	6	2	26	6	0	34	0	0	1	0	1	14	42	0	0	0	56	97						
Light Goods Vehicle	0	0	0	0	0	0	1	6	2	0	9	0	0	2	0	2	4	4	0	0	0	8	19						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2	2					
BobTail	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	4	0	0	0	4	17						
Chassis Only	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4	4					
Container Trucks	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	8	0	0	0	8	21	21					
12/17/2015 8:15	7	0	11	0	0	18	8	114	5	0	127	1	0	3	0	4	16	70	0	0	0	86	235						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1						
Cars	5	0	8	0	0	13	3	39	3	0	45	0	0	2	0	2	11	28	0	0	0	39	99						
Light Goods Vehicle	2	0	3	0	0	5	2	15	1	0	18	0	0	1	0	1	5	10	0	0	0	15	39						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Single-Unit Trucks	0	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	3	0	0	0	3	8						
Articulated Trucks	0	0	0	0	0	0	3	1	0	0	7	0	0	0	0	0	0	1	0	0	0	1	8						
BobTail	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	2	0	0	0	2	33						
Chassis Only	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	0	1	8						
Container Trucks	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	24	0	0	0	24	39	39					
12/17/2015 8:30	3	0	12	0	0	15	6	72	6	1	85	0	0	2	0	2	10	52	0	0	0	62	164						
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Cars	3	0	10	0	0	13	3	27	5	0	35	0	0	1	0	1	6	15	0	0	0	21	70						
Light Goods Vehicle	0	0	2																										



**Study Name** Broad Ave and Harry Bridges BI TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 16

**Road Volumes**

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Eastbound To Grand Total					
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
BobTail	0	1	0	0	1	0	14	0	14	0	0	0	0	0	5	0	0	0	0	0	5	20
Chassis Only	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	0	1	4
Container Trucks	0	0	0	0	0	0	10	0	10	0	0	0	0	0	3	0	0	0	0	0	3	13
12/17/2015 17:30	3	0	19	0	22	0	75	0	75	0	0	4	4	4	89	0	0	0	0	0	93	194
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars	0	0	18	0	18	0	42	0	42	0	0	3	3	4	76	0	0	0	0	0	80	143
Light Goods Vehicle	2	0	1	0	3	0	9	0	9	0	0	1	1	0	4	0	0	0	0	0	4	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	12	0	12	0	0	0	0	0	2	0	0	0	0	0	2	14
Chassis Only	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Container Trucks	0	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	0	0	0	0	6	14
12/17/2015 17:45	2	0	9	0	11	0	73	1	74	0	0	4	4	3	87	0	0	0	0	0	90	179
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	0	7	0	9	0	32	1	33	0	0	2	2	2	62	0	0	0	0	0	64	108
Light Goods Vehicle	0	0	2	0	2	0	9	0	9	0	0	0	0	1	5	0	0	0	0	0	6	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	3	0	3	0	0	2	2	0	0	0	0	0	0	0	0	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9
BobTail	0	0	0	0	0	0	13	0	13	0	0	0	0	0	4	0	0	0	0	0	4	17
Chassis Only	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	0	0	1	4
Container Trucks	0	0	0	0	0	0	13	0	13	0	0	0	0	0	6	0	0	0	0	0	6	19
Grand Total	113	5	443	0	561	99	2103	190	2394	6	5	215	0	226	355	2336	7	2	2700	5881		

<b>Study Name</b>	Navy Way and Seaside TMC
<b>Start Date</b>	Wednesday, February 11, 2015 12:00 AM
<b>End Date</b>	Thursday, February 12, 2015 12:00 AM
<b>Site Code</b>	17

### Road Volumes

TMV Interval	Westbound				Northbound				Eastbound				Eastbound and Turn							
	Southwestbound		Southwestbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound and Turn					
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BL	U	T	R				
2/11/2015	0	0	0	0	0	0	64	1	65	0	0	12	90	102	0	0	63	7	70	237
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	44	1	45	0	0	0	3	3	0	0	38	3	41	89
Light Goods Vehicle	0	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	2	0	2	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	8	0	8	0	0	5	0	5	0	0	0	1	1	14
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	2	51	53	0	0	18	2	20	73
BobTail	0	0	0	0	0	0	10	0	10	0	0	3	31	34	0	0	4	0	4	48
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	1	4	5	0	0	1	1	2	8
2/11/2015 0:15	0	0	0	0	0	0	68	1	69	0	0	14	111	125	0	0	46	6	52	246
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	46	0	46	0	0	1	7	8	0	0	25	3	28	82
Light Goods Vehicle	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	12	0	12	0	0	4	0	4	0	0	1	0	1	17
Container Trucks	0	0	0	0	0	0	1	1	2	0	0	5	64	69	0	0	14	1	15	86
BobTail	0	0	0	0	0	0	6	0	6	0	0	4	31	35	0	0	5	1	6	47
Chassis Only	0	0	0	0	0	0	2	0	2	0	0	0	8	8	0	0	0	1	1	11
2/11/2015 0:30	0	0	0	0	0	0	47	1	48	0	0	15	75	90	0	0	65	6	71	209
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	35	0	35	0	0	4	6	10	0	0	30	1	31	76
Light Goods Vehicle	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	4	0	4	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	6	0	6	0	0	1	0	1	0	0	0	0	0	7
Container Trucks	0	0	0	0	0	0	0	1	1	0	0	5	48	53	0	0	17	2	19	73
BobTail	0	0	0	0	0	0	2	0	2	0	0	5	17	22	0	0	12	2	14	38
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	1	1	2	6
2/11/2015 0:45	0	0	0	0	0	0	50	0	50	0	0	19	71	90	0	0	55	5	60	200
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	30	0	30	0	0	5	5	10	0	0	32	1	33	73
Light Goods Vehicle	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	9
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	7	52	59	0	0	17	2	19	78
BobTail	0	0	0	0	0	0	8	0	8	0	0	6	10	16	0	0	3	1	4	28
Chassis Only	0	0	0	0	0	0	2	0	2	0	0	0	4	4	0	0	2	1	3	9
2/11/2015 1:00	0	0	0	0	0	0	32	1	33	0	0	9	58	67	0	0	50	2	52	152
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	22	1	23	0	0	4	8	12	0	0	25	0	25	60
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	16	16	0	0	3	0	3	19
Container Trucks	0	0	0	0	0	0	6	0	6	0	0	5	21	26	0	0	15	2	17	49
BobTail	0	0	0	0	0	0	4	0	4	0	0	0	8	8	0	0	1	0	1	13
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	6
2/11/2015 1:15	0	0	0	0	0	0	34	0	34	0	0	19	69	88	0	1	39	4	44	166
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	22	0	22	0	0	10	15	25	0	1	19	1	21	68
Light Goods Vehicle	0	0	0	0	0	0	1	0	1	0	0	2	2	4	0	0	0	0	0	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	1	0	1	9
Container Trucks	0	0	0	0	0	0	6	0	6	0	0	6	25	31	0	0	12	2	14	51
BobTail	0	0	0	0	0	0	5	0	5	0	0	1	14	15	0	0	5	0	5	25
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	1	1	2	7
2/11/2015 1:30	0	0	0	0	0	0	43	1	44	0	0	27	53	80	0	0	31	8	39	163
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	2
Cars	0	0	0	0	0	0	34	0	34	0	0	21	11	32	0	0	8	2	10	76
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	5

<b>Study Name</b>	Navy Way and Seaside TMC
<b>Start Date</b>	Wednesday, February 11, 2015 12:00 AM
<b>End Date</b>	Thursday, February 12, 2015 12:00 AM
<b>Site Code</b>	17

## Road Volumes

TMV Interval	Movement				Westbound					Northbound				Eastbound				Eastbound and Total			
	Southwestbound		Southwestbound		Westbound			Westbound		Northbound		Northbound		Eastbound		Eastbound		Total	Grand Total		
	BR	BL	HL	U	U	HR	T	L	L	R	BR	U	L	R	BL	U	T			R	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	3	1	4	7	
Container Trucks	0	0	0	0	0	0	0	3	0	3	0	0	2	16	18	0	0	13	3	16	37
BobTail	0	0	0	0	0	0	0	5	1	6	0	0	3	15	18	0	0	6	2	8	32
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	3	3
2/11/2015 1:45	0	0	0	0	0	0	0	49	3	52	0	0	15	75	90	0	0	53	7	60	202
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Cars	0	0	0	0	0	0	0	41	1	42	0	0	12	10	22	0	0	36	5	41	105
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	5
Buses	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	0	7	7	0	0	5	0	5	13
Container Trucks	0	0	0	0	0	0	0	6	0	6	0	0	1	28	29	0	0	7	1	8	43
BobTail	0	0	0	0	0	0	0	2	0	2	0	0	1	25	26	0	0	4	1	5	33
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
2/11/2015 2:00	0	0	0	0	0	0	0	49	5	54	0	0	22	64	86	0	0	41	2	43	183
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1
Cars	0	0	0	0	0	0	0	49	3	52	0	0	16	21	37	0	0	24	1	25	114
Light Goods Vehicle	0	0	0	0	0	0	0	0	1	1	0	0	2	1	3	0	0	0	1	1	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	2	0	2	5
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	3	21	24	0	0	10	0	10	34
BobTail	0	0	0	0	0	0	0	0	1	1	0	0	1	13	14	0	0	5	0	5	20
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4
2/11/2015 2:15	0	0	0	0	0	0	0	41	1	42	0	0	26	53	79	0	0	38	2	40	161
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	40	1	41	0	0	15	33	48	0	0	30	2	32	121
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	8	3	11	0	0	0	0	0	11
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	3	0	3	7
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	8	10	0	0	3	0	3	13
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	6
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/11/2015 2:30	0	0	0	0	0	0	0	52	0	52	0	0	9	43	52	0	0	54	1	55	159
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Cars	0	0	0	0	0	0	0	52	0	52	0	0	6	23	29	0	0	35	1	36	117
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	3	0	3	10
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	7	0	7	17
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	6	0	6	10
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
2/11/2015 2:45	0	0	0	0	0	0	0	52	0	52	0	0	48	57	105	0	0	55	1	56	213
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	51	0	51	0	0	44	43	87	0	0	42	1	43	181
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	2	7	9	0	0	3	0	3	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	1	0	1	4
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	5	0	5	11
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/11/2015 3:00	0	0	0	0	0	0	0	35	0	35	0	0	13	13	26	0	0	23	2	25	86
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	33	0	33	0	0	10	8	18	0	0	19	1	20	71
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	1	1	2	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1

**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

### Road Volumes

TMV Interval	Movement																						
	Southwestbound					Westbound					Northbound					Eastbound					and Tot		
	BR	BL	HL	U	U	HR	T	L	L	BR	U	L	R	BR	U	T	R	BL	U	T	R		
BobTail	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
2/11/2015 3:15	0	0	0	0	0	0	24	0	24	0	0	1	2	3	0	0	14	0	14	0	14	41	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	0	0	0	0	0	24	0	24	0	0	0	1	1	0	0	13	0	13	0	13	38	
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	1	2	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2/11/2015 3:30	0	0	0	0	0	0	27	0	27	0	0	4	3	7	0	0	23	1	24	0	24	58	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	0	0	0	0	0	25	0	25	0	0	1	3	4	0	0	21	1	22	0	22	51	
Light Goods Vehicle	0	0	0	0	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
2/11/2015 3:45	0	0	0	0	0	0	26	0	26	0	0	5	3	8	0	0	29	1	30	0	30	64	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	
Cars	0	0	0	0	0	0	25	0	25	0	0	2	1	3	0	0	26	1	27	0	27	55	
Light Goods Vehicle	0	0	0	0	0	0	1	0	1	0	0	1	2	3	0	0	0	0	0	0	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2/11/2015 4:00	0	0	0	0	0	0	16	0	16	0	0	0	1	1	0	0	37	1	38	0	38	55	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	0	0	0	0	0	14	0	14	0	0	0	1	1	0	0	36	1	37	0	37	52	
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Articulated Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2/11/2015 4:15	0	0	0	0	0	0	15	0	15	0	0	4	3	7	0	0	50	0	50	0	50	72	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	0	0	0	0	0	14	0	14	0	0	3	1	4	0	0	48	0	48	0	48	66	
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	1	2	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2/11/2015 4:30	0	0	0	0	0	0	47	0	47	0	0	1	0	1	0	0	61	5	66	0	66	114	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	0	0	0	0	0	45	0	45	0	0	1	0	1	0	0	60	4	64	0	64	110	
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	1	3	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2/11/2015 4:45	0	0	0	0	0	0	54	1	55	0	0	0	2	2	0	0	70	6	76	0	76	133	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

## Road Volumes

TMV Interval	Movement																		and Total	
	Southwestbound				Westbound				Northbound				Eastbound							
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BL	U	T	R				
Cars	0	0	0	0	0	0	50	1	51	0	0	0	2	2	0	0	62	6	68	121
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	5	0	5	7
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/11/2015 5:00	0	0	0	0	0	0	73	1	74	0	0	5	5	10	0	0	96	4	100	184
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
Cars	0	0	0	0	0	0	70	1	71	0	0	4	5	9	0	0	90	4	94	174
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3
Articulated Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/11/2015 5:15	0	0	0	0	0	0	104	1	105	0	0	0	0	0	0	0	134	6	140	245
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Cars	0	0	0	0	0	0	99	1	100	0	0	0	0	0	0	0	129	6	135	235
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	4
Container Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	3
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/11/2015 5:30	0	0	0	0	0	0	206	2	208	0	0	2	3	5	0	0	212	10	222	435
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	200	2	202	0	0	2	2	4	0	0	206	10	216	422
Light Goods Vehicle	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3	0	3	5
Articulated Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Container Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/11/2015 5:45	0	0	0	0	0	0	228	3	231	0	0	1	6	7	0	0	207	24	231	469
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	223	3	226	0	0	1	4	5	0	0	204	24	228	459
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	3
Container Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/11/2015 6:00	0	0	0	0	0	0	250	10	260	0	0	5	20	25	0	0	256	24	280	565
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Cars	0	0	0	0	0	0	244	8	252	0	0	5	19	24	0	0	237	22	259	535
Light Goods Vehicle	0	0	0	0	0	0	1	2	3	0	0	0	1	1	0	0	9	0	9	13
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	2	5	6
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	4
Container Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/11/2015 6:15	0	0	0	0	0	0	353	7	360	0	0	0	4	4	0	0	333	60	393	757
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	2	3
Cars	0	0	0	0	0	0	337	5	342	0	0	0	4	4	0	0	285	52	337	683
Light Goods Vehicle	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	36	7	43	48
Buses	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	3
Single-Unit Trucks	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	2	0	2	6

<b>Study Name</b>	Navy Way and Seaside TMC
<b>Start Date</b>	Wednesday, February 11, 2015 12:00 AM
<b>End Date</b>	Thursday, February 12, 2015 12:00 AM
<b>Site Code</b>	17

### Road Volumes

TMV Interval	Southwestbound				Westbound				Northbound				Eastbound				Eastbound and T				
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BL	U	T	R					
	0				0				0				0								
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6	
Container Trucks	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	5	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	
Chassis Only	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	
2/11/2015 6:30	0	0	0	0	0	0	0	424	19	443	0	0	5	4	9	0	0	389	96	485	937
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Cars	0	0	0	0	0	0	0	391	14	405	0	0	1	4	5	0	0	317	88	405	815
Light Goods Vehicle	0	0	0	0	0	0	0	10	4	14	0	0	3	0	3	0	0	63	7	70	87
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	6	1	7	0	0	1	0	1	0	0	2	1	3	11
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	4
Container Trucks	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	1	0	1	10
BobTail	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	1	0	1	5
Chassis Only	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
2/11/2015 6:45	0	0	0	0	0	0	0	397	13	410	0	0	3	6	9	0	0	464	95	559	978
Motorcycles	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	8	0	8	12
Cars	0	0	0	0	0	0	0	294	7	301	0	0	2	3	5	0	0	391	82	473	779
Light Goods Vehicle	0	0	0	0	0	0	0	77	5	82	0	0	1	2	3	0	0	60	10	70	155
Buses	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1	4
Single-Unit Trucks	0	0	0	0	0	0	0	5	0	5	0	0	0	1	1	0	0	2	1	3	9
Articulated Trucks	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	1	0	1	6
Container Trucks	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	1	1	2	7
BobTail	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	1	5
Chassis Only	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2/11/2015 7:00	0	0	0	0	0	0	0	509	7	516	0	0	10	10	20	0	0	478	48	526	1062
Motorcycles	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	0	0	11	0	11	16
Cars	0	0	0	0	0	0	0	438	5	443	0	0	5	5	10	0	0	411	35	446	899
Light Goods Vehicle	0	0	0	0	0	0	0	37	2	39	0	0	3	4	7	0	0	43	9	52	98
Buses	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
Single-Unit Trucks	0	0	0	0	0	0	0	2	0	2	0	0	0	1	1	0	0	6	0	6	9
Articulated Trucks	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	3	0	3	9
Container Trucks	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	3	1	4	12
BobTail	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	1	3	4	14
Chassis Only	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
2/11/2015 7:15	0	0	0	0	0	0	0	568	14	582	0	0	1	8	9	0	0	513	54	567	1158
Motorcycles	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	4
Cars	0	0	0	0	0	0	0	513	11	524	0	0	0	2	2	0	0	453	46	499	1025
Light Goods Vehicle	0	0	0	0	0	0	0	30	2	32	0	0	1	2	3	0	0	43	0	43	78
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	4	1	5	0	0	0	2	2	0	0	6	1	7	14
Articulated Trucks	0	0	0	0	0	0	0	3	0	3	0	0	0	1	1	0	0	3	0	3	7
Container Trucks	0	0	0	0	0	0	0	7	0	7	0	0	0	1	1	0	0	3	1	4	12
BobTail	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	3	6	9	17
Chassis Only	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2/11/2015 7:30	0	0	0	0	0	0	0	552	18	570	0	0	8	15	23	0	0	572	85	657	1250
Motorcycles	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
Cars	0	0	0	0	0	0	0	497	15	512	0	0	6	6	12	0	0	541	74	615	1139
Light Goods Vehicle	0	0	0	0	0	0	0	25	2	27	0	0	2	4	6	0	0	17	0	17	50
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	4	0	4	13
Articulated Trucks	0	0	0	0	0	0	0	4	0	4	0	0	0	1	1	0	0	2	1	3	8
Container Trucks	0	0	0	0	0	0	0	9	0	9	0	0	0	4	4	0	0	4	3	7	20
BobTail	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	4	6	10	16
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
2/11/2015 7:45	0	0	0	0	0	0	0	616	32	648	0	0	12	28	40	0	0	537	78	615	1303
Motorcycles	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
Cars	0	0	0	0	0	0	0	546	30	576	0	0	9	9	18	0	0	496	64	560	1154
Light Goods Vehicle	0	0	0	0	0	0	0	34	1	35	0	0	2	4	6	0	0	28	0	28	69
Buses	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	0	7	0	7	0	0	0	1	1	0	0	3	0	3	11
Articulated Trucks	0	0	0	0	0	0	0	5	0	5	0	0	0	1	1	0	0	2	0	2	8
Container Trucks	0	0	0	0	0	0	0	7	0	7	0	0	0	4	4	0	0	5	5	10	21
BobTail	0	0	0	0	0	0	0	9	1	10	0	0	0	8	8	0	0	2	8	10	28
Chassis Only	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	1	1	2	5

**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

### Road Volumes

TMV Interval	Southwestbound				Westbound				Northbound				Eastbound				Eastbound and Total			
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BL	U	T	R				
2/11/2015 8:00	0	0	0	0	0	0	475	7	482	0	0	19	28	47	0	0	512	25	537	1066
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Cars	0	0	0	0	0	0	404	4	408	0	0	7	1	8	0	0	468	11	479	895
Light Goods Vehicle	0	0	0	0	0	0	33	0	33	0	0	3	6	9	0	0	20	1	21	63
Buses	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	6	0	6	0	0	2	1	3	0	0	5	2	7	16
Articulated Trucks	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	2	0	2	5
Container Trucks	0	0	0	0	0	0	14	0	14	0	0	2	10	12	0	0	10	6	16	42
BobTail	0	0	0	0	0	0	9	2	11	0	0	4	5	9	0	0	6	5	11	31
Chassis Only	0	0	0	0	0	0	4	0	4	0	0	1	5	6	0	0	1	0	1	11
2/11/2015 8:15	0	0	0	0	0	0	431	5	436	0	0	45	52	97	0	0	512	28	540	1073
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	1	0	1	3
Cars	0	0	0	0	0	0	353	1	354	0	0	32	14	46	0	0	472	9	481	881
Light Goods Vehicle	0	0	0	0	0	0	43	2	45	0	0	5	3	8	0	0	18	0	18	71
Buses	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3	0	3	5
Single-Unit Trucks	0	0	0	0	0	0	5	1	6	0	0	1	1	2	0	0	5	2	7	15
Articulated Trucks	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
Container Trucks	0	0	0	0	0	0	9	1	10	0	0	4	25	29	0	0	9	6	15	54
BobTail	0	0	0	0	0	0	13	0	13	0	0	3	8	11	0	0	3	11	14	38
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
2/11/2015 8:30	0	0	0	0	0	0	421	4	425	0	0	25	39	64	0	0	447	29	476	965
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	365	2	367	0	0	9	8	17	0	0	393	2	395	779
Light Goods Vehicle	0	0	0	0	0	0	13	2	15	0	0	1	4	5	0	0	26	0	26	46
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	10	0	10	0	0	2	1	3	0	0	7	1	8	21
Articulated Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6	0	6	7
Container Trucks	0	0	0	0	0	0	16	0	16	0	0	7	13	20	0	0	8	7	15	51
BobTail	0	0	0	0	0	0	12	0	12	0	0	6	8	14	0	0	6	16	22	48
Chassis Only	0	0	0	0	0	0	3	0	3	0	0	0	5	5	0	0	1	3	4	12
2/11/2015 8:45	0	0	0	0	0	0	378	11	389	0	0	17	57	74	0	0	337	19	356	819
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Cars	0	0	0	0	0	0	330	6	336	0	0	7	4	11	0	0	285	2	287	634
Light Goods Vehicle	0	0	0	0	0	0	1	3	4	0	0	0	2	2	0	0	19	1	20	26
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	3	3	6	13
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	0	1	1	2	0	0	6	0	6	10
Container Trucks	0	0	0	0	0	0	23	0	23	0	0	8	38	46	0	0	10	1	11	80
BobTail	0	0	0	0	0	0	11	0	11	0	0	1	10	11	0	0	5	9	14	36
Chassis Only	0	0	0	0	0	0	5	1	6	0	0	0	2	2	0	0	6	2	8	16
2/11/2015 9:00	0	0	0	0	0	0	312	6	318	0	0	19	55	74	0	0	250	18	268	660
Motorcycles	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Cars	0	0	0	0	0	0	219	4	223	0	0	7	6	13	0	0	201	5	206	442
Light Goods Vehicle	0	0	0	0	0	0	46	0	46	0	0	1	7	8	0	0	16	2	18	72
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	5	0	5	0	0	1	0	1	0	0	4	0	4	10
Articulated Trucks	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	7	0	7	9
Container Trucks	0	0	0	0	0	0	27	1	28	0	0	7	27	34	0	0	15	4	19	81
BobTail	0	0	0	0	0	0	11	0	11	0	0	3	11	14	0	0	7	7	14	39
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4
2/11/2015 9:15	0	0	0	0	0	0	280	16	296	0	0	19	54	73	0	0	287	26	313	682
Motorcycles	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	1	0	1	5
Cars	0	0	0	0	0	0	196	9	205	0	0	6	9	15	0	0	231	6	237	457
Light Goods Vehicle	0	0	0	0	0	0	36	5	41	0	0	1	3	4	0	0	15	0	15	60
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	0	0	0	0	0	0	10	0	10	0	0	2	1	3	0	0	6	1	7	20
Articulated Trucks	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	5	0	5	8
Container Trucks	0	0	0	0	0	0	17	0	17	0	0	7	27	34	0	0	13	4	17	68
BobTail	0	0	0	0	0	0	15	0	15	0	0	3	6	9	0	0	8	13	21	45
Chassis Only	0	0	0	0	0	0	0	1	1	0	0	0	8	8	0	0	6	2	8	17
2/11/2015 9:30	0	0	0	0	0	0	285	7	292	0	0	18	75	93	0	0	290	31	321	706
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	1	1	3
Cars	0	0	0	0	0	0	212	4	216	0	0	3	6	9	0	0	211	7	218	443
Light Goods Vehicle	0	0	0	0	0	0	28	1	29	0	0	0	4	4	0	0	34	0	34	67

**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

**Road Volumes**

TMV Interval	Southwestbound				Westbound				Northbound				Eastbound				Eastbound and Total			
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BL	U	T	R				
Buses	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	3
Single-Unit Trucks	0	0	0	0	0	0	6	1	7	0	0	2	2	0	0	12	3	15	24	24
Articulated Trucks	0	0	0	0	0	0	1	1	2	0	0	1	0	1	0	7	0	7	10	10
Container Trucks	0	0	0	0	0	0	19	0	19	0	0	9	47	56	0	15	7	22	97	97
BobTail	0	0	0	0	0	0	13	0	13	0	0	2	14	16	0	6	12	18	47	47
Chassis Only	0	0	0	0	0	0	4	0	4	0	0	0	4	4	0	3	1	4	12	12
2/11/2015 9:45	0	0	0	0	0	0	283	7	290	0	0	21	80	101	0	271	33	304	695	695
Motorcycles	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1
Cars	0	0	0	0	0	0	202	4	206	0	0	4	8	12	0	200	12	212	430	430
Light Goods Vehicle	0	0	0	0	0	0	30	2	32	0	0	0	4	4	0	26	1	27	63	63
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Single-Unit Trucks	0	0	0	0	0	0	10	0	10	0	0	2	4	6	0	5	3	8	24	24
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	0	0	1	1	0	8	2	10	13	13
Container Trucks	0	0	0	0	0	0	20	0	20	0	0	13	45	58	0	21	7	28	106	106
BobTail	0	0	0	0	0	0	16	0	16	0	0	2	11	13	0	8	7	15	44	44
Chassis Only	0	0	0	0	0	0	3	0	3	0	0	0	7	7	0	2	1	3	13	13
2/11/2015 10:00	0	0	0	0	0	0	238	14	252	0	0	29	74	103	0	249	24	273	628	628
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2	2
Cars	0	0	0	0	0	0	172	9	181	0	0	10	12	22	0	174	8	182	385	385
Light Goods Vehicle	0	0	0	0	0	0	24	1	25	0	0	3	6	9	0	27	4	31	65	65
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	2
Single-Unit Trucks	0	0	0	0	0	0	13	0	13	0	0	2	1	3	0	12	0	12	28	28
Articulated Trucks	0	0	0	0	0	0	2	1	3	0	0	0	6	6	0	24	9	33	42	42
Container Trucks	0	0	0	0	0	0	18	2	20	0	0	9	34	43	0	1	0	1	64	64
BobTail	0	0	0	0	0	0	7	1	8	0	0	4	12	16	0	5	3	8	32	32
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	1	2	3	0	4	0	4	8	8
2/11/2015 10:15	0	0	0	0	0	0	225	3	228	0	0	37	74	111	0	287	26	313	652	652
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
Cars	0	0	0	0	0	0	155	3	158	0	0	21	5	26	0	174	9	183	367	367
Light Goods Vehicle	0	0	0	0	0	0	25	0	25	0	0	2	3	5	0	44	4	48	78	78
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Single-Unit Trucks	0	0	0	0	0	0	12	0	12	0	0	1	1	2	0	16	0	16	30	30
Articulated Trucks	0	0	0	0	0	0	4	0	4	0	0	0	2	2	0	28	7	35	41	41
Container Trucks	0	0	0	0	0	0	18	0	18	0	0	11	41	52	0	0	0	0	70	70
BobTail	0	0	0	0	0	0	10	0	10	0	0	2	18	20	0	16	6	22	52	52
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	0	4	4	0	6	0	6	11	11
2/11/2015 10:30	0	0	0	0	0	0	249	3	252	0	0	52	84	136	0	244	24	268	656	656
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	1	1	3	3
Cars	0	0	0	0	0	0	180	1	181	0	0	36	11	47	0	159	4	163	391	391
Light Goods Vehicle	0	0	0	0	0	0	25	1	26	0	0	4	6	10	0	29	4	33	69	69
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Single-Unit Trucks	0	0	0	0	0	0	11	0	11	0	0	0	0	0	0	7	2	9	20	20
Articulated Trucks	0	0	0	0	0	0	5	0	5	0	0	0	3	3	0	27	7	34	42	42
Container Trucks	0	0	0	0	0	0	21	1	22	0	0	7	53	60	0	1	0	1	83	83
BobTail	0	0	0	0	0	0	5	0	5	0	0	4	5	9	0	12	6	18	32	32
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	1	5	6	0	8	0	8	15	15
2/11/2015 10:45	0	0	0	0	0	0	284	9	293	0	0	34	75	109	0	260	20	280	682	682
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	2	2
Cars	0	0	0	0	0	0	218	5	223	0	0	23	12	35	0	159	6	165	423	423
Light Goods Vehicle	0	0	0	0	0	0	23	1	24	0	0	2	4	6	0	41	0	41	71	71
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Single-Unit Trucks	0	0	0	0	0	0	5	0	5	0	0	2	0	2	0	12	2	14	21	21
Articulated Trucks	0	0	0	0	0	0	5	0	5	0	0	0	1	1	0	29	8	37	43	43
Container Trucks	0	0	0	0	0	0	18	2	20	0	0	2	44	46	0	0	0	0	66	66
BobTail	0	0	0	0	0	0	12	0	12	0	0	5	9	14	0	10	2	12	38	38
Chassis Only	0	0	0	0	0	0	2	1	3	0	0	0	4	4	0	8	2	10	17	17
2/11/2015 11:00	0	0	0	0	0	0	267	7	274	0	0	46	93	139	0	244	19	263	676	676
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	2
Cars	0	0	0	0	0	0	189	3	192	0	0	24	9	33	0	159	8	167	392	392
Light Goods Vehicle	0	0	0	0	0	0	34	1	35	0	0	7	3	10	0	28	2	30	75	75
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	2
Single-Unit Trucks	0	0	0	0	0	0	10	1	11	0	0	0	1	1	0	11	1	12	24	24
Articulated Trucks	0	0	0	0	0	0	1	1	2	0	0	0	2	2	0	2	0	2	6	6
Container Trucks	0	0	0	0	0	0	15	0	15	0	0	7	43	50	0	24	5	29	94	94

**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

## Road Volumes

TMV Interval	Southwestbound				Westbound				Northbound				Eastbound					
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BL	U	T	R		
BobTail	0	0	0	0	0	0	8	1	9	0	0	7	27	34	0	0	7	2
Chassis Only	0	0	0	0	0	0	8	0	8	0	0	1	8	9	0	0	11	1
2/11/2015 11:15	0	0	0	0	0	0	245	4	249	0	0	57	102	159	0	0	268	26
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0
Cars	0	0	0	0	0	0	197	0	197	0	0	29	15	44	0	0	178	11
Light Goods Vehicle	0	0	0	0	0	0	17	2	19	0	0	11	6	17	0	0	40	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Single-Unit Trucks	0	0	0	0	0	0	7	0	7	0	0	2	1	3	0	0	11	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	1	0
Container Trucks	0	0	0	0	0	0	18	2	20	0	0	7	46	53	0	0	18	9
BobTail	0	0	0	0	0	0	3	0	3	0	0	7	25	32	0	0	15	4
Chassis Only	0	0	0	0	0	0	3	0	3	0	0	1	4	5	0	0	2	1
2/11/2015 11:30	0	0	0	0	0	0	291	9	300	0	0	35	114	149	0	0	256	37
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0
Cars	0	0	0	0	0	0	203	6	209	0	0	16	14	30	0	0	163	22
Light Goods Vehicle	0	0	0	0	0	0	35	3	38	0	0	5	9	14	0	0	46	1
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	14	0	14	0	0	1	1	2	0	0	14	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Container Trucks	0	0	0	0	0	0	20	0	20	0	0	7	48	55	0	0	15	8
BobTail	0	0	0	0	0	0	16	0	16	0	0	6	31	37	0	0	11	5
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	0	11	11	0	0	2	0
2/11/2015 11:45	0	0	0	0	0	0	356	3	359	0	0	125	134	259	0	0	272	23
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0
Cars	0	0	0	0	0	0	262	1	263	0	0	84	47	131	0	0	190	12
Light Goods Vehicle	0	0	0	0	0	0	48	2	50	0	0	20	17	37	0	0	40	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Single-Unit Trucks	0	0	0	0	0	0	7	0	7	0	0	3	2	5	0	0	9	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0
Container Trucks	0	0	0	0	0	0	23	0	23	0	0	11	40	51	0	0	23	6
BobTail	0	0	0	0	0	0	13	0	13	0	0	5	19	24	0	0	6	3
Chassis Only	0	0	0	0	0	0	3	0	3	0	0	1	8	9	0	0	1	1
2/11/2015 12:00	0	0	0	0	0	0	276	5	281	0	0	60	109	169	0	0	277	29
Motorcycles	0	0	0	0	0	0	2	0	2	0	0	0	2	2	0	0	1	0
Cars	0	0	0	0	0	0	191	3	194	0	0	35	24	59	0	0	222	12
Light Goods Vehicle	0	0	0	0	0	0	24	1	25	0	0	10	7	17	0	0	33	3
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	14	1	15	0	0	1	1	2	0	0	3	0
Articulated Trucks	0	0	0	0	0	0	3	0	3	0	0	0	7	7	0	0	1	0
Container Trucks	0	0	0	0	0	0	25	0	25	0	0	7	37	44	0	0	11	7
BobTail	0	0	0	0	0	0	16	0	16	0	0	7	23	30	0	0	5	5
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	1	2
2/11/2015 12:15	0	0	0	0	0	0	239	5	244	0	0	25	73	98	0	0	286	42
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	183	2	185	0	0	12	8	20	0	0	221	23
Light Goods Vehicle	0	0	0	0	0	0	18	3	21	0	0	2	6	8	0	0	33	7
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0
Single-Unit Trucks	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	12	0
Articulated Trucks	0	0	0	0	0	0	1	0	1	0	0	0	3	3	0	0	0	0
Container Trucks	0	0	0	0	0	0	11	0	11	0	0	6	34	40	0	0	8	6
BobTail	0	0	0	0	0	0	13	0	13	0	0	4	17	21	0	0	5	3
Chassis Only	0	0	0	0	0	0	2	0	2	0	0	1	5	6	0	0	5	3
2/11/2015 12:30	0	0	0	0	0	0	283	12	295	0	0	19	83	102	0	0	257	79
Motorcycles	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	207	6	213	0	0	8	12	20	0	0	212	62
Light Goods Vehicle	0	0	0	0	0	0	20	1	21	0	0	2	8	10	0	0	20	6
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	7	0
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	0	0	1	1	0	0	2	0
Container Trucks	0	0	0	0	0	0	20	1	21	0	0	2	28	30	0	0	7	5
BobTail	0	0	0	0	0	0	15	0	15	0	0	7	27	34	0	0	8	3
Chassis Only	0	0	0	0	0	0	7	0	7	0	0	0	7	7	0	0	1	3
2/11/2015 12:45	0	0	0	0	0	0	258	10	268	0	0	26	56	82	0	0	253	67
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

<b>Study Name</b>	Navy Way and Seaside TMC
<b>Start Date</b>	Wednesday, February 11, 2015 12:00 AM
<b>End Date</b>	Thursday, February 12, 2015 12:00 AM
<b>Site Code</b>	17

## Road Volumes

TMV Interval	Southwestbound				Westbound				Northbound				Eastbound				Eastbound and Total		
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BL	U	T	R			
Cars	0	0	0	0	0	0	196	6	202	0	0	7	4	11	0	0	197	51	248
Light Goods Vehicle	0	0	0	0	0	0	11	2	13	0	0	4	2	6	0	0	27	9	36
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	11	1	12	0	0	1	0	1	0	0	9	0	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1
Container Trucks	0	0	0	0	0	0	21	0	21	0	0	6	21	27	0	0	7	3	10
BobTail	0	0	0	0	0	0	16	0	16	0	0	7	17	24	0	0	6	1	7
Chassis Only	0	0	0	0	0	0	3	1	4	0	0	1	11	12	0	0	4	1	5
2/11/2015 13:00	0	0	0	0	0	0	234	7	241	0	0	17	67	84	0	0	257	40	297
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	184	2	186	0	0	3	9	12	0	0	214	24	238
Light Goods Vehicle	0	0	0	0	0	0	13	0	13	0	0	0	4	4	0	0	11	3	14
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	3	1	4	0	0	0	1	1	0	0	7	1	8
Articulated Trucks	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	7	0	7
Container Trucks	0	0	0	0	0	0	16	3	19	0	0	4	19	23	0	0	4	7	11
BobTail	0	0	0	0	0	0	12	0	12	0	0	7	27	34	0	0	12	5	17
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	3	7	10	0	0	2	0	2
2/11/2015 13:15	0	0	0	0	0	0	249	9	258	0	0	21	57	78	0	0	324	25	349
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	4
Cars	0	0	0	0	0	0	178	7	185	0	0	5	9	14	0	0	264	8	272
Light Goods Vehicle	0	0	0	0	0	0	17	1	18	0	0	4	1	5	0	0	19	6	25
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Single-Unit Trucks	0	0	0	0	0	0	8	0	8	0	0	1	1	2	0	0	11	0	11
Articulated Trucks	0	0	0	0	0	0	3	0	3	0	0	1	2	3	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	22	0	22	0	0	3	16	19	0	0	17	4	21
BobTail	0	0	0	0	0	0	14	0	14	0	0	7	20	27	0	0	8	5	13
Chassis Only	0	0	0	0	0	0	6	1	7	0	0	0	8	8	0	0	0	2	2
2/11/2015 13:30	0	0	0	0	0	0	263	7	270	0	0	32	87	119	0	0	291	26	317
Motorcycles	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	191	2	193	0	0	7	13	20	0	0	221	10	231
Light Goods Vehicle	0	0	0	0	0	0	20	3	23	0	0	4	8	12	0	0	20	3	23
Buses	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1
Single-Unit Trucks	0	0	0	0	0	0	3	1	4	0	0	1	3	4	0	0	11	1	12
Articulated Trucks	0	0	0	0	0	0	7	0	7	0	0	2	7	9	0	0	8	0	8
Container Trucks	0	0	0	0	0	0	18	0	18	0	0	7	26	33	0	0	22	7	29
BobTail	0	0	0	0	0	0	16	1	17	0	0	9	19	28	0	0	7	5	12
Chassis Only	0	0	0	0	0	0	4	0	4	0	0	2	11	13	0	0	1	0	1
2/11/2015 13:45	0	0	0	0	0	0	289	4	293	0	0	21	106	127	0	0	285	27	312
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3
Cars	0	0	0	0	0	0	224	3	227	0	0	6	12	18	0	0	229	15	244
Light Goods Vehicle	0	0	0	0	0	0	14	0	14	0	0	2	3	5	0	0	12	3	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Single-Unit Trucks	0	0	0	0	0	0	6	1	7	0	0	0	1	1	0	0	7	1	8
Articulated Trucks	0	0	0	0	0	0	6	0	6	0	0	0	4	4	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	21	0	21	0	0	6	38	44	0	0	20	2	22
BobTail	0	0	0	0	0	0	17	0	17	0	0	6	27	33	0	0	11	5	16
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	1	20	21	0	0	2	1	3
2/11/2015 14:00	0	0	0	0	0	0	298	4	302	0	0	35	141	176	0	0	332	15	347
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	1	3
Cars	0	0	0	0	0	0	211	3	214	0	0	11	38	49	0	0	254	5	259
Light Goods Vehicle	0	0	0	0	0	0	28	0	28	0	0	1	9	10	0	0	28	1	29
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
Single-Unit Trucks	0	0	0	0	0	0	7	1	8	0	0	1	1	2	0	0	2	1	3
Articulated Trucks	0	0	0	0	0	0	10	0	10	0	0	0	10	10	0	0	4	0	4
Container Trucks	0	0	0	0	0	0	24	0	24	0	0	9	43	52	0	0	23	3	26
BobTail	0	0	0	0	0	0	12	0	12	0	0	8	27	35	0	0	15	2	17
Chassis Only	0	0	0	0	0	0	4	0	4	0	0	5	13	18	0	0	3	2	5
2/11/2015 14:15	0	0	0	0	0	0	299	5	304	0	0	43	119	162	0	0	344	24	368
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	5	5	0	0	3	1	4
Cars	0	0	0	0	0	0	217	2	219	0	0	15	21	36	0	0	268	7	275
Light Goods Vehicle	0	0	0	0	0	0	28	0	28	0	0	5	9	14	0	0	29	0	29
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
Single-Unit Trucks	0	0	0	0	0	0	6	2	8	0	0	5	2	7	0	0	5	1	6

**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

## Road Volumes

TMV Interval	Movement																				
	Southwestbound				Westbound				Northbound				Eastbound				Eastbound and Turn				
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BL	U	T	R	U	T	R	and Turn	
Articulated Trucks	0	0	0	0	0	0	0	10	0	10	0	0	2	10	12	0	0	1	4	5	27
Container Trucks	0	0	0	0	0	0	0	23	1	24	0	0	8	40	48	0	0	18	6	24	96
BobTail	0	0	0	0	0	0	0	8	0	8	0	0	5	23	28	0	0	13	4	17	53
Chassis Only	0	0	0	0	0	0	0	5	0	5	0	0	3	9	12	0	0	6	1	7	24
2/11/2015 14:30	0	0	0	0	0	0	0	349	9	358	0	0	35	114	149	0	0	344	15	359	866
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	1	3	4
Cars	0	0	0	0	0	0	0	245	5	250	0	0	16	38	54	0	0	267	6	273	577
Light Goods Vehicle	0	0	0	0	0	0	0	38	1	39	0	0	2	6	8	0	0	25	0	25	72
Buses	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3	0	3	5
Single-Unit Trucks	0	0	0	0	0	0	0	4	1	5	0	0	0	3	3	0	0	7	0	7	15
Articulated Trucks	0	0	0	0	0	0	0	4	0	4	0	0	1	3	4	0	0	6	0	6	14
Container Trucks	0	0	0	0	0	0	0	29	1	30	0	0	6	34	40	0	0	18	2	20	90
BobTail	0	0	0	0	0	0	0	23	0	23	0	0	7	21	28	0	0	13	6	19	70
Chassis Only	0	0	0	0	0	0	0	3	1	4	0	0	3	9	12	0	0	3	0	3	19
2/11/2015 14:45	0	0	0	0	0	0	0	313	5	318	0	0	44	110	154	0	0	371	15	386	858
Motorcycles	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	3
Cars	0	0	0	0	0	0	0	222	2	224	0	0	15	24	39	0	0	303	4	307	570
Light Goods Vehicle	0	0	0	0	0	0	0	37	2	39	0	0	7	9	16	0	0	27	2	29	84
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	3	0	3	6
Articulated Trucks	0	0	0	0	0	0	0	5	0	5	0	0	0	5	5	0	0	0	1	1	11
Container Trucks	0	0	0	0	0	0	0	18	1	19	0	0	13	40	53	0	0	23	4	27	99
BobTail	0	0	0	0	0	0	0	20	0	20	0	0	5	21	26	0	0	9	4	13	59
Chassis Only	0	0	0	0	0	0	0	8	0	8	0	0	3	10	13	0	0	3	0	3	24
2/11/2015 15:00	0	0	0	0	0	0	0	339	2	341	0	0	54	145	199	0	0	354	21	375	915
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	1	0	1	4
Cars	0	0	0	0	0	0	0	257	2	259	0	0	28	30	58	0	0	275	6	281	598
Light Goods Vehicle	0	0	0	0	0	0	0	23	0	23	0	0	8	13	21	0	0	32	5	37	81
Buses	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	3
Single-Unit Trucks	0	0	0	0	0	0	0	9	0	9	0	0	0	3	3	0	0	7	1	8	20
Articulated Trucks	0	0	0	0	0	0	0	10	0	10	0	0	3	2	5	0	0	6	1	7	22
Container Trucks	0	0	0	0	0	0	0	20	0	20	0	0	10	73	83	0	0	17	1	18	121
BobTail	0	0	0	0	0	0	0	11	0	11	0	0	4	15	19	0	0	13	3	16	46
Chassis Only	0	0	0	0	0	0	0	6	0	6	0	0	1	7	8	0	0	2	4	6	20
2/11/2015 15:15	0	0	0	0	0	0	0	348	7	355	0	0	25	86	111	0	0	438	8	446	912
Motorcycles	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	7	0	7	9
Cars	0	0	0	0	0	0	0	288	5	293	0	0	7	12	19	0	0	306	1	307	619
Light Goods Vehicle	0	0	0	0	0	0	0	19	1	20	0	0	0	4	4	0	0	76	1	77	101
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	7	0	7	14
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	4	3	7	0	0	6	1	7	16
Container Trucks	0	0	0	0	0	0	0	19	0	19	0	0	10	43	53	0	0	20	3	23	95
BobTail	0	0	0	0	0	0	0	9	1	10	0	0	3	18	21	0	0	11	1	12	43
Chassis Only	0	0	0	0	0	0	0	2	0	2	0	0	1	6	7	0	0	3	1	4	13
2/11/2015 15:30	0	0	0	0	0	0	0	357	5	362	0	0	17	102	119	0	0	443	18	461	942
Motorcycles	0	0	0	0	0	0	0	4	0	4	0	0	0	1	1	0	0	1	0	1	6
Cars	0	0	0	0	0	0	0	298	4	302	0	0	5	23	28	0	0	337	9	346	676
Light Goods Vehicle	0	0	0	0	0	0	0	19	0	19	0	0	1	8	9	0	0	73	1	74	102
Buses	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	0	4	0	4	0	0	0	2	2	0	0	6	0	6	12
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	4	1	5	7
Container Trucks	0	0	0	0	0	0	0	19	0	19	0	0	9	37	46	0	0	13	2	15	80
BobTail	0	0	0	0	0	0	0	8	0	8	0	0	1	23	24	0	0	7	5	12	44
Chassis Only	0	0	0	0	0	0	0	2	1	3	0	0	1	7	8	0	0	2	0	2	13
2/11/2015 15:45	0	0	0	0	0	0	0	363	2	365	0	0	25	113	138	0	0	471	19	490	993
Motorcycles	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	4	0	4	10
Cars	0	0	0	0	0	0	0	282	1	283	0	0	8	18	26	0	0	381	11	392	701
Light Goods Vehicle	0	0	0	0	0	0	0	32	1	33	0	0	3	8	11	0	0	59	2	61	105
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3
Single-Unit Trucks	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	6	0	6	10
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	0	7	7	0	0	5	3	8	17
Container Trucks	0	0	0	0	0	0	0	26	0	26	0	0	12	44	56	0	0	11	1	12	94
BobTail	0	0	0	0	0	0	0	8	0	8	0	0	1	28	29	0	0	3	0	3	40
Chassis Only	0	0	0	0	0	0	0	2	0	2	0	0	1	8	9	0	0	0	2	2	13

**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

### Road Volumes

TMV Interval	Southwestbound				Westbound				Northbound				Eastbound				Total			
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BL	U	T	R				
2/11/2015 16:00	0	0	0	0	0	0	395	3	398	0	0	42	129	171	0	0	526	17	543	1112
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5	0	5	6
Cars	0	0	0	0	0	0	308	1	309	0	0	24	46	70	0	0	430	13	443	822
Light Goods Vehicle	0	0	0	0	0	0	42	1	43	0	0	8	15	23	0	0	59	1	60	126
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	5	0	5	0	0	2	2	4	0	0	7	0	7	16
Articulated Trucks	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	5	1	6	9
Container Trucks	0	0	0	0	0	0	20	0	20	0	0	4	43	47	0	0	13	0	13	80
BobTail	0	0	0	0	0	0	12	0	12	0	0	4	20	24	0	0	5	2	7	43
Chassis Only	0	0	0	0	0	0	3	1	4	0	0	0	3	3	0	0	2	0	2	9
2/11/2015 16:15	0	0	0	0	0	0	474	13	487	0	0	42	153	195	0	0	523	52	575	1257
Motorcycles	0	0	0	0	0	0	2	0	2	0	0	0	4	4	0	0	5	0	5	11
Cars	0	0	0	0	0	0	375	7	382	0	0	20	58	78	0	0	412	42	454	914
Light Goods Vehicle	0	0	0	0	0	0	51	6	57	0	0	5	18	23	0	0	78	4	82	162
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Single-Unit Trucks	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	4	0	4	9
Articulated Trucks	0	0	0	0	0	0	8	0	8	0	0	0	1	1	0	0	3	3	6	15
Container Trucks	0	0	0	0	0	0	20	0	20	0	0	10	38	48	0	0	8	0	8	76
BobTail	0	0	0	0	0	0	11	0	11	0	0	6	24	30	0	0	8	3	11	52
Chassis Only	0	0	0	0	0	0	2	0	2	0	0	1	10	11	0	0	2	0	2	15
2/11/2015 16:30	0	0	0	0	0	0	451	11	462	0	0	55	139	194	0	0	569	66	635	1291
Motorcycles	0	0	0	0	0	0	4	0	4	0	0	1	1	2	0	0	7	0	7	13
Cars	0	0	0	0	0	0	361	9	370	0	0	29	58	87	0	0	466	52	518	975
Light Goods Vehicle	0	0	0	0	0	0	49	2	51	0	0	7	8	15	0	0	73	1	74	140
Buses	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	3
Single-Unit Trucks	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	3	1	4	8
Articulated Trucks	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	2	4	6	8
Container Trucks	0	0	0	0	0	0	16	0	16	0	0	11	43	54	0	0	10	0	10	80
BobTail	0	0	0	0	0	0	13	0	13	0	0	7	21	28	0	0	6	4	10	51
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	0	7	7	0	0	1	4	5	13
2/11/2015 16:45	0	0	0	0	0	0	624	14	638	0	0	178	251	429	0	0	603	58	661	1728
Motorcycles	0	0	0	0	0	0	3	0	3	0	0	2	5	7	0	0	5	1	6	16
Cars	0	0	0	0	0	0	536	9	545	0	0	124	137	261	0	0	484	52	536	1342
Light Goods Vehicle	0	0	0	0	0	0	52	3	55	0	0	47	61	108	0	0	96	0	96	259
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3	0	3	6
Articulated Trucks	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3	3	6	9
Container Trucks	0	0	0	0	0	0	14	0	14	0	0	1	19	20	0	0	4	0	4	38
BobTail	0	0	0	0	0	0	12	1	13	0	0	4	27	31	0	0	4	0	4	48
Chassis Only	0	0	0	0	0	0	2	0	2	0	0	0	2	2	0	0	3	2	5	9
2/11/2015 17:00	0	0	0	0	0	0	570	6	576	0	0	101	146	247	0	0	638	15	653	1476
Motorcycles	0	0	0	0	0	0	4	0	4	0	0	0	2	2	0	0	6	0	6	12
Cars	0	0	0	0	0	0	512	2	514	0	0	86	99	185	0	0	541	7	548	1247
Light Goods Vehicle	0	0	0	0	0	0	19	2	21	0	0	14	23	37	0	0	66	0	66	124
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	4	1	5	7
Articulated Trucks	0	0	0	0	0	0	7	1	8	0	0	0	3	3	0	0	4	6	10	21
Container Trucks	0	0	0	0	0	0	5	0	5	0	0	1	5	6	0	0	14	0	14	25
BobTail	0	0	0	0	0	0	22	0	22	0	0	0	12	12	0	0	0	1	1	35
Chassis Only	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
2/11/2015 17:15	0	0	0	0	0	0	605	9	614	0	0	24	95	119	0	0	668	27	695	1428
Motorcycles	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	5	0	5	8
Cars	0	0	0	0	0	0	532	6	538	0	0	11	30	41	0	0	562	17	579	1158
Light Goods Vehicle	0	0	0	0	0	0	29	1	30	0	0	5	7	12	0	0	78	1	79	121
Buses	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	4
Single-Unit Trucks	0	0	0	0	0	0	2	0	2	0	0	0	1	1	0	0	4	0	4	7
Articulated Trucks	0	0	0	0	0	0	9	1	10	0	0	1	0	1	0	0	2	4	6	17
Container Trucks	0	0	0	0	0	0	4	0	4	0	0	1	40	41	0	0	11	0	11	56
BobTail	0	0	0	0	0	0	24	1	25	0	0	6	13	19	0	0	2	5	7	51
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	2	0	2	6
2/11/2015 17:30	0	0	0	0	0	0	480	6	486	0	0	25	70	95	0	0	561	23	584	1165
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	4	5
Cars	0	0	0	0	0	0	416	4	420	0	0	16	21	37	0	0	473	6	479	936
Light Goods Vehicle	0	0	0	0	0	0	14	0	14	0	0	1	4	5	0	0	58	3	61	80



**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

### Road Volumes

TMV Interval	Westbound				Northbound				Eastbound				Eastbound and Total							
	Southwestbound		Southwestbound		Westbound		Westbound		Northbound		Northbound		Eastbound		Eastbound		Total			
	BR	BL	HL	U	U	HR	T	L	BR	U	L	R	BR	U	T	R	Total			
Buses	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	3	4		
Single-Unit Trucks	0	0	0	0	0	0	2	1	3	0	0	0	2	2	0	0	4	1	5	10
Articulated Trucks	0	0	0	0	0	0	8	0	8	0	0	3	0	3	0	0	2	1	3	14
Container Trucks	0	0	0	0	0	0	11	0	11	0	0	1	34	35	0	0	7	0	7	53
BobTail	0	0	0	0	0	0	27	1	28	0	0	4	8	12	0	0	9	9	18	58
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	3	4	5
2/11/2015 17:45	0	0	0	0	0	0	407	3	410	0	0	19	60	79	0	0	550	15	565	1054
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Cars	0	0	0	0	0	0	348	2	350	0	0	9	21	30	0	0	458	6	464	844
Light Goods Vehicle	0	0	0	0	0	0	15	0	15	0	0	2	3	5	0	0	63	2	65	85
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Single-Unit Trucks	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	8	0	8	0	0	1	1	2	0	0	6	5	11	21
Container Trucks	0	0	0	0	0	0	9	0	9	0	0	5	19	24	0	0	3	0	3	36
BobTail	0	0	0	0	0	0	25	1	26	0	0	2	14	16	0	0	8	2	10	52
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
2/11/2015 18:00	0	0	0	0	0	0	367	0	367	0	0	20	70	90	0	0	478	11	489	946
Motorcycles	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	2	0	2	5
Cars	0	0	0	0	0	0	324	0	324	0	0	7	19	26	0	0	436	5	441	791
Light Goods Vehicle	0	0	0	0	0	0	3	0	3	0	0	1	6	7	0	0	15	0	15	25
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Single-Unit Trucks	0	0	0	0	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	11	0	11	0	0	4	2	6	0	0	4	2	6	23
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	7	32	39	0	0	12	0	12	51
BobTail	0	0	0	0	0	0	23	0	23	0	0	1	8	9	0	0	8	4	12	44
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
2/11/2015 18:15	0	0	0	0	0	0	359	4	363	0	0	29	80	109	0	0	483	10	493	965
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	4
Cars	0	0	0	0	0	0	323	2	325	0	0	9	18	27	0	0	434	5	439	791
Light Goods Vehicle	0	0	0	0	0	0	1	0	1	0	0	0	4	4	0	0	22	0	22	27
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	10	0	10	0	0	2	0	2	0	0	2	0	2	14
Container Trucks	0	0	0	0	0	0	1	0	1	0	0	10	49	59	0	0	11	4	15	75
BobTail	0	0	0	0	0	0	22	2	24	0	0	7	7	14	0	0	8	1	9	47
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	1	3
2/11/2015 18:30	0	0	0	0	0	0	289	3	292	0	0	16	68	84	0	0	478	15	493	869
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Cars	0	0	0	0	0	0	257	1	258	0	0	6	13	19	0	0	436	6	442	719
Light Goods Vehicle	0	0	0	0	0	0	3	1	4	0	0	0	2	2	0	0	16	0	16	22
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3
Articulated Trucks	0	0	0	0	0	0	11	0	11	0	0	3	1	4	0	0	8	0	8	23
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	3	39	42	0	0	8	6	14	56
BobTail	0	0	0	0	0	0	17	1	18	0	0	4	10	14	0	0	5	2	7	39
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	2	0	2	5
2/11/2015 18:45	0	0	0	0	0	0	304	6	310	0	0	16	82	98	0	0	422	14	436	844
Motorcycles	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	4
Cars	0	0	0	0	0	0	258	1	259	0	0	6	10	16	0	0	363	6	369	644
Light Goods Vehicle	0	0	0	0	0	0	1	1	2	0	0	0	1	1	0	0	6	0	6	9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	2	0	2	5
Articulated Trucks	0	0	0	0	0	0	21	0	21	0	0	1	0	1	0	0	7	0	7	29
Container Trucks	0	0	0	0	0	0	0	1	1	0	0	5	60	65	0	0	20	7	27	93
BobTail	0	0	0	0	0	0	21	1	22	0	0	4	9	13	0	0	18	0	18	53
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	1	5	7
2/11/2015 19:00	0	0	0	0	0	0	273	0	273	0	0	24	81	105	0	0	346	11	357	735
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3
Cars	0	0	0	0	0	0	233	0	233	0	0	7	8	15	0	0	293	2	295	543
Light Goods Vehicle	0	0	0	0	0	0	8	0	8	0	0	0	1	1	0	0	2	0	2	11
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	1	4	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	10	2	12	20
Container Trucks	0	0	0	0	0	0	7	0	7	0	0	11	54	65	0	0	24	3	27	99

<b>Study Name</b>	Navy Way and Seaside TMC
<b>Start Date</b>	Wednesday, February 11, 2015 12:00 AM
<b>End Date</b>	Thursday, February 12, 2015 12:00 AM
<b>Site Code</b>	17

## Road Volumes

TMV Interval	Movement																		
	Southwestbound					Westbound				Northbound				Eastbound				Eastbound and Total	
	BR	BL	HL	U	U	HR	T	L	U	L	R	R	BL	U	T	R	13	47	
BobTail	0	0	0	0	0	0	20	0	20	0	1	13	14	0	0	10	3	13	47
Chassis Only	0	0	0	0	0	0	2	0	2	0	0	2	2	0	0	2	0	2	6
2/11/2015 19:15	0	0	0	0	0	0	257	1	258	0	18	67	85	0	0	273	18	291	634
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Cars	0	0	0	0	0	0	209	0	209	0	4	7	11	0	0	219	2	221	441
Light Goods Vehicle	0	0	0	0	0	0	8	0	8	0	0	1	1	0	0	1	1	2	11
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	6
Articulated Trucks	0	0	0	0	0	0	4	0	4	0	5	0	5	0	0	5	1	6	15
Container Trucks	0	0	0	0	0	0	11	1	12	0	5	44	49	0	0	33	1	34	95
BobTail	0	0	0	0	0	0	24	0	24	0	4	13	17	0	0	10	8	18	59
Chassis Only	0	0	0	0	0	0	1	0	1	0	0	2	2	0	0	0	2	2	5
2/11/2015 19:30	0	0	0	0	0	0	215	2	217	0	23	71	94	0	0	288	11	299	610
Motorcycles	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1	3
Cars	0	0	0	0	0	0	160	2	162	0	5	7	12	0	0	252	1	253	427
Light Goods Vehicle	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	1	1	2	7
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2	3
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	10	0	10	0	0	3	0	3	15
Container Trucks	0	0	0	0	0	0	10	0	10	0	6	48	54	0	0	28	6	34	98
BobTail	0	0	0	0	0	0	29	0	29	0	2	15	17	0	0	2	2	4	50
Chassis Only	0	0	0	0	0	0	5	0	5	0	0	1	1	0	0	0	0	0	6
2/11/2015 19:45	0	0	0	0	0	0	200	2	202	0	19	92	111	0	1	248	17	266	579
Motorcycles	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Cars	0	0	0	0	0	0	163	1	164	0	3	5	8	0	1	205	3	209	381
Light Goods Vehicle	0	0	0	0	0	0	8	1	9	0	0	1	1	0	0	5	0	5	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3	5	6
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	8	0	8	0	0	2	0	2	12
Container Trucks	0	0	0	0	0	0	8	0	8	0	6	64	70	0	0	30	5	35	113
BobTail	0	0	0	0	0	0	13	0	13	0	2	18	20	0	0	2	4	6	39
Chassis Only	0	0	0	0	0	0	5	0	5	0	0	3	3	0	0	1	2	3	11
2/11/2015 20:00	0	0	0	0	0	0	181	1	182	0	14	104	118	0	0	178	14	192	492
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Cars	0	0	0	0	0	0	148	1	149	0	2	6	8	0	0	145	2	147	304
Light Goods Vehicle	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
Buses	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	3	0	3	0	0	4	4	0	0	0	0	0	7
Container Trucks	0	0	0	0	0	0	6	0	6	0	9	78	87	0	0	29	2	31	124
BobTail	0	0	0	0	0	0	20	0	20	0	2	11	13	0	0	2	9	11	44
Chassis Only	0	0	0	0	0	0	0	0	0	0	1	5	6	0	0	1	1	2	8
2/11/2015 20:15	0	0	0	0	0	0	185	2	187	0	9	54	63	0	0	178	10	188	438
Motorcycles	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	2	4
Cars	0	0	0	0	0	0	143	1	144	0	2	2	4	0	0	142	2	144	292
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	4	0	4	0	0	2	2	0	0	0	0	0	6
Container Trucks	0	0	0	0	0	0	3	0	3	0	2	37	39	0	0	25	3	28	70
BobTail	0	0	0	0	0	0	27	0	27	0	3	12	15	0	0	6	5	11	53
Chassis Only	0	0	0	0	0	0	5	0	5	0	1	1	2	0	0	0	0	0	7
2/11/2015 20:30	0	0	0	0	0	0	156	6	162	0	14	60	74	0	1	174	11	186	422
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Cars	0	0	0	0	0	0	130	3	133	0	3	7	10	0	0	132	3	135	278
Light Goods Vehicle	0	0	0	0	0	0	1	1	2	0	0	2	2	0	0	8	0	8	12
Buses	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	0	3	6
Container Trucks	0	0	0	0	0	0	10	0	10	0	7	38	45	0	1	26	5	32	87
BobTail	0	0	0	0	0	0	9	0	9	0	3	6	9	0	0	0	3	3	21
Chassis Only	0	0	0	0	0	0	3	1	4	0	0	5	5	0	0	2	0	2	11
2/11/2015 20:45	0	0	0	0	0	0	173	1	174	0	19	74	93	0	0	174	13	187	454
Motorcycles	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2

Study Name Navy Way and Seaside TMC  
 Start Date Wednesday, February 11, 2015 12:00 AM  
 End Date Thursday, February 12, 2015 12:00 AM  
 Site Code 17

### Road Volumes

TMV Interval	Southwestbound		Southwestbound			Westbound			Westbound			Northbound			Northbound			Eastbound			Eastbound and To		
	BR	BL	HL	U	0	U	HR	T	L	148	BR	U	L	R	6	BL	U	T	R	136	290		
Cars	0	0	0	0	0	0	0	147	1	148	0	0	5	1	6	0	0	130	6	136	290		
Light Goods Vehicle	0	0	0	0	0	0	0	3	0	3	0	0	0	2	2	0	0	2	0	2	7		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6	0	6	7		
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	3		
Container Trucks	0	0	0	0	0	0	0	4	0	4	0	0	11	53	64	0	0	28	4	32	100		
BobTail	0	0	0	0	0	0	0	13	0	13	0	0	3	15	18	0	0	7	3	10	41		
Chassis Only	0	0	0	0	0	0	0	1	0	1	0	0	2	2	2	0	0	1	0	1	4		
2/11/2015 21:00	0	0	0	0	0	0	0	165	1	166	0	0	25	77	102	0	0	165	8	173	441		
Motorcycles	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2		
Cars	0	0	0	0	0	0	0	133	0	133	0	0	11	6	17	0	0	131	3	134	284		
Light Goods Vehicle	0	0	0	0	0	0	0	2	0	2	0	0	2	2	4	0	0	2	0	2	8		
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	7		
Container Trucks	0	0	0	0	0	0	0	8	0	8	0	0	10	57	67	0	0	18	0	18	93		
BobTail	0	0	0	0	0	0	0	17	1	18	0	0	1	12	13	0	0	7	3	10	41		
Chassis Only	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	0	1	1	2	5		
2/11/2015 21:15	0	0	0	0	0	0	0	165	8	173	0	0	49	88	137	0	0	174	10	184	494		
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1		
Cars	0	0	0	0	0	0	0	137	5	142	0	0	28	12	40	0	0	136	5	141	323		
Light Goods Vehicle	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	0	2	0	2	6		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3		
Container Trucks	0	0	0	0	0	0	0	7	1	8	0	0	16	61	77	0	0	27	2	29	114		
BobTail	0	0	0	0	0	0	0	16	1	17	0	0	2	12	14	0	0	4	2	6	37		
Chassis Only	0	0	0	0	0	0	0	4	0	4	0	0	0	3	3	0	0	1	1	2	9		
2/11/2015 21:30	0	0	0	0	0	0	0	159	1	160	0	0	30	98	128	0	0	172	18	190	478		
Motorcycles	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	3		
Cars	0	0	0	0	0	0	0	145	0	145	0	0	13	8	21	0	0	136	5	141	307		
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	1	0	1	7		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	8	8		
Container Trucks	0	0	0	0	0	0	0	5	1	6	0	0	10	70	80	0	0	23	4	27	113		
BobTail	0	0	0	0	0	0	0	7	0	7	0	0	4	13	17	0	0	4	4	8	32		
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	6		
2/11/2015 21:45	0	0	0	0	0	0	0	161	3	164	0	0	45	106	151	0	0	147	13	160	475		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
Cars	0	0	0	0	0	0	0	147	2	149	0	0	32	13	45	0	0	114	4	118	312		
Light Goods Vehicle	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	0	5	0	5	11		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2		
Container Trucks	0	0	0	0	0	0	0	4	0	4	0	0	4	73	77	0	0	19	2	21	102		
BobTail	0	0	0	0	0	0	0	9	0	9	0	0	3	19	22	0	0	6	4	10	41		
Chassis Only	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	0	1	1	4		
2/11/2015 22:00	0	0	0	0	0	0	0	147	3	150	0	0	21	70	91	0	0	135	16	151	392		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	0	0	0	0	0	0	0	128	2	130	0	0	11	19	30	0	0	118	10	128	288		
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	1	0	1	4		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	1	3	5		
Articulated Trucks	0	0	0	0	0	0	0	8	0	8	0	0	2	2	4	0	0	2	0	2	14		
Container Trucks	0	0	0	0	0	0	0	1	0	1	0	0	1	34	35	0	0	10	5	15	51		
BobTail	0	0	0	0	0	0	0	8	0	8	0	0	6	9	15	0	0	1	0	1	24		
Chassis Only	0	0	0	0	0	0	0	0	1	1	0	0	1	3	4	0	0	1	0	1	6		
2/11/2015 22:15	0	0	0	0	0	0	0	123	2	125	0	0	7	45	52	0	0	111	26	137	314		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3		
Cars	0	0	0	0	0	0	0	104	2	106	0	0	3	12	15	0	0	94	19	113	234		
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4	0	4	6		

Study Name Navy Way and Seaside TMC  
 Start Date Wednesday, February 11, 2015 12:00 AM  
 End Date Thursday, February 12, 2015 12:00 AM  
 Site Code 17

### Road Volumes

TMV Interval	Movement																														
	Southwestbound				Southwestbound				Westbound				Westbound				Northbound				Northbound				Eastbound				Eastbound and Total		
	BR	BL	HL	U	U	HR	T	L	U	HR	T	L	BR	U	L	R	BR	U	L	R	BL	U	T	R	BL	U	T	R			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	4	0	4	0	4	8			
Container Trucks	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	16	20	0	0	1	4	5	5	5	5	27				
BobTail	0	0	0	0	0	0	0	8	0	8	0	8	0	0	0	16	16	0	0	1	3	4	4	4	4	28					
Chassis Only	0	0	0	0	0	0	0	3	0	3	0	3	0	0	0	1	1	0	0	2	0	2	2	2	2	6					
2/11/2015 22:30	0	0	0	0	0	0	0	106	3	109	0	0	9	47	56	0	0	118	30	148	313										
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1						
Cars	0	0	0	0	0	0	0	89	1	90	0	0	2	5	7	0	0	111	25	136	233										
Light Goods Vehicle	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2	0	0	3	0	3	6										
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1						
Articulated Trucks	0	0	0	0	0	0	0	5	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6					
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	3	27	30	0	0	1	3	4	34										
BobTail	0	0	0	0	0	0	0	7	1	8	0	0	3	11	14	0	0	1	3	4	24										
Chassis Only	0	0	0	0	0	0	0	5	0	5	0	0	1	1	2	0	0	0	1	1	8										
2/11/2015 22:45	0	0	0	0	0	0	0	88	7	95	0	0	16	61	77	0	0	112	34	146	318										
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
Cars	0	0	0	0	0	0	0	77	6	83	0	0	9	4	13	0	0	98	31	129	225										
Light Goods Vehicle	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2	0	0	1	0	1	4										
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4										
Articulated Trucks	0	0	0	0	0	0	0	4	0	4	0	1	3	4	0	0	4	1	5	13											
Container Trucks	0	0	0	0	0	0	0	1	0	1	0	0	4	25	29	0	0	1	0	1	31										
BobTail	0	0	0	0	0	0	0	3	0	3	0	0	1	22	23	0	0	4	1	5	31										
Chassis Only	0	0	0	0	0	0	0	2	0	2	0	0	1	5	6	0	0	0	1	1	9										
2/11/2015 23:00	0	0	0	0	0	0	0	91	1	92	0	0	9	32	41	0	0	82	12	94	227										
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1										
Cars	0	0	0	0	0	0	0	70	1	71	0	0	4	8	12	0	0	66	7	73	156										
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	5											
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1										
Single-Unit Trucks	0	0	0	0	0	0	0	7	0	7	0	0	1	1	0	0	1	0	1	9											
Articulated Trucks	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	3	0	3	7										
Container Trucks	0	0	0	0	0	0	0	1	0	1	0	0	10	10	0	0	4	2	6	17											
BobTail	0	0	0	0	0	0	0	2	0	2	0	0	4	10	14	0	0	4	1	5	21										
Chassis Only	0	0	0	0	0	0	0	5	0	5	0	0	1	2	3	0	0	0	2	2	10										
2/11/2015 23:15	0	0	0	0	0	0	0	85	3	88	0	0	8	54	62	0	0	80	4	84	234										
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1										
Cars	0	0	0	0	0	0	0	60	3	63	0	0	8	8	8	0	0	62	2	64	135										
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	4											
Buses	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1										
Single-Unit Trucks	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	1	0	1	7											
Articulated Trucks	0	0	0	0	0	0	0	5	0	5	0	0	1	1	0	0	1	0	1	7											
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	12	14	0	0	8	1	9	23										
BobTail	0	0	0	0	0	0	0	8	0	8	0	0	5	20	25	0	0	4	0	4	37										
Chassis Only	0	0	0	0	0	0	0	6	0	6	0	0	1	10	11	0	0	1	1	2	19										
2/11/2015 23:30	0	0	0	0	0	0	0	64	0	64	0	0	18	71	89	0	0	65	4	69	222										
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Cars	0	0	0	0	0	0	0	43	0	43	0	0	1	2	3	0	0	45	4	49	95										
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2											
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1										
Articulated Trucks	0	0	0	0	0	0	0	4	0	4	0	0	1	1	0	0	0	0	0	5											
Container Trucks	0	0	0	0	0	0	0	1	0	1	0	0	4	43	47	0	0	12	0	12	60										
BobTail	0	0	0	0	0	0	0	12	0	12	0	0	10	20	30	0	0	6	0	6	48										
Chassis Only	0	0	0	0	0	0	0	3	0	3	0	0	3	5	8	0	0	0	0	0	11										
2/11/2015 23:45	0	0	0	0	0	0	0	71	3	74	0	0	14	92	106	0	0	77	8	85	265										
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1										
Cars	0	0	0	0	0	0	0	47	3	50	0	0	1	4	5	0	0	39	2	41	96										
Light Goods Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	4											
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Articulated Trucks	0	0	0	0	0	0	0	9	0	9	0	0	2	0	2	0	0	3	2	5	16										
Container Trucks	0	0	0	0	0	0	0	2	0	2	0	0	5	56	61	0	0	24	1	25	88										
BobTail	0	0	0	0	0	0	0	10	0	10	0	0	5	29	34	0	0	5	3	8	52										
Chassis Only	0	0	0	0	0	0	0	2	0	2	0	0	1	2	3	0	0	3	0	3	8										

**Study Name** Navy Way and Seaside TMC  
**Start Date** Wednesday, February 11, 2015 12:00 AM  
**End Date** Thursday, February 12, 2015 12:00 AM  
**Site Code** 17

## Road Volumes

TMV Interval	Southwestbound					Westbound			Northbound			Eastbound			Eastbound and Total						
	BR	BL	HL	U	0	U	HR	T	L	BR	U	L	R	BL	U	T	R				
Grand Total	0	0	0	0	0	0	0	23272	483	23755	0	0	2370	6500	8870	0	3	25197	2140	27340	59965

**Study Name** Navy Way at Seaside Avenue (CS DEIR Int 17) TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 9:00  
**Site Code** 17

## Road Volumes

TMV Interval	Movement Westbound			Westbound To Northbound			Northbound To Eastbound			Eastbound To Grand Total			
	L	T	U	L	U	R	T	U	R	T	U	R	
12/17/2015 7:00	13	472	0	485	11	0	17	28	427	0	54	481	994
Motorcycles	1	1	0	2	0	0	0	0	0	0	0	0	2
Cars	8	382	0	390	7	0	12	19	363	0	39	402	811
Light Goods Vehicle	4	66	0	70	2	0	1	3	53	0	7	60	133
Buses	0	2	0	2	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	6	0	6	1	0	0	1	1	0	0	1	8
Articulated Trucks	0	4	0	4	0	0	1	1	3	0	0	3	8
BobTail	0	1	0	1	0	0	1	1	4	0	3	7	9
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	10	0	10	1	0	2	3	3	0	5	8	21
12/17/2015 7:15	14	526	0	540	10	0	10	20	467	0	66	533	1093
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	2
Cars	9	427	0	436	5	0	4	9	411	0	48	459	904
Light Goods Vehicle	2	68	0	70	4	0	0	4	33	0	1	34	108
Buses	0	2	0	2	0	0	0	0	1	0	0	1	3
Single-Unit Trucks	2	8	0	10	1	0	0	1	2	0	6	8	19
Articulated Trucks	0	3	0	3	0	0	0	0	1	0	1	2	5
BobTail	1	9	0	10	0	0	4	4	3	0	4	7	21
Chassis Only	0	0	0	0	0	0	0	0	1	0	0	1	1
Container Trucks	0	7	0	7	0	0	2	2	15	0	6	21	30
12/17/2015 7:30	20	525	0	545	21	0	42	63	460	0	96	556	1164
Motorcycles	0	2	0	2	0	0	0	0	1	0	0	1	3
Cars	17	443	0	460	3	0	23	26	426	0	60	486	972
Light Goods Vehicle	1	57	0	58	2	0	0	2	12	0	1	13	73
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	1	7	0	8	11	0	4	15	2	0	14	16	39
Articulated Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4
BobTail	0	5	0	5	4	0	9	13	3	0	14	17	35
Chassis Only	0	0	0	0	0	0	0	0	0	0	1	1	1
Container Trucks	1	8	0	9	1	0	6	7	14	0	6	20	36
12/17/2015 7:45	11	487	0	498	20	0	42	62	445	0	78	523	1083
Motorcycles	0	1	0	1	0	0	0	0	1	0	0	1	2
Cars	8	401	0	409	2	0	10	12	390	0	56	446	867
Light Goods Vehicle	2	51	0	53	1	0	0	1	15	0	0	15	69
Buses	0	0	0	0	0	0	0	0	2	0	0	2	2
Single-Unit Trucks	0	2	0	2	12	0	7	19	2	0	5	7	28
Articulated Trucks	1	3	0	4	0	0	2	2	8	0	0	8	14
BobTail	0	12	0	12	3	0	15	18	12	0	4	16	46
Chassis Only	0	0	0	0	0	0	1	1	1	0	0	1	2
Container Trucks	0	17	0	17	2	0	7	9	14	0	13	27	53
12/17/2015 8:00	9	444	0	453	13	0	75	88	515	0	49	564	1105
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	2
Cars	1	371	0	372	1	0	5	6	425	0	8	433	811
Light Goods Vehicle	3	46	0	49	1	0	1	2	61	0	4	65	116
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	3	3	0	6	3	0	2	5	3	0	10	13	24
Articulated Trucks	0	3	0	3	0	0	0	0	3	0	0	3	6
BobTail	1	13	0	14	3	0	16	19	7	0	8	15	48
Chassis Only	0	2	0	2	1	0	9	10	4	0	1	5	17
Container Trucks	1	3	0	4	4	0	42	46	12	0	18	30	80
12/17/2015 8:15	10	385	0	395	45	0	84	129	485	0	47	532	1056
Motorcycles	0	1	0	1	0	0	0	0	5	0	0	5	6
Cars	3	296	0	299	14	0	18	32	411	0	4	415	746
Light Goods Vehicle	3	47	0	50	9	0	0	9	28	0	2	30	89
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	1	5	0	6	10	0	1	11	8	0	11	19	36
Articulated Trucks	0	3	0	3	0	0	0	0	1	0	0	1	4
BobTail	1	14	0	15	4	0	11	15	14	0	8	22	52
Chassis Only	1	4	0	5	1	0	14	15	5	0	3	8	28
Container Trucks	1	14	0	15	7	0	40	47	12	0	19	31	93
12/17/2015 8:30	9	378	0	387	27	0	76	103	368	0	41	409	899
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	5	299	0	304	4	0	10	14	309	0	5	314	632
Light Goods Vehicle	3	39	0	42	3	0	2	5	24	0	4	28	75
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	7	0	7	12	0	1	13	6	0	10	16	36

**Study Name** Navy Way at Seaside Avenue (CS DEIR Int 17) TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 9:00  
**Site Code** 17

## Road Volumes

TMV Interval	Movement Westbound			Westbound To	Northbound			Northbound To	Eastbound			Eastbound Tot	Grand Total
	L	T	U		L	U	R		T	U	R		
Articulated Trucks	0	2	0	2	0	0	0	0	1	0	1	2	4
BobTail	1	12	0	13	5	0	8	13	7	0	7	14	40
Chassis Only	0	1	0	1	0	0	12	12	5	0	1	6	19
Container Trucks	0	16	0	16	3	0	43	46	16	0	13	29	91
12/17/2015 8:45	11	368	0	379	34	0	61	95	288	0	29	317	791
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	7	274	0	281	6	0	9	15	239	0	5	244	540
Light Goods Vehicle	2	43	0	45	3	0	0	3	21	0	3	24	72
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	0	8	0	8	10	0	0	10	6	0	3	9	27
Articulated Trucks	0	2	0	2	1	0	1	2	1	0	0	1	5
BobTail	1	17	0	18	8	0	15	23	7	0	4	11	52
Chassis Only	1	1	0	2	1	0	1	2	2	0	1	3	7
Container Trucks	0	22	0	22	5	0	35	40	11	0	13	24	86
Grand Total	97	3585	0	3682	181	0	407	588	3455	0	460	3915	8185

**Study Name** Harry Bridges Boulevard at Lagoon Ave (N. Access) TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 18

## Road Volumes

TMV Interval	Movement Westbound		Westbound To				Northbound To				Eastbound To				Grand Total
	L	T	U	L	U	R	L	U	R	T	U	R			
12/17/2015 7:00	27	137	0	164	7	0	5	12	78	0	26	104	280		
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1		
Cars	9	93	0	102	3	0	1	4	60	0	12	72	178		
Light Goods Vehicles	3	25	0	28	0	0	2	2	17	0	4	21	51		
Buses	0	2	0	2	0	0	0	0	0	0	0	0	2		
Single-Unit Trucks	0	4	0	4	4	0	1	5	1	0	5	6	15		
Articulated Trucks	0	4	0	4	0	0	1	1	0	0	1	1	6		
BobTail	11	6	0	17	0	0	0	0	0	0	4	4	21		
Chassis Only	2	0	0	2	0	0	0	0	0	0	0	0	2		
Container Trucks	2	2	0	4	0	0	0	0	0	0	0	0	4		
12/17/2015 7:15	51	138	0	189	33	0	5	38	69	0	15	84	311		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	24	91	0	115	20	0	0	20	50	0	3	53	188		
Light Goods Vehicles	5	33	0	38	2	0	0	2	17	0	3	20	60		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	2	3	0	5	9	0	1	10	0	0	6	6	21		
Articulated Trucks	0	2	0	2	2	0	0	2	2	0	0	2	6		
BobTail	15	4	0	19	0	0	2	2	0	0	1	1	22		
Chassis Only	1	0	0	1	0	0	0	0	0	0	0	0	1		
Container Trucks	4	5	0	9	0	0	2	2	0	0	2	2	13		
12/17/2015 7:30	49	133	0	182	41	0	17	58	76	0	21	97	337		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	6	95	0	101	11	0	2	13	56	0	10	66	180		
Light Goods Vehicles	5	19	0	24	13	0	3	16	13	0	0	13	53		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	1	1	0	2	8	0	0	8	3	0	7	10	20		
Articulated Trucks	0	1	0	1	3	0	0	3	1	0	0	1	5		
BobTail	27	5	0	32	2	0	2	4	2	0	4	6	42		
Chassis Only	0	1	0	1	0	0	2	2	0	0	0	0	3		
Container Trucks	10	11	0	21	4	0	8	12	1	0	0	1	34		
12/17/2015 7:45	29	104	0	133	23	0	8	31	133	0	22	155	319		
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1		
Cars	5	65	0	70	4	0	1	5	110	0	3	113	188		
Light Goods Vehicles	1	15	0	16	7	0	0	7	12	0	1	13	36		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	5	0	5	4	0	0	4	2	0	10	12	21		
Articulated Trucks	1	3	0	4	1	0	1	2	5	0	0	5	11		
BobTail	15	6	0	21	3	0	0	3	1	0	6	7	31		
Chassis Only	2	0	0	2	0	0	0	0	0	0	0	0	2		
Container Trucks	5	9	0	14	4	0	6	10	3	0	2	5	29		
12/17/2015 8:00	16	68	0	84	28	0	16	44	112	1	25	138	266		
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1		
Cars	0	38	0	38	3	0	0	3	95	1	7	103	144		
Light Goods Vehicles	2	13	0	15	2	0	2	4	8	0	0	8	27		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	3	0	3	14	0	2	16	3	0	11	14	33		
Articulated Trucks	0	2	0	2	1	0	1	2	0	0	2	2	6		
BobTail	6	6	0	12	0	0	2	2	1	0	4	5	19		
Chassis Only	1	0	0	1	0	0	0	0	1	0	0	1	2		
Container Trucks	7	6	0	13	8	0	9	17	3	0	1	4	34		
12/17/2015 8:15	36	97	0	133	19	0	20	39	85	0	14	99	271		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	1	53	0	54	4	0	0	4	57	0	6	63	121		
Light Goods Vehicles	0	18	0	18	1	0	0	1	18	0	0	18	37		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	5	4	0	9	9	0	2	11	3	0	3	6	26		
Articulated Trucks	0	5	0	5	0	0	0	0	2	0	0	2	7		
BobTail	21	8	0	29	1	0	1	2	2	0	4	6	37		
Chassis Only	2	2	0	4	0	0	0	0	0	0	0	0	4		
Container Trucks	7	7	0	14	4	0	17	21	3	0	1	4	39		
12/17/2015 8:30	29	74	0	103	20	0	29	49	58	0	24	82	234		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	4	43	0	47	8	0	0	8	39	0	2	41	96		
Light Goods Vehicles	3	19	0	22	3	0	2	5	8	0	1	9	36		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	1	5	0	6	3	0	2	5	3	0	10	13	24		
Articulated Trucks	0	1	0	1	1	0	0	1	3	0	7	10	12		
BobTail	10	5	0	15	1	0	3	4	2	0	1	3	22		
Chassis Only	2	0	0	2	0	0	2	2	0	0	3	3	7		
Container Trucks	9	1	0	10	4	0	20	24	3	0	0	3	37		



**Study Name** Harry Bridges Boulevard at Lagoon Ave (N. Access) TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 18

## Road Volumes

TMV Interval	Movement			Westbound To	Northbound			Northbound To	Eastbound			Eastbound To	Grand Total
	Westbound				L	U	R		T	U	R		
12/17/2015 8:45	38	82	0	120	18	0	21	39	59	0	21	80	239
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	43	0	47	5	0	1	6	29	0	4	33	86
Light Goods Vehicles	1	20	0	21	2	0	2	4	10	0	0	10	35
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	6	0	8	6	0	2	8	5	0	10	15	31
Articulated Trucks	1	7	0	8	0	0	0	0	0	0	2	2	10
BobTail	19	2	0	21	0	0	2	2	5	0	3	8	31
Chassis Only	1	1	0	2	0	0	1	1	1	0	0	1	4
Container Trucks	10	3	0	13	5	0	13	18	9	0	2	11	42
12/17/2015 14:00	39	90	0	129	57	0	67	124	77	0	27	104	357
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	7	49	0	56	27	0	20	47	35	0	10	45	148
Light Goods Vehicles	5	15	0	20	9	0	5	14	18	0	4	22	56
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	1	7	0	8	5	0	1	6	3	0	2	5	19
Articulated Trucks	1	3	0	4	0	0	0	0	6	0	0	6	10
BobTail	5	13	0	18	9	0	17	26	5	0	9	14	58
Chassis Only	18	0	0	18	0	0	4	4	2	0	2	4	26
Container Trucks	2	2	0	4	7	0	20	27	8	0	0	8	39
12/17/2015 14:15	32	89	0	121	24	0	38	62	80	0	31	111	294
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	58	0	61	2	0	1	3	41	0	9	50	114
Light Goods Vehicles	2	11	0	13	5	0	1	6	10	0	7	17	36
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	3	6	0	3	9	5	0	3	8	20
Articulated Trucks	0	4	0	4	2	0	0	2	7	0	0	7	13
BobTail	7	4	0	11	4	0	18	22	6	0	6	12	45
Chassis Only	17	2	0	19	0	0	2	2	1	0	5	6	27
Container Trucks	3	7	0	10	5	0	13	18	10	0	1	11	39
12/17/2015 14:30	30	94	0	124	18	0	48	66	82	0	23	105	295
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	60	0	60	2	0	4	6	42	0	4	46	112
Light Goods Vehicles	3	15	0	18	4	0	4	8	9	0	4	13	39
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	5	0	6	5	0	3	8	6	0	0	6	20
Articulated Trucks	0	4	0	4	1	0	1	2	6	0	0	6	12
BobTail	9	6	0	15	3	0	17	20	8	0	3	11	46
Chassis Only	8	1	0	9	0	0	3	3	1	0	6	7	19
Container Trucks	9	3	0	12	3	0	16	19	10	0	6	16	47
12/17/2015 14:45	17	100	0	117	20	0	48	68	80	0	15	95	280
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	0	63	0	63	5	0	2	7	41	0	2	43	113
Light Goods Vehicles	2	20	0	22	5	0	10	15	13	0	3	16	53
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	6	0	6	2	0	1	3	0	0	0	0	9
Articulated Trucks	0	3	0	3	2	0	0	2	3	0	0	3	8
BobTail	3	5	0	8	2	0	16	18	5	0	5	10	36
Chassis Only	4	1	0	5	0	0	2	2	2	0	3	5	12
Container Trucks	8	2	0	10	4	0	17	21	15	0	2	17	48
12/17/2015 15:00	24	102	0	126	26	0	55	81	95	0	24	119	326
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	56	0	57	12	0	14	26	46	0	3	49	132
Light Goods Vehicles	3	18	0	21	0	0	10	10	17	0	3	20	51
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	1	3	0	4	0	0	0	0	5	0	4	9	13
Articulated Trucks	0	2	0	2	0	0	0	0	7	0	1	8	10
BobTail	7	17	0	24	9	0	13	22	12	0	8	20	66
Chassis Only	7	1	0	8	1	0	6	7	0	0	2	2	17
Container Trucks	5	5	0	10	4	0	12	16	7	0	3	10	36
12/17/2015 15:15	30	102	0	132	14	0	38	52	85	0	19	104	288
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	0	54	0	54	12	0	7	19	55	0	5	60	133
Light Goods Vehicles	6	25	0	31	1	0	4	5	16	0	5	21	57
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	3	0	0	3	3
Articulated Trucks	0	4	0	4	0	0	0	0	0	0	0	0	4
BobTail	10	11	0	21	1	0	7	8	3	0	3	6	35
Chassis Only	10	0	0	10	0	0	2	2	2	0	4	6	18
Container Trucks	4	8	0	12	0	0	18	18	5	0	2	7	37

**Study Name** Harry Bridges Boulevard at Lagoon Ave (N. Access) TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 18

## Road Volumes

TMV Interval	Movement			Westbound To			Northbound To			Eastbound To			Grand Total
	Westbound L	T	U	L	U	R	L	U	R	L	U	R	
12/17/2015 15:30	24	96	0	120	21	0	51	72	89	0	17	106	298
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	58	0	59	19	0	11	30	58	0	5	63	152
Light Goods Vehicles	2	19	0	21	0	0	4	4	11	0	5	16	41
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	1	2	3
Articulated Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4
BobTail	6	8	0	14	0	0	17	17	2	0	2	4	35
Chassis Only	6	0	0	6	0	0	1	1	0	0	0	0	7
Container Trucks	9	8	0	17	2	0	18	20	15	0	4	19	56
12/17/2015 15:45	15	116	0	131	15	0	40	55	164	0	6	170	356
Motorcycles	0	1	0	1	0	0	0	0	1	0	0	1	2
Cars	1	87	0	88	8	0	10	18	89	0	1	90	196
Light Goods Vehicles	2	12	0	14	0	0	1	1	43	0	1	44	59
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	0	2	0	2	1	0	1	2	3	0	0	3	7
Articulated Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3
BobTail	2	6	0	8	2	0	7	9	11	0	3	14	31
Chassis Only	7	0	0	7	0	0	2	2	1	0	0	1	10
Container Trucks	3	6	0	9	4	0	19	23	14	0	1	15	47
12/17/2015 16:00	18	153	0	171	37	0	48	85	155	0	9	164	420
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	1
Cars	3	112	0	115	23	0	11	34	88	0	4	92	241
Light Goods Vehicles	1	27	0	28	7	0	1	8	34	0	0	34	70
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	0	1	0	1	0	0	0	0	3	0	0	3	4
Articulated Trucks	1	2	0	3	2	0	2	4	0	0	0	0	7
BobTail	2	3	0	5	2	0	9	11	8	0	5	13	29
Chassis Only	8	0	0	8	0	0	6	6	1	0	0	1	15
Container Trucks	2	8	0	10	3	0	19	22	20	0	0	20	52
12/17/2015 16:15	28	162	0	190	35	0	43	78	200	0	10	210	478
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	125	0	129	22	0	14	36	131	0	5	136	301
Light Goods Vehicles	0	16	0	16	6	0	1	7	30	0	0	30	53
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	2	1	0	1	2	2	0	0	2	6
Articulated Trucks	0	4	0	4	0	0	0	0	0	0	0	0	4
BobTail	10	7	0	17	1	0	9	10	10	0	3	13	40
Chassis Only	10	0	0	10	0	0	2	2	1	0	1	2	14
Container Trucks	4	8	0	12	5	0	16	21	26	0	1	27	60
12/17/2015 16:30	16	135	0	151	22	0	33	55	144	0	16	160	366
Motorcycles	1	0	0	1	0	0	0	0	1	0	0	1	2
Cars	3	98	0	101	9	0	9	18	96	0	7	103	222
Light Goods Vehicles	0	24	0	24	7	0	2	9	24	0	1	25	58
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	2	0	1	3	3
Articulated Trucks	0	0	0	0	0	0	3	3	1	0	0	1	4
BobTail	4	8	0	12	0	0	6	6	5	0	4	9	27
Chassis Only	7	0	0	7	0	0	2	2	4	0	3	7	16
Container Trucks	1	5	0	6	6	0	11	17	11	0	0	11	34
12/17/2015 16:45	26	188	0	214	29	0	34	63	175	0	18	193	470
Motorcycles	0	1	0	1	0	0	0	0	1	0	0	1	2
Cars	6	120	0	126	21	0	12	33	132	0	13	145	304
Light Goods Vehicles	0	39	0	39	4	0	7	11	35	0	0	35	85
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	3	2	0	0	2	2	0	0	2	7
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
BobTail	10	8	0	18	1	0	4	5	2	0	3	5	28
Chassis Only	7	2	0	9	0	0	0	0	0	0	2	2	11
Container Trucks	3	14	0	17	1	0	11	12	3	0	0	3	32
12/17/2015 17:00	24	192	0	216	10	0	11	21	134	0	10	144	381
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	11	130	0	141	5	0	7	12	95	0	6	101	254
Light Goods Vehicles	2	37	0	39	2	0	0	2	24	0	0	24	65
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	1	0	0	1	0	0	0	0	7	0	0	7	8
BobTail	6	6	0	12	0	0	1	1	2	0	2	4	17
Chassis Only	3	1	0	4	0	0	0	0	0	0	0	0	4
Container Trucks	1	15	0	16	2	0	3	5	6	0	2	8	29

**Study Name** Harry Bridges Boulevard at Lagoon Ave (N. Access) TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 18

## Road Volumes

TMV Interval	Movement			Westbound To			Northbound			Northbound To			Eastbound			Eastbound To	Grand Total
	Westbound			L	U	R	L	U	R	T	U	R					
12/17/2015 17:15	18	171	0	189	21	0	8	29	117	0	3	120	338				
Motorcycles	0	2	0	2	1	0	0	1	1	0	0	1	4				
Cars	10	111	0	121	18	0	5	23	87	0	3	90	234				
Light Goods Vehicles	0	35	0	35	1	0	0	1	17	0	0	17	53				
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0				
Single-Unit Trucks	0	3	0	3	1	0	0	1	2	0	0	2	6				
Articulated Trucks	1	1	0	2	0	0	0	0	4	0	0	4	6				
BobTail	4	11	0	15	0	0	0	0	4	0	0	4	19				
Chassis Only	2	0	0	2	0	0	0	0	1	0	0	1	3				
Container Trucks	1	8	0	9	0	0	3	3	1	0	0	1	13				
12/17/2015 17:30	10	120	0	130	10	0	8	18	96	0	6	102	250				
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1				
Cars	4	81	0	85	7	0	1	8	81	0	1	82	175				
Light Goods Vehicles	0	22	0	22	0	0	0	0	8	0	0	8	30				
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0				
Single-Unit Trucks	0	1	0	1	0	0	0	0	3	0	2	5	6				
Articulated Trucks	1	0	0	1	0	0	0	0	2	0	0	2	3				
BobTail	5	6	0	11	0	0	1	1	1	0	1	2	14				
Chassis Only	0	2	0	2	0	0	1	1	0	0	0	0	3				
Container Trucks	0	7	0	7	3	0	5	8	1	0	2	3	18				
12/17/2015 17:45	11	101	0	112	4	0	15	19	98	0	4	102	233				
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0				
Cars	3	67	0	70	2	0	2	4	77	0	4	81	155				
Light Goods Vehicles	0	15	0	15	0	0	0	0	13	0	0	13	28				
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0				
Single-Unit Trucks	0	2	0	2	0	0	1	1	0	0	0	0	3				
Articulated Trucks	2	1	0	3	0	0	7	7	2	0	0	2	12				
BobTail	5	5	0	10	1	0	1	2	1	0	0	1	13				
Chassis Only	0	3	0	3	0	0	0	0	1	0	0	1	4				
Container Trucks	1	8	0	9	1	0	4	5	4	0	0	4	18				
Grand Total	637	2844	0	3481	552	0	706	1258	2541	1	406	2948	7687				

**Study Name** Henry Ford Ave and Denni St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 19

### Road Volumes

TMV Interval	Southbound				Westbound				Northbound				Eastbound				Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
12/17/2015 7:00	5	38	0	0	43	3	1	2	0	6	0	27	3	0	30	5	0	0	0	5	84
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	13	0	0	17	0	1	1	0	2	0	12	3	0	15	2	0	0	0	2	36
Light Goods Vehicles	0	4	0	0	4	1	0	0	0	1	0	5	0	0	5	2	0	0	0	2	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	1	0	0	2	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	7
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Chassis Only	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Container Trucks	0	11	0	0	11	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	14
12/17/2015 7:15	6	54	0	0	60	2	1	3	0	6	0	30	2	0	32	6	0	0	0	6	104
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	6	19	0	0	25	1	1	0	0	2	0	17	1	0	18	3	0	0	0	3	48
Light Goods Vehicles	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
Articulated Trucks	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
BobTail	0	12	0	0	12	0	0	1	0	1	0	2	0	0	2	2	0	0	0	2	17
Chassis Only	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Container Trucks	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	12
12/17/2015 7:30	3	64	0	0	67	1	1	3	0	5	0	55	0	0	55	6	0	0	0	6	133
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	15	0	0	18	1	1	1	0	3	0	25	0	0	25	4	0	0	0	4	50
Light Goods Vehicles	0	6	0	0	6	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	19
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
BobTail	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
Chassis Only	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Container Trucks	0	21	0	0	21	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	25
12/17/2015 7:45	7	63	0	0	70	2	0	3	0	5	0	53	3	0	56	9	1	0	0	10	141
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	7	25	0	0	32	0	0	2	0	2	0	22	2	0	24	5	1	0	0	6	64
Light Goods Vehicles	0	6	0	0	6	1	0	0	0	1	0	5	1	0	6	1	0	0	0	1	14
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	4	0	0	4	0	0	1	0	1	0	4	0	0	4	1	0	0	0	1	10
Articulated Trucks	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	6
BobTail	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	22
Chassis Only	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Container Trucks	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	23
12/17/2015 8:00	0	24	0	0	24	3	1	2	0	6	0	39	3	1	43	6	0	1	0	7	80
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	13	0	0	13	2	1	0	0	3	0	18	2	0	20	5	0	0	0	5	41
Light Goods Vehicles	0	4	0	0	4	0	0	0	0	0	0	3	0	1	4	1	0	0	0	1	9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	0	3	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	9
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	13
12/17/2015 8:15	6	96	1	0	103	1	0	5	0	6	0	70	9	0	79	22	0	0	0	22	210
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	29	0	0	31	1	0	3	0	4	0	20	7	0	27	7	0	0	0	7	69
Light Goods Vehicles	0	11	1	0	12	0	0	1	0	1	0	10	0	0	10	4	0	0	0	4	27
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	10	0	0	12	0	0	1	0	1	0	4	2	0	6	1	0	0	0	1	20
Articulated Trucks	2	6	0	0	8	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	14
BobTail	0	15	0	0	15	0	0	0	0	0	0	15	0	0	15	2	0	0	0	2	32
Chassis Only	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Container Trucks	0	21	0	0	21	0	0	0	0	0	0	14	0	0	14	6	0	0	0	6	41
12/17/2015 8:30	2	59	0	0	61	4	0	1	0	5	0	53	3	0	56	17	1	0	0	18	140
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	2	14	0	0	16	1	0	0	0	1	0	11	1	0	12	7	0	0	0	7	36
Light Goods Vehicles	0	6	0	0	6	2	0	0	0	2	0	7	2	0	9	4	1	0	0	5	22
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	6	0	0	6	1	0	0	0	1	0	9	0	0	9	2	0	0	0	2	18
Articulated Trucks	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	7
BobTail	0	17	0	0	17	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	31
Chassis Only	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Container Trucks	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	23

**Study Name** Henry Ford Ave and Denni St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 19

## Road Volumes

TMV Interval	Southbound				Southbound Tc	Westbound				Westbound To	Northbound				Northbound Tc	Eastbound				Eastbound Tc	Grand Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
12/17/2015 8:45	1	67	0	0	68	1	1	2	0	4	0	55	3	0	58	24	0	0	0	24	154
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars	0	18	0	0	18	0	0	2	0	2	0	15	2	0	17	4	0	0	0	4	41
Light Goods Vehicles	1	5	0	0	6	1	1	0	0	2	0	5	1	0	6	6	0	0	0	6	20
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	7
BobTail	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	3	0	0	0	3	26
Chassis Only	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
Container Trucks	0	22	0	0	22	0	0	0	0	0	0	12	0	0	12	8	0	0	0	8	42
12/17/2015 14:00	4	59	0	0	63	3	0	2	0	5	0	104	9	0	113	23	1	1	0	25	206
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	17	0	0	19	2	0	1	0	3	0	33	4	0	37	11	1	0	0	12	71
Light Goods Vehicles	1	12	0	0	13	0	0	1	0	1	0	12	1	0	13	1	0	0	0	1	28
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	6	0	0	7	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	14
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3	3	0	0	0	3	7
BobTail	0	6	0	0	6	0	0	0	0	0	0	25	0	0	25	3	0	0	0	3	34
Chassis Only	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
Container Trucks	0	17	0	0	17	0	0	0	0	0	0	21	0	0	21	5	0	0	0	5	43
12/17/2015 14:15	6	63	0	0	69	4	1	3	0	8	0	103	4	0	107	22	1	0	0	23	207
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	17	0	0	19	3	0	3	0	6	0	40	1	0	41	12	0	0	0	12	78
Light Goods Vehicles	2	3	0	0	5	0	1	0	0	1	0	12	2	0	14	4	1	0	0	5	25
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	4	0	0	5	1	0	0	0	1	0	7	0	0	7	1	0	0	0	1	14
Articulated Trucks	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
BobTail	0	7	0	0	7	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	27
Chassis Only	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
Container Trucks	0	22	0	0	22	0	0	0	0	0	0	15	0	0	15	4	0	0	0	4	41
12/17/2015 14:30	2	53	0	0	55	3	0	4	0	7	0	98	7	0	105	41	0	1	0	42	209
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Cars	1	9	0	0	10	1	0	0	0	1	0	28	4	0	32	20	0	0	0	20	63
Light Goods Vehicles	1	5	0	0	6	0	0	3	0	3	0	15	1	0	16	4	0	0	0	4	29
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	1	0	0	0	1	0	4	1	0	5	2	0	0	0	2	9
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	6
BobTail	0	12	0	0	12	0	0	0	0	0	0	23	0	0	23	3	0	0	0	3	38
Chassis Only	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
Container Trucks	0	22	0	0	22	1	0	0	0	1	0	22	0	0	22	11	0	0	0	11	56
12/17/2015 14:45	2	30	0	0	32	1	0	4	0	5	0	54	6	1	61	20	1	1	0	22	120
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	9	0	0	9	0	0	2	0	2	0	12	5	0	17	8	1	1	0	10	38
Light Goods Vehicles	1	3	0	0	4	0	0	2	0	2	0	9	1	1	11	4	0	0	0	4	21
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	4	0	0	5	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
BobTail	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	3	0	0	0	3	23
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Container Trucks	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	3	0	0	0	3	24
12/17/2015 15:00	5	83	1	0	89	3	1	3	0	7	0	116	9	0	125	28	3	0	0	31	252
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	2	26	1	0	29	1	0	0	0	1	0	37	4	0	41	7	2	0	0	9	80
Light Goods Vehicles	1	17	0	0	18	2	1	0	0	3	0	24	4	0	28	7	1	0	0	8	57
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	3	0	0	5	0	0	1	0	1	0	3	0	0	3	3	0	0	0	3	12
Articulated Trucks	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	4
BobTail	0	6	0	0	6	0	0	1	0	1	0	25	0	0	25	4	0	0	0	4	36
Chassis Only	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	3	0	0	0	3	14
Container Trucks	0	25	0	0	25	0	0	0	0	0	0	20	0	0	20	3	0	0	0	3	48
12/17/2015 15:15	2	69	0	0	71	2	2	7	0	11	0	123	8	0	131	36	1	1	0	38	251
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	19	0	0	21	0	2	3	0	5	0	41	2	0	43	19	0	1	0	20	89
Light Goods Vehicles	0	12	0	0	12	1	0	4	0	5	0	22	0	0	22	7	0	0	0	7	46
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	0	1	0	0	1	10
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	5	0	7	2	0	0	0	2	12
BobTail	0	8	0	0	8	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	28
Chassis Only	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Container Trucks	0	22	0	0	22	0	0	0	0	0	0	29	1	0	30	7	0	0	0	7	59

Study Name Henry Ford Ave and Denni St TMC  
 Start Date Thursday, December 17, 2015 7:00  
 End Date Thursday, December 17, 2015 18:00  
 Site Code 19

**Road Volumes**

TMV Interval	Southbound				Southbound Tc	Westbound				Westbound To	Northbound				Northbound Tc	Eastbound				Eastbound Tc	Grand Total
	L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
12/17/2015 15:30	5	62	0	0	67	1	0	7	0	8	0	111	7	0	118	25	2	1	0	28	221
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	16	0	0	18	0	0	3	0	3	0	38	1	0	39	12	2	0	0	14	74
Light Goods Vehicles	1	5	0	0	6	0	0	3	0	3	0	24	1	0	25	6	0	1	0	7	41
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	1	0	0	2	0	0	1	0	1	0	4	1	0	5	1	0	0	0	1	9
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	10
BobTail	0	7	0	0	7	0	0	0	0	0	0	14	1	0	15	2	0	0	0	2	24
Chassis Only	1	8	0	0	9	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	12
Container Trucks	0	20	0	0	20	0	0	0	0	0	0	28	0	0	28	3	0	0	0	3	51
12/17/2015 15:45	0	61	0	0	61	2	3	8	0	13	0	82	10	0	92	33	1	0	0	34	200
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	18	0	0	18	1	3	5	0	9	0	24	3	0	27	11	1	0	0	12	66
Light Goods Vehicles	0	12	0	0	12	1	0	2	0	3	0	12	2	0	14	6	0	0	0	6	35
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3	0	0	0	3	6
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	2	4	0	6	1	0	0	0	1	13
BobTail	0	7	0	0	7	0	0	1	0	1	0	13	0	0	13	2	0	0	0	2	23
Chassis Only	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
Container Trucks	0	13	0	0	13	0	0	0	0	0	0	26	0	0	26	10	0	0	0	10	49
12/17/2015 16:00	3	72	0	0	75	2	1	7	0	10	0	107	5	0	112	35	1	0	0	36	233
Motorcycles	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Cars	1	18	0	0	19	1	1	6	0	8	0	60	1	0	61	15	1	0	0	16	104
Light Goods Vehicles	1	8	0	0	9	1	0	0	0	1	0	8	1	0	9	8	0	0	0	8	27
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Articulated Trucks	0	8	0	0	8	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	13
BobTail	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	25
Chassis Only	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Container Trucks	0	19	0	0	19	0	0	0	0	0	0	23	0	0	23	11	0	0	0	11	53
12/17/2015 16:15	2	82	0	0	84	5	0	4	0	9	0	130	16	0	146	39	0	0	0	39	278
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Cars	1	34	0	0	35	5	0	3	0	8	0	61	8	0	69	15	0	0	0	15	127
Light Goods Vehicles	1	3	0	0	4	0	0	1	0	1	0	14	2	0	16	9	0	0	0	9	30
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	2	4	0	6	1	0	0	0	1	18
BobTail	0	13	0	0	13	0	0	0	0	0	0	16	0	0	16	5	0	0	0	5	34
Chassis Only	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Container Trucks	0	19	0	0	19	0	0	0	0	0	0	32	0	0	32	9	0	0	0	9	60
12/17/2015 16:30	9	117	0	0	126	0	0	5	0	5	0	108	9	0	117	31	1	1	0	33	281
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	50	0	0	53	0	0	4	0	4	0	54	3	0	57	13	1	0	0	14	128
Light Goods Vehicles	3	16	0	0	19	0	0	1	0	1	0	14	2	0	16	7	0	0	0	7	43
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated Trucks	2	5	0	0	7	0	0	0	0	0	0	2	4	0	6	1	0	0	0	1	14
BobTail	0	14	0	0	14	0	0	0	0	0	0	13	0	0	13	2	0	0	0	2	29
Chassis Only	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	8
Container Trucks	0	27	0	0	27	0	0	0	0	0	0	22	0	0	22	8	0	0	0	8	57
12/17/2015 16:45	3	108	0	0	111	1	1	5	0	7	0	105	9	0	114	35	0	0	0	35	267
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	1	46	0	0	47	1	1	4	0	6	0	70	1	0	71	26	0	0	0	26	150
Light Goods Vehicles	2	12	0	0	14	0	0	0	0	0	0	10	3	0	13	5	0	0	0	5	32
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	8
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	13
BobTail	0	16	0	0	16	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	23
Chassis Only	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Container Trucks	0	23	0	0	23	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	35
12/17/2015 17:00	3	105	0	0	108	5	0	11	0	16	0	105	2	0	107	41	1	0	0	42	273
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	36	0	0	38	3	0	10	0	13	0	73	0	0	73	25	1	0	0	26	150
Light Goods Vehicles	1	6	0	0	7	2	0	1	0	3	0	14	1	0	15	10	0	0	0	10	35
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	3	0	0	0	3	9
BobTail	0	17	0	0	17	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	25
Chassis Only	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Container Trucks	0	42	0	0	42	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	48

**Study Name** Henry Ford Ave and Denni St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 19

## Road Volumes

TMV Interval	Southbound				Southbound Tc	Westbound				Westbound To	Northbound				Northbound Tc	Eastbound				Eastbound Tc	Grand Total
	L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
12/17/2015 17:15	4	90	0	0	94	3	1	7	0	11	0	96	3	0	99	32	0	1	0	33	237
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	40	0	0	44	2	1	6	0	9	0	63	1	0	64	23	0	1	0	24	141
Light Goods Vehicles	0	5	0	0	5	1	0	1	0	2	0	11	0	0	11	8	0	0	0	8	26
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	14
BobTail	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	21
Chassis Only	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	30	0	0	30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	31
12/17/2015 17:30	4	82	0	0	86	2	1	4	0	7	0	77	3	0	80	18	0	0	0	18	191
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	38	0	0	40	1	1	4	0	6	0	50	2	0	52	15	0	0	0	15	113
Light Goods Vehicles	0	4	0	0	4	1	0	0	0	1	0	14	0	0	14	0	0	0	0	0	19
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
BobTail	1	14	0	0	15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	21
Chassis Only	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	23	0	0	23	0	0	0	0	0	0	5	0	0	5	3	0	0	0	3	31
12/17/2015 17:45	0	49	0	0	49	1	0	1	0	2	0	67	1	0	68	20	0	1	0	21	140
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	28	0	0	28	1	0	1	0	2	0	31	1	0	32	12	0	1	0	13	75
Light Goods Vehicles	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	3	0	0	0	3	18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	9
BobTail	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	16
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Container Trucks	0	11	0	0	11	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	18
Grand Total	84	1650	2	0	1736	55	16	103	0	174	0	1968	134	2	2104	574	15	9	0	598	4612

**Study Name** Alameda St and O St. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 20

## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	L	T	U		L	U	R		T	U	R		
12/17/2015 7:00	89	121	0	210	14	0	47	61	30	0	20	50	321
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	56	71	0	127	10	0	42	52	9	0	6	15	194
Light Goods Vehicles	13	17	0	30	2	0	2	4	5	0	6	11	45
Buses	1	0	0	1	0	0	0	0	3	0	0	3	4
Single-Unit Trucks	3	3	0	6	1	0	1	2	0	0	1	1	9
Articulated Trucks	3	4	0	7	1	0	1	2	1	0	1	2	11
BobTail	6	12	0	18	0	0	0	0	6	0	2	8	26
Chassis Only	0	0	0	0	0	0	0	0	1	0	1	2	2
Container Trucks	7	14	0	21	0	0	1	1	5	0	3	8	30
12/17/2015 7:15	65	144	0	209	21	0	41	62	36	0	7	43	314
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	44	70	0	114	8	0	33	41	20	0	2	22	177
Light Goods Vehicles	9	18	0	27	4	0	5	9	2	0	2	4	40
Buses	1	0	0	1	0	0	1	1	1	0	0	1	3
Single-Unit Trucks	0	8	0	8	0	0	1	1	1	0	2	3	12
Articulated Trucks	0	3	0	3	0	0	1	1	3	0	0	3	7
BobTail	3	31	0	34	6	0	0	6	6	0	0	6	46
Chassis Only	0	0	0	0	1	0	0	1	1	0	0	1	2
Container Trucks	8	13	0	21	2	0	0	2	2	0	1	3	26
12/17/2015 7:30	76	179	0	255	15	0	69	84	56	0	14	70	409
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	54	102	0	156	3	0	45	48	22	0	7	29	233
Light Goods Vehicles	10	10	0	20	1	0	15	16	7	0	4	11	47
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	3	0	4	5	0	1	6	0	0	1	1	11
Articulated Trucks	1	5	0	6	0	0	4	4	8	0	0	8	18
BobTail	7	24	0	31	4	0	2	6	10	0	1	11	48
Chassis Only	0	1	0	1	1	0	0	1	2	0	0	2	4
Container Trucks	3	34	0	37	1	0	2	3	7	0	1	8	48
12/17/2015 7:45	73	181	0	254	21	0	74	95	47	0	12	59	408
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	56	109	0	165	9	0	59	68	17	0	1	18	251
Light Goods Vehicles	9	14	0	23	2	0	4	6	2	0	3	5	34
Buses	1	0	0	1	0	0	1	1	2	0	0	2	4
Single-Unit Trucks	1	5	0	6	3	0	1	4	0	0	3	3	13
Articulated Trucks	1	6	0	7	0	0	3	3	5	0	0	5	15
BobTail	3	18	0	21	4	0	5	9	10	0	3	13	43
Chassis Only	0	1	0	1	1	0	0	1	3	0	1	4	6
Container Trucks	2	28	0	30	2	0	1	3	8	0	1	9	42
12/17/2015 8:00	93	137	0	230	23	3	67	93	21	0	66	87	410
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	56	79	0	135	4	2	47	53	11	0	45	56	244
Light Goods Vehicles	13	18	0	31	7	1	8	16	4	0	8	12	59
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	3	0	4	7	0	3	10	0	0	3	3	17
Articulated Trucks	3	5	0	8	3	0	3	6	1	0	1	2	16
BobTail	11	17	0	28	2	0	3	5	1	0	6	7	40
Chassis Only	1	2	0	3	0	0	1	1	0	0	0	0	4
Container Trucks	8	12	0	20	0	0	2	2	4	0	3	7	29
12/17/2015 8:15	54	146	0	200	34	0	63	97	91	0	24	115	412
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	41	56	0	97	14	0	45	59	34	0	9	43	199



**Study Name** Alameda St and O St. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	L	T	U		L	U	R		T	U	R		
Light Goods Vehicles	6	24	0	30	4	0	9	13	4	0	0	4	47
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	7	0	8	6	0	1	7	4	0	6	10	25
Articulated Trucks	3	8	0	11	2	0	2	4	4	0	1	5	20
BobTail	1	27	0	28	5	0	0	5	17	0	4	21	54
Chassis Only	1	8	0	9	1	0	1	2	2	0	1	3	14
Container Trucks	1	16	0	17	2	0	5	7	26	0	3	29	53
12/17/2015 8:30	68	129	0	197	21	0	52	73	63	0	22	85	355
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	41	54	0	95	12	0	30	42	20	0	7	27	164
Light Goods Vehicles	9	12	0	21	0	0	16	16	7	0	3	10	47
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	6	0	8	3	0	2	5	6	0	7	13	26
Articulated Trucks	3	8	0	11	1	0	1	2	3	0	1	4	17
BobTail	6	25	0	31	2	0	3	5	13	0	1	14	50
Chassis Only	1	1	0	2	0	0	0	0	2	0	1	3	5
Container Trucks	6	23	0	29	2	0	0	2	12	0	2	14	45
12/17/2015 8:45	44	127	0	171	28	0	41	69	70	0	29	99	339
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	29	41	0	70	13	0	21	34	24	0	5	29	133
Light Goods Vehicles	7	22	0	29	3	0	12	15	9	0	2	11	55
Buses	1	0	0	1	0	0	1	1	0	0	0	0	2
Single-Unit Trucks	1	3	0	4	2	0	2	4	4	0	7	11	19
Articulated Trucks	1	12	0	13	2	0	2	4	2	0	6	8	25
BobTail	1	15	0	16	5	0	0	5	12	0	5	17	38
Chassis Only	0	4	0	4	1	0	0	1	2	0	1	3	8
Container Trucks	4	29	0	33	2	0	3	5	17	0	3	20	58
12/17/2015 14:00	60	105	0	165	25	0	40	65	108	0	32	140	370
Motorcycles	0	1	0	1	0	0	0	0	1	0	0	1	2
Cars	36	36	0	72	11	0	27	38	32	0	16	48	158
Light Goods Vehicles	9	12	0	21	4	0	6	10	12	0	8	20	51
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	4	0	5	1	0	0	1	7	0	0	7	13
Articulated Trucks	6	4	0	10	0	0	0	0	2	0	1	3	13
BobTail	5	12	0	17	4	0	2	6	20	0	0	20	43
Chassis Only	0	8	0	8	1	0	1	2	7	0	3	10	20
Container Trucks	3	28	0	31	4	0	4	8	27	0	4	31	70
12/17/2015 14:15	45	95	0	140	31	0	52	83	98	0	30	128	351
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	30	32	0	62	11	0	31	42	42	0	11	53	157
Light Goods Vehicles	9	4	0	13	6	0	12	18	12	0	5	17	48
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	7	0	8	4	0	1	5	2	0	6	8	21
Articulated Trucks	1	0	0	1	4	0	1	5	2	0	1	3	9
BobTail	2	13	0	15	1	0	3	4	20	0	3	23	42
Chassis Only	0	10	0	10	2	0	3	5	3	0	3	6	21
Container Trucks	2	28	0	30	3	0	1	4	17	0	1	18	52
12/17/2015 14:30	51	114	0	165	30	0	77	107	133	0	23	156	428
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	28	37	0	65	6	0	59	65	52	0	5	57	187
Light Goods Vehicles	13	9	0	22	6	0	9	15	18	0	8	26	63
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	7	0	9	6	0	0	6	6	0	2	8	23

**Study Name** Alameda St and O St. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	L	T	U		L	U	R		T	U	R		
Articulated Trucks	1	1	0	2	0	0	2	2	4	0	2	6	10
BobTail	4	16	0	20	8	0	1	9	19	0	4	23	52
Chassis Only	0	8	0	8	0	0	2	2	3	0	1	4	14
Container Trucks	3	36	0	39	4	0	4	8	31	0	1	32	79
12/17/2015 14:45	51	125	0	176	20	0	76	96	70	0	26	96	368
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	26	49	0	75	10	0	53	63	21	0	13	34	172
Light Goods Vehicles	9	10	0	19	1	0	14	15	15	0	7	22	56
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	7	0	8	2	0	1	3	3	0	0	3	14
Articulated Trucks	3	1	0	4	0	0	2	2	1	0	0	1	7
BobTail	3	20	0	23	2	0	2	4	15	0	3	18	45
Chassis Only	4	3	0	7	1	0	1	2	1	0	0	1	10
Container Trucks	5	35	0	40	4	0	3	7	14	0	3	17	64
12/17/2015 15:00	51	141	0	192	22	0	73	95	128	0	49	177	464
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	29	68	0	97	8	0	48	56	35	0	25	60	213
Light Goods Vehicles	10	6	0	16	5	0	11	16	29	0	6	35	67
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	3	1	0	4	3	0	3	6	4	0	0	4	14
Articulated Trucks	2	2	0	4	2	0	0	2	6	0	2	8	14
BobTail	3	28	0	31	1	0	7	8	30	0	10	40	79
Chassis Only	2	2	0	4	0	0	1	1	4	0	5	9	14
Container Trucks	2	34	0	36	3	0	3	6	19	0	1	20	62
12/17/2015 15:15	58	148	0	206	20	0	67	87	140	0	38	178	471
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	40	54	0	94	8	0	45	53	58	0	20	78	225
Light Goods Vehicles	11	17	0	28	5	0	12	17	29	0	9	38	83
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	2	2	0	4	2	0	1	3	2	0	3	5	12
Articulated Trucks	2	7	0	9	0	0	3	3	10	0	1	11	23
BobTail	1	25	0	26	3	0	1	4	15	0	3	18	48
Chassis Only	0	4	0	4	1	0	2	3	4	0	2	6	13
Container Trucks	2	39	0	41	1	0	2	3	22	0	0	22	66
12/17/2015 15:30	86	145	0	231	21	0	64	85	104	0	44	148	464
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	59	65	0	124	10	0	45	55	36	0	21	57	236
Light Goods Vehicles	13	19	0	32	4	0	15	19	22	0	11	33	84
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	2	2	0	1	3	6	0	1	7	12
Articulated Trucks	5	4	0	9	1	0	0	1	6	0	5	11	21
BobTail	3	23	0	26	2	0	3	5	16	0	4	20	51
Chassis Only	2	3	0	5	1	0	0	1	3	0	1	4	10
Container Trucks	4	29	0	33	1	0	0	1	15	0	1	16	50
12/17/2015 15:45	58	171	0	229	26	0	68	94	116	0	20	136	459
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	42	83	0	125	12	0	41	53	37	0	11	48	226
Light Goods Vehicles	9	20	0	29	9	0	14	23	25	0	4	29	81
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	3	0	3	0	0	1	1	3	0	0	3	7
Articulated Trucks	1	6	0	7	2	0	6	8	9	0	0	9	24
BobTail	4	16	0	20	1	0	1	2	11	0	4	15	37
Chassis Only	0	5	0	5	0	0	1	1	3	0	0	3	9

**Study Name** Alameda St and O St. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	L	T	U		L	U	R		T	U	R		
Container Trucks	2	37	0	39	2	0	3	5	28	0	1	29	73
12/17/2015 16:00	84	195	0	279	19	0	59	78	117	0	46	163	520
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1
Cars	52	106	0	158	8	0	37	45	51	0	25	76	279
Light Goods Vehicles	19	14	0	33	3	0	12	15	18	0	11	29	77
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	8	0	8	0	0	2	2	6	0	1	7	17
Articulated Trucks	0	7	0	7	1	0	1	2	3	0	0	3	12
BobTail	3	25	0	28	5	0	2	7	9	0	6	15	50
Chassis Only	1	3	0	4	0	0	1	1	2	0	0	2	7
Container Trucks	8	32	0	40	2	0	4	6	28	0	2	30	76
12/17/2015 16:15	81	239	0	320	11	0	58	69	153	0	39	192	581
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	50	124	0	174	10	0	39	49	58	0	20	78	301
Light Goods Vehicles	11	28	0	39	0	0	8	8	27	0	6	33	80
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	8	0	9	1	0	1	2	2	0	0	2	13
Articulated Trucks	0	8	0	8	0	0	1	1	3	0	1	4	13
BobTail	5	17	0	22	0	0	4	4	16	0	8	24	50
Chassis Only	3	8	0	11	0	0	2	2	3	0	1	4	17
Container Trucks	11	46	0	57	0	0	3	3	44	0	3	47	107
12/17/2015 16:30	88	252	0	340	17	0	96	113	123	0	36	159	612
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	54	136	0	190	14	0	74	88	50	0	20	70	348
Light Goods Vehicles	16	31	0	47	0	0	13	13	24	0	9	33	93
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	3	5	0	8	0	0	1	1	5	0	0	5	14
Articulated Trucks	0	8	0	8	1	0	2	3	4	0	2	6	17
BobTail	7	27	0	34	1	0	2	3	16	0	2	18	55
Chassis Only	0	10	0	10	1	0	1	2	2	0	1	3	15
Container Trucks	8	35	0	43	0	0	3	3	22	0	2	24	70
12/17/2015 16:45	92	275	0	367	21	0	81	102	140	0	28	168	637
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	62	153	0	215	8	0	59	67	93	0	17	110	392
Light Goods Vehicles	17	28	0	45	3	0	14	17	18	0	9	27	89
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	1	3	0	4	1	0	2	3	4	0	0	4	11
Articulated Trucks	0	5	0	5	3	0	0	3	4	0	0	4	12
BobTail	4	34	0	38	4	0	3	7	11	0	0	11	56
Chassis Only	1	6	0	7	1	0	0	1	1	0	1	2	10
Container Trucks	7	46	0	53	0	0	2	2	9	0	1	10	65
12/17/2015 17:00	93	216	0	309	14	0	80	94	150	0	42	192	595
Motorcycles	0	1	0	1	1	0	0	1	0	0	0	0	2
Cars	59	111	0	170	5	0	58	63	91	0	27	118	351
Light Goods Vehicles	12	10	0	22	3	0	10	13	28	0	9	37	72
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	2	0	2	0	0	1	1	3	0	1	4	7
Articulated Trucks	4	9	0	13	1	0	6	7	12	0	1	13	33
BobTail	12	28	0	40	0	0	4	4	10	0	3	13	57
Chassis Only	0	2	0	2	1	0	0	1	1	0	0	1	4
Container Trucks	5	53	0	58	3	0	1	4	5	0	1	6	68
12/17/2015 17:15	85	155	0	240	23	0	81	104	132	0	35	167	511
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Alameda St and O St. TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	L	T	U		L	U	R		T	U	R		
Cars	59	85	0	144	9	0	73	82	89	0	27	116	342
Light Goods Vehicles	9	11	0	20	2	0	5	7	16	0	7	23	50
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
Articulated Trucks	10	3	0	13	3	0	1	4	10	0	0	10	27
BobTail	5	15	0	20	2	0	2	4	15	0	1	16	40
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	40	0	41	7	0	0	7	1	0	0	1	49
12/17/2015 17:30	81	143	0	224	14	0	67	81	97	0	30	127	432
Motorcycles	0	0	0	0	0	0	1	1	1	0	0	1	2
Cars	57	86	0	143	9	0	52	61	65	0	22	87	291
Light Goods Vehicles	15	3	0	18	1	0	11	12	12	0	3	15	45
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	3	0	5	0	0	0	0	3	0	0	3	8
Articulated Trucks	3	3	0	6	2	0	2	4	9	0	0	9	19
BobTail	4	15	0	19	1	0	1	2	5	0	4	9	30
Chassis Only	0	2	0	2	0	0	0	0	0	0	1	1	3
Container Trucks	0	31	0	31	1	0	0	1	2	0	0	2	34
12/17/2015 17:45	89	137	0	226	13	0	46	59	49	0	39	88	373
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	66	77	0	143	5	0	38	43	28	0	24	52	238
Light Goods Vehicles	9	5	0	14	5	0	3	8	6	0	7	13	35
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	3	0	0	2	2	1	0	0	1	6
Articulated Trucks	5	1	0	6	0	0	1	1	9	0	2	11	18
BobTail	9	16	0	25	2	0	1	3	4	0	4	8	36
Chassis Only	0	3	0	3	0	0	0	0	0	0	0	0	3
Container Trucks	0	32	0	32	1	0	0	1	1	0	2	3	36
Grand Total	1715	3820	0	5535	504	3	1539	2046	2272	0	751	3023	10604

**Study Name** O St. and PCH TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Eastbound			Eastbound To	Grand Total
	L	R	U		R	U	T		L	U	T		
12/17/2015 7:00	32	73	0	105	37	0	277	314	18	0	189	207	626
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	11	46	0	57	30	0	224	254	15	0	161	176	487
Light Goods Vehicle	5	15	0	20	2	0	40	42	3	0	14	17	79
Buses	0	1	0	1	0	0	1	1	0	0	2	2	4
Single-Unit Trucks	0	3	0	3	2	0	3	5	0	0	3	3	11
Articulated Trucks	3	3	0	6	2	0	4	6	0	0	0	0	12
BobTail	7	2	0	9	0	0	0	0	0	0	5	5	14
Chassis Only	0	1	0	1	0	0	0	0	0	0	1	1	2
Container Trucks	6	2	0	8	1	0	4	5	0	0	3	3	16
12/17/2015 7:15	28	47	0	75	22	0	283	305	43	0	176	219	599
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	12	37	0	49	12	0	228	240	31	0	149	180	469
Light Goods Vehicle	3	8	0	11	3	0	40	43	6	0	9	15	69
Buses	0	1	0	1	1	0	4	5	0	0	1	1	7
Single-Unit Trucks	1	0	0	1	1	0	5	6	0	0	2	2	9
Articulated Trucks	0	1	0	1	3	0	1	4	0	0	2	2	7
BobTail	3	0	0	3	1	0	1	2	5	0	8	13	18
Chassis Only	0	0	0	0	0	0	0	0	1	0	0	1	1
Container Trucks	9	0	0	9	1	0	4	5	0	0	5	5	19
12/17/2015 7:30	25	66	0	91	30	0	208	238	52	0	203	255	584
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	8	49	0	57	14	0	158	172	36	0	174	210	439
Light Goods Vehicle	5	13	0	18	4	0	36	40	10	0	10	20	78
Buses	0	0	0	0	0	0	3	3	0	0	1	1	4
Single-Unit Trucks	2	1	0	3	8	0	3	11	1	0	3	4	18
Articulated Trucks	0	2	0	2	4	0	8	12	1	0	5	6	20
BobTail	8	0	0	8	0	0	0	0	3	0	4	7	15
Chassis Only	0	0	0	0	0	0	0	0	0	0	1	1	1
Container Trucks	2	1	0	3	0	0	0	0	1	0	5	6	9
12/17/2015 7:45	29	56	0	85	49	0	187	236	46	0	229	275	596
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	15	44	0	59	31	0	140	171	38	0	200	238	468
Light Goods Vehicle	3	9	0	12	5	0	37	42	1	0	5	6	60
Buses	0	1	0	1	0	0	1	1	1	0	1	2	4
Single-Unit Trucks	1	1	0	2	3	0	2	5	0	0	3	3	10
Articulated Trucks	2	0	0	2	5	0	3	8	3	0	5	8	18
BobTail	5	1	0	6	4	0	1	5	3	0	12	15	26
Chassis Only	0	0	0	0	1	0	0	1	0	0	0	0	1
Container Trucks	3	0	0	3	0	0	3	3	0	0	3	3	9
12/17/2015 8:00	61	104	0	165	44	0	218	262	44	0	176	220	647
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1
Cars	30	82	0	112	18	0	164	182	29	0	144	173	467
Light Goods Vehicle	0	16	0	16	10	0	36	46	7	0	13	20	82
Buses	0	0	0	0	0	0	0	0	0	0	1	1	1
Single-Unit Trucks	4	0	0	4	6	0	8	14	3	0	4	7	25
Articulated Trucks	2	3	0	5	2	0	3	5	1	0	4	5	15
BobTail	16	1	0	17	4	0	1	5	1	0	1	2	24
Chassis Only	0	1	0	1	1	0	2	3	1	0	6	7	11
Container Trucks	9	1	0	10	3	0	4	7	2	0	2	4	21
12/17/2015 8:15	27	45	0	72	42	0	215	257	56	0	178	234	563
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	10	34	0	44	18	0	164	182	41	0	143	184	410
Light Goods Vehicle	1	8	0	9	9	0	37	46	5	0	14	19	74
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	3	1	0	4	5	0	5	10	3	0	6	9	23
Articulated Trucks	4	0	0	4	3	0	7	10	0	0	6	6	20

**Study Name** O St. and PCH TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 21

## Road Volumes

TMV Interval	Movement Southbound			Southbound To Westbound			Westbound To Eastbound			Eastbound To Grand Total			
	L	R	U	R	U	T	L	U	T				
BobTail	3	1	0	4	1	0	1	4	0	1	5	11	
Chassis Only	3	0	0	3	0	0	0	1	0	7	8	11	
Container Trucks	3	1	0	4	6	0	0	2	0	1	3	13	
12/17/2015 8:30	50	44	0	94	24	0	215	239	50	0	177	227	560
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	18	27	0	45	8	0	172	180	35	0	145	180	405
Light Goods Vehicle	3	11	0	14	6	0	28	34	9	0	11	20	68
Buses	0	0	0	0	0	0	2	2	0	0	1	1	3
Single-Unit Trucks	5	2	0	7	4	0	6	10	2	0	4	6	23
Articulated Trucks	3	0	0	3	0	0	4	4	0	0	4	4	11
BobTail	8	1	0	9	4	0	0	4	1	0	2	3	16
Chassis Only	1	1	0	2	0	0	1	1	0	0	7	7	10
Container Trucks	12	2	0	14	1	0	2	3	3	0	3	6	23
12/17/2015 8:45	36	35	0	71	35	0	198	233	36	0	166	202	506
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	16	21	0	37	14	0	164	178	23	0	121	144	359
Light Goods Vehicle	1	5	0	6	8	0	14	22	7	0	13	20	48
Buses	0	1	0	1	0	0	1	1	1	0	2	3	5
Single-Unit Trucks	7	1	0	8	2	0	10	12	1	0	6	7	27
Articulated Trucks	3	1	0	4	2	0	6	8	1	0	10	11	23
BobTail	3	3	0	6	4	0	1	5	1	0	5	6	17
Chassis Only	0	1	0	1	0	0	1	1	1	0	5	6	8
Container Trucks	6	2	0	8	5	0	1	6	1	0	4	5	19
12/17/2015 14:00	40	48	0	88	19	0	187	206	53	0	169	222	516
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	16	33	0	49	7	0	138	145	35	0	136	171	365
Light Goods Vehicle	8	10	0	18	3	0	18	21	9	0	15	24	63
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	1	0	6	7	2	0	7	9	16
Articulated Trucks	6	1	0	7	1	0	5	6	4	0	1	5	18
BobTail	4	2	0	6	3	0	5	8	1	0	4	5	19
Chassis Only	1	2	0	3	2	0	3	5	0	0	1	1	9
Container Trucks	5	0	0	5	2	0	10	12	2	0	5	7	24
12/17/2015 14:15	27	51	0	78	36	0	158	194	44	0	187	231	503
Motorcycles	0	0	0	0	0	0	1	1	0	0	1	1	2
Cars	7	34	0	41	14	0	125	139	28	0	150	178	358
Light Goods Vehicle	7	8	0	15	4	0	11	15	12	0	18	30	60
Buses	0	0	0	0	0	0	1	1	0	0	1	1	2
Single-Unit Trucks	6	1	0	7	3	0	4	7	2	0	4	6	20
Articulated Trucks	0	2	0	2	5	0	8	13	1	0	1	2	17
BobTail	2	3	0	5	3	0	0	3	1	0	2	3	11
Chassis Only	1	2	0	3	4	0	4	8	0	0	1	1	12
Container Trucks	4	1	0	5	3	0	4	7	0	0	9	9	21
12/17/2015 14:30	32	41	0	73	40	0	188	228	68	0	172	240	541
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	10	20	0	30	19	0	145	164	45	0	133	178	372
Light Goods Vehicle	7	15	0	22	3	0	17	20	12	0	18	30	72
Buses	0	0	0	0	0	0	1	1	0	0	2	2	3
Single-Unit Trucks	4	0	0	4	6	0	8	14	2	0	6	8	26
Articulated Trucks	1	1	0	2	4	0	6	10	2	0	2	4	16
BobTail	6	4	0	10	6	0	6	12	4	0	3	7	29
Chassis Only	0	1	0	1	0	0	1	1	1	0	1	2	4
Container Trucks	4	0	0	4	2	0	4	6	2	0	7	9	19
12/17/2015 14:45	29	46	0	75	34	0	201	235	62	0	200	262	572
Motorcycles	0	0	0	0	0	0	2	2	0	0	4	4	6
Cars	7	32	0	39	18	0	145	163	46	0	151	197	399
Light Goods Vehicle	6	8	0	14	3	0	24	27	8	0	22	30	71

**Study Name** O St. and PCH TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Eastbound			Eastbound To	Grand Total
	L	R	U		R	U	T		L	U	T		
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	0	2	0	2	1	0	8	9	3	0	5	8	19
Articulated Trucks	2	1	0	3	3	0	8	11	1	0	1	2	16
BobTail	5	2	0	7	3	0	7	10	2	0	4	6	23
Chassis Only	2	0	0	2	0	0	1	1	2	0	4	6	9
Container Trucks	7	1	0	8	6	0	5	11	0	0	9	9	28
12/17/2015 15:00	41	59	0	100	38	0	198	236	52	0	261	313	649
Motorcycles	0	0	0	0	0	0	2	2	0	0	0	0	2
Cars	17	34	0	51	15	0	147	162	40	0	212	252	465
Light Goods Vehicle	6	12	0	18	9	0	32	41	11	0	28	39	98
Buses	0	0	0	0	0	0	1	1	0	0	1	1	2
Single-Unit Trucks	1	2	0	3	0	0	2	2	0	0	3	3	8
Articulated Trucks	4	1	0	5	3	0	3	6	1	0	1	2	13
BobTail	7	3	0	10	5	0	2	7	0	0	2	2	19
Chassis Only	3	7	0	10	2	0	4	6	0	0	2	2	18
Container Trucks	3	0	0	3	4	0	5	9	0	0	12	12	24
12/17/2015 15:15	38	66	0	104	37	0	203	240	53	0	232	285	629
Motorcycles	0	0	0	0	0	0	2	2	0	0	1	1	3
Cars	22	45	0	67	23	0	154	177	36	0	169	205	449
Light Goods Vehicle	7	12	0	19	5	0	19	24	12	0	41	53	96
Buses	0	0	0	0	0	0	1	1	1	0	3	4	5
Single-Unit Trucks	2	4	0	6	0	0	6	6	0	0	3	3	15
Articulated Trucks	1	0	0	1	1	0	4	5	1	0	0	1	7
BobTail	2	3	0	5	4	0	5	9	2	0	1	3	17
Chassis Only	2	1	0	3	2	0	4	6	1	0	3	4	13
Container Trucks	2	1	0	3	2	0	8	10	0	0	11	11	24
12/17/2015 15:30	41	80	0	121	32	0	187	219	52	0	281	333	673
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	16	60	0	76	19	0	137	156	35	0	223	258	490
Light Goods Vehicle	7	14	0	21	10	0	29	39	13	0	36	49	109
Buses	0	0	0	0	0	0	4	4	0	0	4	4	8
Single-Unit Trucks	1	1	0	2	0	0	7	7	0	0	3	3	12
Articulated Trucks	9	2	0	11	0	0	3	3	1	0	0	1	15
BobTail	5	1	0	6	2	0	4	6	2	0	5	7	19
Chassis Only	1	1	0	2	1	0	0	1	0	0	3	3	6
Container Trucks	2	1	0	3	0	0	2	2	1	0	7	8	13
12/17/2015 15:45	29	59	0	88	36	0	181	217	60	0	251	311	616
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1
Cars	15	46	0	61	18	0	142	160	37	0	212	249	470
Light Goods Vehicle	6	9	0	15	7	0	22	29	14	0	19	33	77
Buses	0	0	0	0	0	0	1	1	1	0	2	3	4
Single-Unit Trucks	0	0	0	0	0	0	3	3	0	0	6	6	9
Articulated Trucks	1	0	0	1	5	0	4	9	3	0	1	4	14
BobTail	4	2	0	6	2	0	3	5	3	0	1	4	15
Chassis Only	0	0	0	0	1	0	1	2	0	0	4	4	6
Container Trucks	3	2	0	5	3	0	5	8	2	0	5	7	20
12/17/2015 16:00	51	77	0	128	29	0	223	252	42	0	265	307	687
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	22	56	0	78	16	0	176	192	30	0	230	260	530
Light Goods Vehicle	13	15	0	28	3	0	29	32	8	0	22	30	90
Buses	0	1	0	1	0	0	2	2	0	0	2	2	5
Single-Unit Trucks	0	0	0	0	0	0	5	5	2	0	5	7	12
Articulated Trucks	3	0	0	3	4	0	3	7	0	0	3	3	13
BobTail	6	3	0	9	1	0	4	5	2	0	0	2	16
Chassis Only	1	0	0	1	1	0	2	3	0	0	2	2	6
Container Trucks	6	1	0	7	4	0	2	6	0	0	1	1	14
12/17/2015 16:15	49	72	0	121	27	0	185	212	52	0	291	343	676

**Study Name** O St. and PCH TMC  
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**Site Code** 21

## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Eastbound			Eastbound To	Grand Total
	L	R	U		R	U	T		L	U	T		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	25	48	0	73	13	0	144	157	44	0	233	277	507
Light Goods Vehicle	4	11	0	15	1	0	24	25	7	0	45	52	92
Buses	0	0	0	0	0	0	0	0	0	0	2	2	2
Single-Unit Trucks	1	0	0	1	2	0	4	6	0	0	3	3	10
Articulated Trucks	2	1	0	3	1	0	2	3	1	0	2	3	9
BobTail	6	7	0	13	5	0	5	10	0	0	2	2	25
Chassis Only	4	0	0	4	3	0	1	4	0	0	1	1	9
Container Trucks	7	5	0	12	2	0	5	7	0	0	3	3	22
12/17/2015 16:30	39	73	0	112	44	0	283	327	66	0	354	420	859
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	1	1
Cars	16	52	0	68	30	0	225	255	53	0	305	358	681
Light Goods Vehicle	6	17	0	23	6	0	34	40	8	0	36	44	107
Buses	0	0	0	0	0	0	2	2	0	0	2	2	4
Single-Unit Trucks	2	0	0	2	0	0	4	4	2	0	3	5	11
Articulated Trucks	2	1	0	3	2	0	3	5	1	0	3	4	12
BobTail	6	2	0	8	3	0	8	11	2	0	2	4	23
Chassis Only	0	1	0	1	0	0	2	2	0	0	0	0	3
Container Trucks	7	0	0	7	3	0	5	8	0	0	2	2	17
12/17/2015 16:45	38	103	0	141	28	0	257	285	62	0	342	404	830
Motorcycles	0	0	0	0	0	0	3	3	0	0	0	0	3
Cars	17	80	0	97	15	0	210	225	43	0	281	324	646
Light Goods Vehicle	7	19	0	26	3	0	29	32	11	0	37	48	106
Buses	0	0	0	0	0	0	1	1	1	0	0	1	2
Single-Unit Trucks	2	1	0	3	1	0	2	3	4	0	7	11	17
Articulated Trucks	1	0	0	1	1	0	3	4	1	0	3	4	9
BobTail	5	0	0	5	3	0	2	5	2	0	4	6	16
Chassis Only	1	1	0	2	2	0	0	2	0	0	0	0	4
Container Trucks	5	2	0	7	3	0	7	10	0	0	10	10	27
12/17/2015 17:00	61	87	0	148	42	0	253	295	57	0	330	387	830
Motorcycles	1	0	0	1	0	0	2	2	1	0	1	2	5
Cars	27	64	0	91	25	0	199	224	40	0	288	328	643
Light Goods Vehicle	5	18	0	23	7	0	43	50	10	0	25	35	108
Buses	0	1	0	1	0	0	2	2	0	0	2	2	5
Single-Unit Trucks	0	1	0	1	0	0	2	2	0	0	1	1	4
Articulated Trucks	4	1	0	5	5	0	0	5	2	0	3	5	15
BobTail	16	2	0	18	3	0	1	4	1	0	4	5	27
Chassis Only	0	0	0	0	0	0	2	2	0	0	0	0	2
Container Trucks	8	0	0	8	2	0	2	4	3	0	6	9	21
12/17/2015 17:15	40	80	0	120	43	0	224	267	59	0	342	401	788
Motorcycles	0	0	0	0	0	0	1	1	0	0	2	2	3
Cars	23	64	0	87	32	0	203	235	50	0	304	354	676
Light Goods Vehicle	5	10	0	15	3	0	9	12	5	0	18	23	50
Buses	0	0	0	0	0	0	2	2	0	0	2	2	4
Single-Unit Trucks	0	2	0	2	0	0	2	2	0	0	1	1	5
Articulated Trucks	5	2	0	7	1	0	1	2	2	0	1	3	12
BobTail	3	2	0	5	3	0	3	6	0	0	6	6	17
Chassis Only	0	0	0	0	0	0	2	2	0	0	4	4	6
Container Trucks	4	0	0	4	4	0	1	5	2	0	4	6	15
12/17/2015 17:30	26	82	0	108	26	0	231	257	48	0	333	381	746
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	10	65	0	75	19	0	207	226	36	0	313	349	650
Light Goods Vehicle	6	14	0	20	0	0	22	22	11	0	6	17	59
Buses	0	0	0	0	0	0	0	0	0	0	1	1	1
Single-Unit Trucks	1	1	0	2	0	0	0	0	0	0	2	2	4
Articulated Trucks	0	1	0	1	3	0	1	4	1	0	1	2	7
BobTail	6	1	0	7	2	0	0	2	0	0	5	5	14



**Study Name** O St. and PCH TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Eastbound			Eastbound To	Grand Total
	L	R	U		R	U	T		L	U	T		
Chassis Only	1	0	0	1	0	0	0	0	0	0	1	1	2
Container Trucks	2	0	0	2	1	0	1	2	0	0	4	4	8
12/17/2015 17:45	42	84	0	126	22	0	180	202	42	0	292	334	662
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	25	66	0	91	14	0	158	172	35	0	260	295	558
Light Goods Vehicle	3	15	0	18	1	0	12	13	3	0	14	17	48
Buses	0	0	0	0	0	0	2	2	1	0	2	3	5
Single-Unit Trucks	0	0	0	0	2	0	1	3	1	0	3	4	7
Articulated Trucks	3	1	0	4	0	0	1	1	1	0	2	3	8
BobTail	8	2	0	10	3	0	2	5	1	0	6	7	22
Chassis Only	1	0	0	1	0	0	2	2	0	0	1	1	4
Container Trucks	2	0	0	2	1	0	2	3	0	0	4	4	9
Grand Total	911	1578	0	2489	816	0	5140	5956	1217	0	5796	7013	15458

**Study Name** Alameda St. Ramp and Sepulveda Blvd TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 22

## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	L	T	U		L	U	R		T	U	R		
12/17/2015 7:00	50	199	0	249	8	0	67	75	62	0	6	68	392
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	22	118	0	140	2	0	32	34	44	0	0	44	218
Light Goods Vehicle	9	34	0	43	1	0	4	5	5	0	3	8	56
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	1	4	0	5	2	0	0	2	6	0	0	6	13
Articulated Trucks	2	7	0	9	0	0	9	9	0	0	1	1	19
BobTail	12	16	0	28	1	0	3	4	1	0	2	3	35
Chassis Only	0	2	0	2	0	0	0	0	0	0	0	0	2
Container Trucks	4	17	0	21	2	0	18	20	6	0	0	6	47
12/17/2015 7:15	79	204	0	283	15	0	52	67	75	0	7	82	432
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	2
Cars	41	111	0	152	5	0	25	30	50	0	1	51	233
Light Goods Vehicle	11	33	0	44	4	0	2	6	9	0	1	10	60
Buses	0	1	0	1	0	0	1	1	1	0	0	1	3
Single-Unit Trucks	3	4	0	7	1	0	0	1	4	0	0	4	12
Articulated Trucks	5	7	0	12	2	0	6	8	3	0	2	5	25
BobTail	10	31	0	41	1	0	1	2	4	0	3	7	50
Chassis Only	2	0	0	2	1	0	0	1	2	0	0	2	5
Container Trucks	7	15	0	22	1	0	17	18	2	0	0	2	42
12/17/2015 7:30	90	246	0	336	18	0	64	82	104	0	13	117	535
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	59	144	0	203	6	0	42	48	69	0	1	70	321
Light Goods Vehicle	13	38	0	51	1	0	6	7	19	0	2	21	79
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	3	2	0	5	1	0	0	1	0	0	2	2	8
Articulated Trucks	0	11	0	11	7	0	3	10	8	0	1	9	30
BobTail	11	26	0	37	0	0	2	2	5	0	7	12	51
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	4	25	0	29	3	0	11	14	3	0	0	3	46
12/17/2015 7:45	69	256	0	325	19	0	87	106	120	0	22	142	573
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	41	156	0	197	7	0	63	70	81	0	5	86	353
Light Goods Vehicle	12	36	0	48	2	0	5	7	13	0	1	14	69
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	1	7	0	8	0	0	1	1	3	0	3	6	15
Articulated Trucks	5	13	0	18	3	0	4	7	9	0	1	10	35
BobTail	6	20	0	26	3	0	5	8	6	0	9	15	49
Chassis Only	1	2	0	3	1	0	1	2	1	0	2	3	8
Container Trucks	3	21	0	24	3	0	8	11	6	0	1	7	42
12/17/2015 8:00	67	220	1	288	14	0	57	71	67	0	9	76	435
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	41	137	0	178	4	0	32	36	49	0	2	51	265
Light Goods Vehicle	7	25	0	32	4	0	7	11	3	0	3	6	49
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	4	0	5	0	0	1	1	3	0	0	3	9
Articulated Trucks	3	11	1	15	2	0	4	6	2	0	0	2	23
BobTail	11	21	0	32	3	0	4	7	2	0	3	5	44
Chassis Only	2	3	0	5	0	0	1	1	1	0	1	2	8
Container Trucks	2	18	0	20	1	0	8	9	7	0	0	7	36
12/17/2015 8:15	52	190	0	242	12	0	55	67	149	0	20	169	478
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	18	95	0	113	4	0	27	31	91	0	2	93	237
Light Goods Vehicle	10	30	0	40	2	0	1	3	13	0	2	15	58
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Alameda St. Ramp and Sepulveda Blvd TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	L	T	U		L	U	R		T	U	R		
Single-Unit Trucks	4	5	0	9	3	0	4	7	4	0	1	5	21
Articulated Trucks	8	12	0	20	1	0	3	4	5	0	1	6	30
BobTail	9	23	0	32	0	0	1	1	11	0	6	17	50
Chassis Only	2	5	0	7	0	0	4	4	2	0	0	2	13
Container Trucks	1	20	0	21	2	0	15	17	23	0	8	31	69
12/17/2015 8:30	43	183	0	226	9	0	52	61	107	0	12	119	406
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	18	88	0	106	1	0	19	20	58	0	1	59	185
Light Goods Vehicle	3	27	0	30	0	0	1	1	17	0	0	17	48
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	7	0	7	1	0	1	2	8	0	1	9	18
Articulated Trucks	2	6	0	8	1	0	1	2	4	0	0	4	14
BobTail	13	29	0	42	1	0	4	5	8	0	6	14	61
Chassis Only	1	1	0	2	0	0	3	3	1	0	1	2	7
Container Trucks	6	25	0	31	5	0	23	28	11	0	3	14	73
12/17/2015 8:45	49	165	0	214	16	0	39	55	99	0	18	117	386
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	13	76	0	89	0	0	9	9	47	0	4	51	149
Light Goods Vehicle	7	27	0	34	2	0	2	4	15	0	1	16	54
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	2	8	0	10	0	0	2	2	4	0	3	7	19
Articulated Trucks	10	8	0	18	1	0	7	8	2	0	0	2	28
BobTail	8	14	0	22	2	0	3	5	9	0	3	12	39
Chassis Only	1	2	0	3	1	0	4	5	2	0	0	2	10
Container Trucks	8	28	0	36	10	0	12	22	19	0	7	26	84
12/17/2015 14:00	25	136	0	161	20	0	77	97	126	0	18	144	402
Motorcycles	0	1	0	1	0	0	0	0	1	0	0	1	2
Cars	8	59	0	67	4	0	26	30	66	0	2	68	165
Light Goods Vehicle	6	21	0	27	2	0	6	8	17	0	3	20	55
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	4	0	5	0	0	6	6	6	0	0	6	17
Articulated Trucks	3	13	0	16	0	0	2	2	2	0	0	2	20
BobTail	3	11	0	14	8	0	10	18	11	0	4	15	47
Chassis Only	1	3	0	4	1	0	4	5	3	0	1	4	13
Container Trucks	3	24	0	27	5	0	23	28	20	0	8	28	83
12/17/2015 14:15	34	135	1	170	19	0	58	77	137	0	27	164	411
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	13	63	1	77	3	0	19	22	74	0	6	80	179
Light Goods Vehicle	6	14	0	20	3	0	3	6	24	0	2	26	52
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	10	0	11	1	0	3	4	3	0	0	3	18
Articulated Trucks	3	4	0	7	0	0	7	7	3	0	1	4	18
BobTail	2	11	0	13	5	0	10	15	16	0	5	21	49
Chassis Only	1	4	0	5	2	0	4	6	0	0	3	3	14
Container Trucks	8	28	0	36	5	0	12	17	17	0	10	27	80
12/17/2015 14:30	43	144	0	187	21	0	74	95	167	1	29	197	479
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	22	52	0	74	6	0	33	39	102	0	6	108	221
Light Goods Vehicle	5	31	0	36	0	0	4	4	21	1	0	22	62
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	7	0	8	1	0	2	3	7	0	0	7	18
Articulated Trucks	2	6	0	8	0	0	5	5	4	0	1	5	18
BobTail	5	10	0	15	7	0	12	19	14	0	4	18	52
Chassis Only	3	2	0	5	0	0	6	6	2	0	1	3	14
Container Trucks	5	36	0	41	7	0	12	19	17	0	17	34	94

**Study Name** Alameda St. Ramp and Sepulveda Blvd TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	L	T	U		L	U	R		T	U	R		
12/17/2015 14:45	38	156	0	194	28	0	72	100	159	0	18	177	471
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	17	68	0	85	3	0	34	37	87	0	5	92	214
Light Goods Vehicle	2	26	0	28	3	0	5	8	32	0	1	33	69
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	2	9	0	11	0	0	4	4	3	0	1	4	19
Articulated Trucks	5	2	0	7	1	0	1	2	3	0	1	4	13
BobTail	3	8	0	11	15	0	8	23	14	0	3	17	51
Chassis Only	1	5	0	6	4	0	3	7	4	0	2	6	19
Container Trucks	8	38	0	46	2	0	16	18	16	0	5	21	85
12/17/2015 15:00	39	180	0	219	21	0	95	116	181	0	23	204	539
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	15	88	0	103	1	0	40	41	94	0	2	96	240
Light Goods Vehicle	4	30	0	34	2	0	5	7	30	0	5	35	76
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	6	0	8	0	0	1	1	6	0	2	8	17
Articulated Trucks	4	2	0	6	0	0	5	5	5	0	1	6	17
BobTail	6	9	0	15	12	0	25	37	28	0	1	29	81
Chassis Only	1	3	0	4	1	0	3	4	6	0	1	7	15
Container Trucks	7	42	0	49	5	0	16	21	11	0	11	22	92
12/17/2015 15:15	45	201	0	246	19	0	101	120	189	0	22	211	577
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	22	95	0	117	4	0	43	47	105	0	0	105	269
Light Goods Vehicle	6	33	0	39	0	0	8	8	36	0	6	42	89
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	0	6	0	6	0	0	0	0	5	0	0	5	11
Articulated Trucks	2	6	0	8	1	0	5	6	2	0	1	3	17
BobTail	5	14	0	19	7	0	15	22	13	0	5	18	59
Chassis Only	1	5	0	6	3	0	9	12	5	0	3	8	26
Container Trucks	9	42	0	51	4	0	21	25	22	0	7	29	105
12/17/2015 15:30	33	212	0	245	18	0	110	128	183	0	16	199	572
Motorcycles	1	0	0	1	0	0	0	0	0	0	0	0	1
Cars	19	109	0	128	1	0	42	43	96	0	3	99	270
Light Goods Vehicle	6	36	0	42	2	0	18	20	41	0	1	42	104
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	6	0	6	1	0	1	2	5	0	0	5	13
Articulated Trucks	5	3	0	8	0	0	4	4	2	0	2	4	16
BobTail	1	14	0	15	12	0	14	26	12	0	4	16	57
Chassis Only	0	8	0	8	0	0	4	4	1	0	2	3	15
Container Trucks	1	36	0	37	2	0	27	29	26	0	4	30	96
12/17/2015 15:45	55	232	0	287	17	0	85	102	143	0	27	170	559
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	24	133	0	157	2	0	35	37	67	0	4	71	265
Light Goods Vehicle	6	34	0	40	4	0	12	16	34	0	3	37	93
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	1	3	0	4	0	0	1	1	6	0	1	7	12
Articulated Trucks	6	5	0	11	0	0	4	4	6	0	3	9	24
BobTail	6	11	0	17	7	0	16	23	11	0	3	14	54
Chassis Only	1	9	0	10	2	0	1	3	1	0	1	2	15
Container Trucks	11	36	0	47	2	0	16	18	17	0	12	29	94
12/17/2015 16:00	58	264	0	322	15	0	80	95	180	0	26	206	623
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	2
Cars	35	149	0	184	5	0	42	47	99	0	10	109	340
Light Goods Vehicle	12	24	0	36	1	0	14	15	34	0	1	35	86
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1

**Study Name** Alameda St. Ramp and Sepulveda Blvd TMC  
**Start Date** Thursday, December 17, 2015 7:00  
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## Road Volumes

TMV Interval	Movement Southbound			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	L	T	U		L	U	R		T	U	R		
Single-Unit Trucks	0	4	0	4	0	0	1	1	8	0	0	8	13
Articulated Trucks	1	5	0	6	0	0	5	5	6	0	2	8	19
BobTail	4	20	0	24	5	0	9	14	9	0	5	14	52
Chassis Only	1	13	0	14	0	0	2	2	0	0	0	0	16
Container Trucks	5	46	0	51	4	0	7	11	24	0	8	32	94
12/17/2015 16:15	57	328	0	385	16	0	103	119	175	0	30	205	709
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	35	196	0	231	7	0	50	57	100	0	3	103	391
Light Goods Vehicle	8	33	0	41	2	0	10	12	25	0	5	30	83
Buses	0	0	0	0	0	0	1	1	0	0	0	0	1
Single-Unit Trucks	1	3	0	4	0	0	3	3	2	0	0	2	9
Articulated Trucks	3	4	0	7	0	0	2	2	10	0	3	13	22
BobTail	5	21	0	26	4	0	18	22	15	0	3	18	66
Chassis Only	0	10	0	10	1	0	4	5	2	0	0	2	17
Container Trucks	5	61	0	66	2	0	15	17	21	0	16	37	120
12/17/2015 16:30	62	325	0	387	22	0	146	168	200	0	25	225	780
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	39	202	0	241	6	0	78	84	118	0	4	122	447
Light Goods Vehicle	3	37	0	40	2	0	23	25	35	0	2	37	102
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	6	0	7	0	0	3	3	6	0	0	6	16
Articulated Trucks	5	6	0	11	2	0	7	9	6	0	2	8	28
BobTail	3	21	0	24	10	0	22	32	14	0	3	17	73
Chassis Only	1	11	0	12	0	0	3	3	7	0	0	7	22
Container Trucks	10	42	0	52	2	0	10	12	14	0	14	28	92
12/17/2015 16:45	84	363	0	447	29	0	109	138	219	0	22	241	826
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	54	221	0	275	6	0	61	67	148	0	9	157	499
Light Goods Vehicle	13	54	0	67	0	0	16	16	41	0	4	45	128
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	2	5	0	7	0	0	3	3	3	0	0	3	13
Articulated Trucks	2	3	0	5	2	0	0	2	3	0	0	3	10
BobTail	7	24	0	31	16	0	15	31	11	0	3	14	76
Chassis Only	0	5	0	5	0	0	2	2	1	0	0	1	8
Container Trucks	6	51	0	57	5	0	12	17	10	0	6	16	90
12/17/2015 17:00	64	289	0	353	13	0	109	122	213	0	16	229	704
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	41	158	0	199	2	0	72	74	139	0	9	148	421
Light Goods Vehicle	11	21	0	32	0	0	20	20	37	0	3	40	92
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	2	4	0	6	0	0	3	3	6	0	0	6	15
Articulated Trucks	0	11	0	11	0	0	4	4	5	0	0	5	20
BobTail	2	24	0	26	9	0	3	12	12	0	1	13	51
Chassis Only	1	6	0	7	0	0	0	0	1	0	1	2	9
Container Trucks	7	63	0	70	2	0	7	9	13	0	2	15	94
12/17/2015 17:15	76	239	0	315	17	0	91	108	242	0	15	257	680
Motorcycles	0	0	0	0	0	0	1	1	0	0	0	0	1
Cars	56	148	0	204	5	0	63	68	180	0	6	186	458
Light Goods Vehicle	5	19	0	24	1	0	13	14	33	0	2	35	73
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	6	0	8	0	0	0	0	3	0	0	3	11
Articulated Trucks	2	8	0	10	1	0	2	3	10	0	0	10	23
BobTail	5	15	0	20	5	0	8	13	12	0	5	17	50
Chassis Only	1	3	0	4	2	0	0	2	0	0	0	0	6
Container Trucks	5	40	0	45	3	0	4	7	4	0	2	6	58

**Study Name** Alameda St. Ramp and Sepulveda Bld TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 22

## Road Volumes

TMV Interval	Movement			Southbound To	Westbound			Westbound To	Northbound			Northbound To	Grand Total
	Southbound L	T	U		L	U	R		T	U	R		
12/17/2015 17:30	44	196	1	241	19	0	108	127	155	0	15	170	538
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	36	124	1	161	13	0	85	98	116	0	6	122	381
Light Goods Vehicle	1	12	0	13	2	0	12	14	19	0	2	21	48
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	3	0	4	0	0	1	1	1	0	0	1	6
Articulated Trucks	2	3	0	5	1	0	2	3	6	0	0	6	14
BobTail	3	19	0	22	0	0	3	3	7	0	3	10	35
Chassis Only	0	2	0	2	0	0	1	1	0	0	0	0	3
Container Trucks	1	33	0	34	3	0	4	7	5	0	4	9	50
12/17/2015 17:45	50	227	0	277	9	0	74	83	106	0	8	114	474
Motorcycles	0	0	0	0	0	0	1	1	1	0	0	1	2
Cars	24	145	0	169	1	0	52	53	78	0	1	79	301
Light Goods Vehicle	6	19	0	25	1	0	8	9	10	0	1	11	45
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	3	0	0	2	2	2	0	0	2	7
Articulated Trucks	10	4	0	14	1	0	4	5	10	0	3	13	32
BobTail	7	23	0	30	1	0	4	5	4	0	2	6	41
Chassis Only	0	4	0	4	1	0	0	1	0	0	1	1	6
Container Trucks	3	29	0	32	4	0	3	7	1	0	0	1	40
Grand Total	1306	5290	3	6599	414	0	1965	2379	3558	1	444	4003	12981

**Study Name** Sepulveda Blv Ramp and Alameda St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 23

## Road Volumes

TMV Interval	Movement Southbound				Southbound To Westbound				Westbound To Northbound				Northbound To Eastbound				Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
12/17/2015 7:00	27	2	29	0	58	6	164	30	0	200	1	4	1	0	6	42	60	0	0	102	366
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Cars	7	0	17	0	24	2	133	12	0	147	0	0	1	0	1	23	44	0	0	67	239
Light Goods Vehicles	7	1	4	0	12	3	17	1	0	21	1	0	0	0	1	4	7	0	0	11	45
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	1	0	0	0	1	1	6	2	0	9	0	1	0	0	1	1	0	0	0	1	12
Articulated Trucks	1	1	2	0	4	0	1	2	0	3	0	3	0	0	3	3	2	0	0	5	15
BobTail	10	0	4	0	14	0	3	3	0	6	0	0	0	0	0	0	3	0	0	3	23
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	2	0	3	0	3	9	0	12	0	0	0	0	0	11	3	0	0	14	29
12/17/2015 7:15	36	4	35	0	75	2	179	37	0	218	0	3	1	0	4	25	105	0	0	130	427
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	12	1	22	0	35	1	138	20	0	159	0	0	0	0	0	12	75	0	0	87	281
Light Goods Vehicles	3	1	6	0	10	1	26	1	0	28	0	0	0	0	0	3	12	0	0	15	53
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
Single-Unit Trucks	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	7
Articulated Trucks	5	2	1	0	8	0	5	5	0	10	0	3	0	0	3	0	1	0	0	1	22
BobTail	9	0	4	0	13	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	23
Chassis Only	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	6	0	1	0	7	0	1	11	0	12	0	0	0	0	0	7	11	0	0	18	37
12/17/2015 7:30	49	1	55	0	105	0	174	27	0	201	0	0	0	0	0	57	121	1	0	179	485
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Cars	22	0	40	0	62	0	147	19	0	166	0	0	0	0	0	34	86	1	0	121	349
Light Goods Vehicles	4	0	8	0	12	0	18	0	0	18	0	0	0	0	0	3	11	0	0	14	44
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	4	0	1	0	5	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	11
Articulated Trucks	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	6	3	0	0	9	14
BobTail	17	0	3	0	20	0	2	1	0	3	0	0	0	0	0	2	11	0	0	13	36
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
Container Trucks	2	0	1	0	3	0	1	6	0	7	0	0	0	0	0	10	7	0	0	17	27
12/17/2015 7:45	36	3	55	0	94	3	203	55	0	261	0	2	1	0	3	40	97	2	1	140	498
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	14	0	37	0	51	1	174	38	0	213	0	0	0	0	0	26	75	0	1	102	366
Light Goods Vehicles	8	2	6	0	16	2	21	2	0	25	0	0	1	0	1	3	9	2	0	14	56
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	8
Articulated Trucks	1	1	5	0	7	0	1	2	0	3	0	2	0	0	2	1	3	0	0	4	16
BobTail	8	0	4	0	12	0	3	6	0	9	0	0	0	0	0	1	1	0	0	2	23
Chassis Only	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Container Trucks	3	0	0	0	3	0	2	6	0	8	0	0	0	0	0	8	7	0	0	15	26
12/17/2015 8:00	27	5	47	0	79	3	172	42	0	217	0	4	1	0	5	27	111	0	0	138	439
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Cars	9	2	33	0	44	1	143	25	0	169	0	1	0	0	1	13	84	0	0	97	311
Light Goods Vehicles	4	1	7	0	12	2	16	3	0	21	0	1	1	0	2	5	17	0	0	22	57
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	6
Articulated Trucks	1	2	1	0	4	0	0	4	0	4	0	2	0	0	2	1	3	0	0	4	14
BobTail	8	0	6	0	14	0	6	5	0	11	0	0	0	0	0	2	3	0	0	5	30
Chassis Only	3	0	0	0	3	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	6
Container Trucks	2	0	0	0	2	0	1	3	0	4	0	0	0	0	0	5	3	0	0	8	14
12/17/2015 8:15	21	6	43	0	70	0	172	39	0	211	0	1	2	0	3	26	107	0	0	133	417
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	1	17	0	22	0	131	15	0	146	0	0	0	0	0	14	56	0	0	70	238
Light Goods Vehicles	2	0	8	0	10	0	21	4	0	25	0	0	1	0	1	2	21	0	0	23	59
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	1	1	4	0	6	0	2	3	0	5	0	0	1	0	1	3	7	0	0	10	22
Articulated Trucks	0	4	3	0	7	0	4	1	0	5	0	1	0	0	1	0	2	0	0	2	15
BobTail	9	0	7	0	16	0	10	1	0	11	0	0	0	0	0	0	7	0	0	7	34
Chassis Only	1	0	0	0	1	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	6
Container Trucks	4	0	4	0	8	0	3	11	0	14	0	0	0	0	0	7	13	0	0	20	42
12/17/2015 8:30	30	2	25	0	57	1	128	25	0	154	0	1	1	0	2	35	91	3	0	129	342
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	6	0	13	0	19	1	95	7	0	103	0	0	1	0	1	8	55	2	0	65	188
Light Goods Vehicles	3	1	0	0	4	0	13	1	0	14	0	1	0	0	1	2	12	1	0	15	34
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	5
Articulated Trucks	1	1	1	0	3	0	1	1	0	2	0	0	0	0	0	4	4	0	0	8	13

**Study Name** Sepulveda Blv Ramp and Alameda St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 23

## Road Volumes

TMV Interval	Movement Southbound				Westbound				Northbound				Eastbound				Grand Total			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U				
BobTail	12	0	8	0	20	0	14	2	0	16	0	0	0	0	2	6	0	0	8	44
Chassis Only	2	0	0	0	2	0	0	3	0	3	0	0	0	0	1	2	0	0	3	8
Container Trucks	6	0	3	0	9	0	4	11	0	15	0	0	0	0	16	10	0	0	26	50
12/17/2015 8:45	35	4	23	0	62	3	104	25	0	132	2	6	1	0	24	85	0	0	109	312
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	8	0	8	0	16	0	79	5	0	84	1	0	1	0	2	54	0	0	56	158
Light Goods Vehicles	2	0	3	0	5	3	10	1	0	14	1	1	0	0	3	10	0	0	13	34
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	4	0	2	0	6	0	3	1	0	4	0	0	0	0	1	2	0	0	3	13
Articulated Trucks	2	4	2	0	8	0	4	1	0	5	0	5	0	0	3	2	0	0	5	23
BobTail	8	0	5	0	13	0	6	3	0	9	0	0	0	0	1	5	0	0	6	28
Chassis Only	2	0	0	0	2	0	0	5	0	5	0	0	0	0	1	3	0	0	4	11
Container Trucks	9	0	3	0	12	0	2	9	0	11	0	0	0	0	13	9	0	0	22	45
12/17/2015 14:00	26	2	24	0	52	0	96	50	0	146	0	2	1	0	42	106	1	0	149	350
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	1	10	0	14	0	67	13	0	80	0	0	0	0	14	78	0	0	92	186
Light Goods Vehicles	5	0	4	0	9	0	9	5	0	14	0	0	1	0	10	10	1	0	21	45
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	2	0	3	0	5	0	2	0	0	2	0	1	0	0	3	3	0	0	6	14
Articulated Trucks	2	1	2	0	5	0	5	2	0	7	0	1	0	0	5	0	0	0	5	18
BobTail	6	0	3	0	9	0	9	17	0	26	0	0	0	0	1	3	0	0	4	39
Chassis Only	2	0	0	0	2	0	0	4	0	4	0	0	0	0	1	2	0	0	3	9
Container Trucks	6	0	2	0	8	0	3	9	0	12	0	0	0	0	8	10	0	0	18	38
12/17/2015 14:15	30	2	24	0	56	1	101	42	0	144	0	3	3	0	31	132	2	1	166	372
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	6	0	13	0	19	0	66	5	0	71	0	0	0	0	16	82	0	1	99	189
Light Goods Vehicles	5	0	2	0	7	1	8	4	0	13	0	0	1	0	1	19	0	0	20	41
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	0	1	0	0	1	0	1	3	0	4	0	0	1	0	3	3	0	0	6	12
Articulated Trucks	5	1	1	0	7	0	3	6	0	9	0	3	1	0	3	1	2	0	6	26
BobTail	4	0	3	0	7	0	14	13	0	27	0	0	0	0	2	16	0	0	18	52
Chassis Only	3	0	1	0	4	0	1	5	0	6	0	0	0	0	1	1	0	0	2	12
Container Trucks	7	0	4	0	11	0	7	6	0	13	0	0	0	0	5	9	0	0	14	38
12/17/2015 14:30	36	1	40	0	77	0	96	52	0	148	1	5	1	0	40	93	0	0	133	365
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	8	0	22	0	30	0	69	12	0	81	0	0	0	0	26	58	0	0	84	195
Light Goods Vehicles	3	0	3	0	6	0	7	2	0	9	1	0	1	0	6	10	0	0	16	33
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	1	0	1	0	4	1	0	5	0	1	0	0	1	0	0	0	1	8
Articulated Trucks	0	0	3	0	3	0	2	3	0	5	0	4	0	0	4	2	0	0	6	18
BobTail	6	0	2	0	8	0	8	22	0	30	0	0	0	0	0	8	0	0	8	46
Chassis Only	1	0	2	0	3	0	2	3	0	5	0	0	0	0	0	2	0	0	2	10
Container Trucks	18	1	7	0	26	0	3	9	0	12	0	0	0	0	3	13	0	0	16	54
12/17/2015 14:45	31	1	17	0	49	1	111	68	0	180	0	3	0	0	41	156	1	0	198	430
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	9	0	10	0	19	0	81	19	0	100	0	0	0	0	24	113	1	0	138	257
Light Goods Vehicles	3	0	0	0	3	1	11	5	0	17	0	1	0	0	5	22	0	0	27	48
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2
Single-Unit Trucks	0	0	1	0	1	0	0	3	0	3	0	0	0	0	1	1	0	0	2	6
Articulated Trucks	3	1	2	0	6	0	5	4	0	9	0	2	0	0	4	1	0	0	5	22
BobTail	5	0	1	0	6	0	8	21	0	29	0	0	0	0	2	4	0	0	6	41
Chassis Only	1	0	0	0	1	0	0	2	0	2	0	0	0	0	2	1	0	0	3	6
Container Trucks	10	0	3	0	13	0	6	13	0	19	0	0	0	0	3	12	0	0	15	47
12/17/2015 15:00	35	3	28	0	66	1	95	71	0	167	0	5	1	0	43	170	0	0	213	452
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	6	0	14	0	20	1	65	16	0	82	0	2	0	0	23	114	0	0	137	241
Light Goods Vehicles	2	0	6	0	8	0	13	1	0	14	0	1	1	0	6	30	0	0	36	60
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	3	0	4	0	1	1	0	2	0	0	0	0	1	5	0	0	6	12
Articulated Trucks	3	3	0	0	6	0	1	2	0	3	0	2	0	0	1	1	0	0	2	13
BobTail	5	0	2	0	7	0	10	33	0	43	0	0	0	0	4	7	0	0	11	61
Chassis Only	2	0	0	0	2	0	0	3	0	3	0	0	0	0	3	0	0	0	3	8
Container Trucks	16	0	3	0	19	0	5	15	0	20	0	0	0	0	5	12	0	0	17	56
12/17/2015 15:15	30	1	25	0	56	0	90	67	0	157	0	3	1	0	55	197	0	0	252	469
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	6	0	12	0	18	0	59	19	0	78	0	1	1	0	30	153	0	0	183	281
Light Goods Vehicles	5	1	4	0	10	0	9	3	0	12	0	0	0	0	6	28	0	0	34	56



**Study Name** Sepulveda Blv Ramp and Alameda St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 23

## Road Volumes

TMV Interval	Movement Southbound				Southbound To				Westbound				Westbound To				Northbound				Northbound To				Eastbound				Eastbound To	Grand Total		
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U				
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	8	8	8	
Articulated Trucks	1	0	0	0	1	0	4	3	0	7	0	2	0	0	2	0	1	0	0	1	0	0	1	3	0	0	4	11	11	11		
BobTail	3	0	3	0	6	0	10	24	0	34	0	0	0	0	0	1	3	0	0	4	4	4	4	0	0	0	4	44	44	44		
Chassis Only	3	0	1	0	4	0	1	11	0	12	0	0	0	0	0	2	1	0	0	3	3	3	3	0	0	0	3	19	19	19		
Container Trucks	11	0	4	0	15	0	7	6	0	13	0	0	0	0	0	15	7	0	0	22	22	22	22	0	0	0	22	50	50	50		
12/17/2015 15:30	25	2	29	0	56	1	100	71	0	172	0	5	4	0	9	50	246	1	0	297	297	297	297	0	0	0	297	534	534	534		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	8	0	15	0	23	0	63	12	0	75	0	2	2	0	4	26	172	1	0	199	199	199	199	0	0	0	199	301	301	301		
Light Goods Vehicles	5	1	2	0	8	1	8	9	0	18	0	1	2	0	3	12	56	0	0	68	68	68	68	0	0	0	68	97	97	97		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	1	0	1	0	3	2	0	5	0	0	0	0	0	1	2	0	0	3	3	3	3	0	0	0	3	9	9	9		
Articulated Trucks	3	1	0	0	4	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	1	1	1	0	0	0	1	8	8	8		
BobTail	3	0	5	0	8	0	10	21	0	31	0	0	0	0	0	1	6	0	0	7	7	7	7	0	0	0	7	46	46	46		
Chassis Only	0	0	2	0	2	0	4	6	0	10	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	1	13	13	13		
Container Trucks	6	0	4	0	10	0	11	21	0	32	0	0	0	0	0	9	9	0	0	18	18	18	18	0	0	0	18	60	60	60		
12/17/2015 15:45	46	3	27	0	76	0	93	45	0	138	0	0	2	0	2	55	190	0	0	245	245	245	245	0	0	0	245	461	461	461		
Motorcycles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1		
Cars	13	1	12	0	26	0	65	14	0	79	0	0	1	0	1	31	148	0	0	179	179	179	179	0	0	0	179	285	285	285		
Light Goods Vehicles	5	0	5	0	10	0	6	4	0	10	0	0	1	0	1	7	27	0	0	34	34	34	34	0	0	0	34	55	55	55		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	3	3	3	0	0	0	3	6	6	6		
Articulated Trucks	1	2	1	0	4	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	3	3	3	0	0	0	3	9	9	9		
BobTail	3	0	5	0	8	0	11	17	0	28	0	0	0	0	0	2	4	0	0	6	6	6	6	0	0	0	6	42	42	42		
Chassis Only	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	2	2	0	0	4	4	4	4	0	0	0	4	8	8	8		
Container Trucks	20	0	4	0	24	0	8	7	0	15	0	0	0	0	0	10	6	0	0	16	16	16	16	0	0	0	16	55	55	55		
12/17/2015 16:00	45	2	40	0	87	1	119	52	0	172	0	2	2	0	4	47	229	0	0	276	276	276	276	0	0	0	276	539	539	539		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	1	1	1	1		
Cars	17	0	25	0	42	0	78	25	0	103	0	1	0	0	1	26	170	0	0	196	196	196	196	0	0	0	196	342	342	342		
Light Goods Vehicles	6	0	6	0	12	0	15	2	0	17	0	1	2	0	3	10	35	0	0	45	45	45	45	0	0	0	45	77	77	77		
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1		
Single-Unit Trucks	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	3	3	3	0	0	0	3	6	6	6		
Articulated Trucks	0	2	2	0	4	1	3	3	0	7	0	2	0	0	0	2	0	0	0	2	2	2	2	0	0	0	2	13	13	13		
BobTail	6	0	5	0	11	0	9	12	0	21	0	0	0	0	0	2	12	0	0	14	14	14	14	0	0	0	14	46	46	46		
Chassis Only	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	2	2	2	0	0	0	2	5	5	5		
Container Trucks	14	0	2	0	16	0	10	9	0	19	0	0	0	0	0	4	9	0	0	13	13	13	13	0	0	0	13	48	48	48		
12/17/2015 16:15	44	1	41	0	86	0	110	70	0	180	0	4	2	0	6	50	237	0	0	287	287	287	287	0	0	0	287	559	559	559		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	1	1	1	1		
Cars	13	0	26	0	39	0	73	26	0	99	0	2	1	0	3	29	182	0	0	211	211	211	211	0	0	0	211	352	352	352		
Light Goods Vehicles	6	0	8	0	14	0	12	6	0	18	0	1	1	0	2	11	34	0	0	45	45	45	45	0	0	0	45	79	79	79		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2	2	0	0	0	2	2	2	2		
Single-Unit Trucks	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	2	2	0	0	4	4	4	4	0	0	0	4	8	8	8		
Articulated Trucks	2	1	0	0	3	0	0	1	0	1	0	1	0	0	1	2	1	0	0	3	3	3	3	0	0	0	3	8	8	8		
BobTail	5	0	1	0	6	0	11	20	0	31	0	0	0	0	0	0	8	0	0	8	8	8	8	0	0	0	8	45	45	45		
Chassis Only	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	1	7	7	7		
Container Trucks	18	0	5	0	23	0	12	10	0	22	0	0	0	0	0	5	7	0	0	12	12	12	12	0	0	0	12	57	57	57		
12/17/2015 16:30	47	0	34	0	81	0	114	80	0	194	0	4	3	0	7	73	239	1	0	313	313	313	313	0	0	0	313	595	595	595		
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2	2	0	0	0	2	2	2	2		
Cars	15	0	21	0	36	0	76	34	0	110	0	1	2	0	3	41	187	0	0	228	228	228	228	0	0	0	228	377	377	377		
Light Goods Vehicles	2	0	3	0	5	0	13	7	0	20	0	2	1	0	3	17	39	1	0	57	57	57	57	0	0	0	57	85	85	85		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	2	0	0	0	2	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7		
Articulated Trucks	3	0	1	0	4	0	1	4	0	5	0	1	0	0	1	3	0	0	0	3	3	3	3	0	0	0	3	13	13	13		
BobTail	1	0	6	0	7	0	11	26	0	37	0	0	0	0	0	4	4	0	0	8	8	8	8	0	0	0	8	52	52	52		
Chassis Only	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5		
Container Trucks	24	0	3	0	27	0	7	5	0	12	0	0	0	0	0	8	7	0	0	15	15	15	15	0	0	0	15	54	54	54		
12/17/2015 16:45	51	0	53	0	104	0	131	72	0	203	0	0	0	0	0	66	209	0	0	275	275	275	275	0	0	0	275	582	582	582		
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	1	2	2	2		
Cars	25	0	38	0	63	0	105																									

**Study Name** Sepulveda Blv Ramp and Alameda St TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Thursday, December 17, 2015 18:00  
**Site Code** 23

## Road Volumes

TMV Interval	Movement Southbound				Movement Westbound				Movement Northbound				Movement Eastbound				Grand Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Cars	13	0	42	0	55	0	97	31	128	0	0	0	0	44	171	0	216
Light Goods Vehicles	4	0	12	0	16	0	18	7	25	0	1	0	1	14	16	0	30
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	1	0	1	0	2	0	2	0	0	0	0	3	0	0	3
Articulated Trucks	0	0	1	0	1	0	0	2	2	1	3	0	4	1	2	0	3
BobTail	2	0	0	0	2	0	6	10	16	0	0	0	0	1	17	0	18
Chassis Only	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3
Container Trucks	5	0	0	0	5	0	2	3	5	0	0	0	0	5	7	0	12
<b>12/17/2015 17:15</b>	<b>40</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>91</b>	<b>1</b>	<b>129</b>	<b>41</b>	<b>171</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>64</b>	<b>228</b>	<b>0</b>	<b>292</b>
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Cars	23	0	37	0	60	0	112	26	138	0	0	0	0	48	174	0	222
Light Goods Vehicles	2	0	2	0	4	1	13	2	16	0	0	1	1	7	11	0	18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	1	0	0	2	0	0	1	1	0	2	0	0	2	2	0	4
BobTail	4	0	8	0	12	0	3	10	13	0	0	0	0	2	32	0	34
Chassis Only	2	0	0	0	2	0	0	0	0	0	0	0	0	2	6	0	8
Container Trucks	7	0	2	0	9	0	1	2	3	0	0	0	0	2	3	0	5
<b>12/17/2015 17:30</b>	<b>19</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>61</b>	<b>1</b>	<b>99</b>	<b>44</b>	<b>144</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>253</b>	<b>0</b>	<b>337</b>
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Cars	10	0	36	0	46	1	84	34	119	2	0	0	0	67	212	0	279
Light Goods Vehicles	0	0	2	0	2	0	10	2	12	0	0	0	0	8	12	0	20
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	1	0	1	0	0	1	1	0	0	0	0	2	1	0	3
Articulated Trucks	1	0	0	0	1	0	0	2	2	0	1	0	0	0	0	0	0
BobTail	4	0	2	0	6	0	4	2	6	0	0	0	0	2	18	0	20
Chassis Only	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2
Container Trucks	4	0	1	0	5	0	1	2	3	0	0	0	0	5	6	0	11
<b>12/17/2015 17:45</b>	<b>25</b>	<b>4</b>	<b>30</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>101</b>	<b>25</b>	<b>126</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>55</b>	<b>238</b>	<b>0</b>	<b>293</b>
Motorcycles	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0
Cars	11	0	15	0	26	0	86	14	100	0	0	0	0	39	181	0	220
Light Goods Vehicles	1	0	7	0	8	0	10	1	11	1	0	2	3	11	6	0	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Articulated Trucks	1	4	4	0	9	0	0	3	3	0	1	0	0	1	1	0	2
BobTail	7	0	3	0	10	0	5	3	8	0	0	0	0	1	44	0	45
Chassis Only	0	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1
Container Trucks	5	0	0	0	5	0	0	2	2	0	0	0	0	3	4	0	7
<b>Grand Total</b>	<b>816</b>	<b>50</b>	<b>872</b>	<b>0</b>	<b>1738</b>	<b>25</b>	<b>3006</b>	<b>1183</b>	<b>4214</b>	<b>8</b>	<b>65</b>	<b>32</b>	<b>105</b>	<b>1140</b>	<b>3918</b>	<b>12</b>	<b>5073</b>

**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

## Road Volumes

Interval	Movement																				Grand Total
	Southbound				Westbound				Northbound				Eastbound								
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
12/17/2015 7:00	1	2	0	0	3	0	0	1	0	1	0	2	3	0	5	0	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	
Light Goods Vehicles	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12/17/2015 7:15	3	1	0	0	4	2	0	0	0	2	0	6	8	0	14	0	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	1	1	0	0	2	1	0	0	0	1	0	4	2	0	6	0	0	0	0	0	
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
Articulated Trucks	2	0	0	0	2	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	
12/17/2015 7:30	3	8	0	0	11	2	0	0	0	2	0	3	12	0	15	0	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	2	7	0	0	9	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0	
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	2	0	0	0	2	0	0	4	0	4	0	0	0	0	0	
BobTail	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	
12/17/2015 7:45	6	6	0	0	12	1	0	1	0	2	0	21	12	0	33	0	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
Cars	3	4	0	0	7	0	0	1	0	1	0	14	9	0	23	0	0	0	0	0	
Light Goods Vehicles	2	1	0	0	3	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	
12/17/2015 8:00	7	8	0	0	15	6	0	0	0	6	2	10	9	0	21	0	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	5	7	0	0	12	2	0	0	0	2	2	9	5	0	16	0	0	0	0	0	
Light Goods Vehicles	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	
12/17/2015 8:15	5	8	0	0	13	2	0	0	0	2	0	23	21	0	44	0	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	5	4	0	0	9	1	0	0	0	1	0	19	15	0	34	0	0	0	0	0	
Light Goods Vehicles	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	
12/17/2015 8:30	1	16	0	0	17	3	0	0	0	3	0	28	20	0	48	0	0	0	0	0	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	7	0	0	7	3	0	0	0	3	0	19	8	0	27	0	0	0	0	0	
Light Goods Vehicles	1	9	0	0	10	0	0	0	0	0	0	5	5	0	10	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

## Road Volumes

TMV Interval	Southbound				Westbound				Northbound				Eastbound				Grand Total			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	
BobTail	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	
Container Trucks	0	0	0	0	0	0	0	0	0	0	1	6	0	7	0	0	0	0	7	
12/17/2015 8:45	4	19	0	0	23	1	0	0	0	1	0	33	27	0	60	0	0	0	0	84
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	9	0	0	11	1	0	0	0	1	0	28	15	0	43	0	0	0	0	55
Light Goods Vehicles	1	8	0	0	9	0	0	0	0	0	0	5	1	0	6	0	0	0	0	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	1	0	0	0	1	0	0	0	0	0	0	8	0	8	0	0	0	0	0	9
12/17/2015 9:00	4	13	0	0	17	1	0	0	0	1	0	28	32	0	60	0	0	1	0	79
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	9	0	0	10	1	0	0	0	1	0	21	13	0	34	0	0	0	0	45
Light Goods Vehicles	2	4	0	0	6	0	0	0	0	0	0	5	9	0	14	0	0	0	0	20
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0	6
12/17/2015 9:15	32	16	0	0	48	3	0	0	0	3	0	35	45	0	80	0	0	0	0	131
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	24	10	0	0	34	0	0	0	0	0	0	26	16	0	42	0	0	0	0	76
Light Goods Vehicles	8	5	0	0	13	1	0	0	0	1	0	7	11	0	18	0	0	0	0	32
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
BobTail	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	0	0	0	0	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	1	0	0	0	1	0	1	13	0	14	0	0	0	0	15
12/17/2015 9:30	20	33	0	0	53	6	0	0	0	6	0	64	52	0	116	1	0	0	0	176
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	16	22	0	0	38	0	0	0	0	0	0	56	21	0	77	1	0	0	0	116
Light Goods Vehicles	3	8	0	0	11	1	0	0	0	1	0	7	12	0	19	0	0	0	0	31
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	0	1	2	0	0	0	2	0	1	6	0	7	0	0	0	0	10
Chassis Only	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Container Trucks	1	0	0	0	1	0	0	0	0	0	0	0	12	0	12	0	0	0	0	13
12/17/2015 9:45	14	39	0	0	53	11	0	2	0	13	0	99	47	0	146	0	0	0	0	212
Motorcycles	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Cars	7	27	0	0	34	5	0	1	0	6	0	87	19	0	106	0	0	0	0	146
Light Goods Vehicles	3	9	0	0	12	2	0	1	0	3	0	11	5	0	16	0	0	0	0	31
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	1	0	0	0	1	2	0	0	0	2	0	0	5	0	5	0	0	0	0	8
Chassis Only	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Container Trucks	1	0	0	0	1	0	0	0	0	0	0	0	16	0	16	0	0	0	0	17
12/17/2015 10:00	1	30	1	0	32	6	0	2	0	8	0	57	26	1	84	0	0	0	0	124
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	15	0	0	15	2	0	1	0	3	0	48	1	1	50	0	0	0	0	68
Light Goods Vehicles	0	11	1	0	12	0	0	1	0	1	0	5	1	0	6	0	0	0	0	19
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	7
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	3
BobTail	0	0	0	0	0	3	0	0	0	3	0	1	9	0	10	0	0	0	0	13
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	0	12
12/17/2015 10:15	1	23	0	0	24	14	0	5	0	19	0	49	23	0	72	0	0	0	0	115
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

### Road Volumes

TMV Interval	Movement																Grand Total				
	Southbound				Westbound				Northbound				Eastbound								
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
Cars	0	16	0	0	16	8	0	3	0	11	0	38	2	0	40	0	0	0	0	0	67
Light Goods Vehicles	0	5	0	0	5	0	0	2	0	2	0	9	2	0	11	0	0	0	0	0	18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
BobTail	0	0	0	0	0	3	0	0	0	3	0	2	6	0	8	0	0	0	0	0	11
Chassis Only	0	0	0	0	0	2	0	0	0	2	0	0	4	0	4	0	0	0	0	0	6
Container Trucks	1	0	0	0	1	1	0	0	0	1	0	0	8	0	8	0	0	0	0	0	10
12/17/2015 10:30	3	28	0	0	31	7	0	0	0	7	0	26	29	0	55	0	0	0	0	0	93
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	1	13	0	0	14	0	0	0	0	0	0	16	3	0	19	0	0	0	0	0	33
Light Goods Vehicles	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
BobTail	0	1	0	0	1	5	0	0	0	5	0	1	10	0	11	0	0	0	0	0	17
Chassis Only	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3
Container Trucks	2	0	0	0	2	0	0	0	0	0	0	0	15	0	15	0	0	0	0	0	17
12/17/2015 10:45	2	16	0	0	18	7	0	1	0	8	0	31	39	0	70	0	0	0	0	0	96
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	8	0	0	9	0	0	0	0	0	0	25	3	0	28	0	0	0	0	0	37
Light Goods Vehicles	0	7	0	0	7	1	0	0	0	1	0	2	2	0	4	0	0	0	0	0	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
BobTail	0	0	0	0	0	1	0	1	0	2	0	2	13	0	15	0	0	0	0	0	17
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Container Trucks	1	0	0	0	1	4	0	0	0	4	0	0	19	0	19	0	0	0	0	0	24
12/17/2015 11:00	2	27	0	0	29	14	0	3	0	17	0	55	45	0	100	1	0	0	0	1	147
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	1	15	0	0	16	0	0	1	0	1	0	28	0	0	28	0	0	0	0	0	45
Light Goods Vehicles	0	11	0	0	11	2	0	2	0	4	0	18	3	0	21	1	0	0	0	1	37
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	5	0	0	0	5	0	3	15	0	18	0	0	0	0	0	23
Chassis Only	0	0	0	0	0	2	0	0	0	2	0	2	5	0	7	0	0	0	0	0	9
Container Trucks	1	0	0	0	1	5	0	0	0	5	0	0	22	0	22	0	0	0	0	0	28
12/17/2015 11:15	2	26	0	0	28	10	0	0	0	10	0	31	36	0	67	0	0	0	0	0	105
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cars	2	16	0	0	18	2	0	0	0	2	0	21	2	0	23	0	0	0	0	0	43
Light Goods Vehicles	0	9	0	0	9	2	0	0	0	2	0	6	3	0	9	0	0	0	0	0	20
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
BobTail	0	1	0	0	1	3	0	0	0	3	0	2	14	0	16	0	0	0	0	0	20
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Container Trucks	0	0	0	0	0	2	0	0	0	2	0	0	16	0	16	0	0	0	0	0	18
12/17/2015 11:30	0	12	0	0	12	13	0	1	0	14	0	33	40	0	73	0	0	0	0	0	99
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	9	0	0	9	1	0	1	0	2	0	20	3	0	23	0	0	0	0	0	34
Light Goods Vehicles	0	2	0	0	2	0	0	0	0	0	0	10	2	0	12	0	0	0	0	0	14
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	0	1	2	0	0	0	2	0	0	13	0	13	0	0	0	0	0	16
Chassis Only	0	0	0	0	0	3	0	0	0	3	0	0	2	0	2	0	0	0	0	0	5
Container Trucks	0	0	0	0	0	7	0	0	0	7	0	0	20	0	20	0	0	0	0	0	27
12/17/2015 11:45	4	30	0	0	34	17	0	3	0	20	0	41	36	0	77	1	0	0	0	1	132
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	23	0	0	25	9	0	2	0	11	0	29	5	0	34	0	0	0	0	0	70
Light Goods Vehicles	0	3	0	0	3	1	0	1	0	2	0	10	1	0	11	1	0	0	0	1	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	0	2	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
BobTail	1	2	0	0	3	3	0	0	0	3	0	0	12	0	12	0	0	0	0	0	18

**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

## Road Volumes

TMV	Movement																Grand Total			
	Southbound				Westbound				Northbound				Eastbound							
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U				
Chassis Only	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
Container Trucks	1	0	0	0	1	3	0	0	0	3	0	0	14	0	14	0	0	0	0	18
12/17/2015 12:00	2	30	0	0	32	7	0	3	0	10	0	51	37	1	89	0	0	0	0	131
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	23	0	0	23	1	0	2	0	3	0	36	1	0	37	0	0	0	0	63
Light Goods Vehicles	0	4	0	0	4	0	0	1	0	1	0	10	2	1	13	0	0	0	0	18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	3
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	4	0	0	0	4	0	4	12	0	16	0	0	0	0	20
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	0	0	0	3
Container Trucks	1	1	0	0	2	1	0	0	0	1	0	0	20	0	20	0	0	0	0	23
12/17/2015 12:15	2	27	0	0	29	10	0	0	0	10	0	54	32	0	86	0	1	0	0	126
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	22	0	0	23	1	0	0	0	1	0	43	2	0	45	0	1	0	0	70
Light Goods Vehicles	0	4	0	0	4	1	0	0	0	1	0	7	2	0	9	0	0	0	0	14
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	0	1	4	0	0	0	4	0	2	10	0	12	0	0	0	0	17
Chassis Only	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	3
Container Trucks	0	0	0	0	0	4	0	0	0	4	0	0	15	0	15	0	0	0	0	19
12/17/2015 12:30	1	30	0	0	31	11	0	1	0	12	0	44	38	1	83	2	0	0	0	128
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	1	16	0	0	17	2	0	1	0	3	0	33	0	1	34	1	0	0	0	55
Light Goods Vehicles	0	9	0	0	9	1	0	0	0	1	0	6	0	0	6	1	0	0	0	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	0	1	3	0	0	0	3	0	0	14	0	14	0	0	0	0	18
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6	0	0	0	0	6
Container Trucks	0	1	0	0	1	5	0	0	0	5	0	0	21	0	21	0	0	0	0	27
12/17/2015 12:45	0	32	0	0	32	28	0	9	0	37	0	45	27	1	73	0	0	0	0	142
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	19	0	0	19	11	0	7	0	18	0	30	1	1	32	0	0	0	0	69
Light Goods Vehicles	0	8	0	0	8	6	0	1	0	7	0	11	1	0	12	0	0	0	0	27
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	4
BobTail	0	1	0	0	1	5	0	1	0	6	0	2	4	0	6	0	0	0	0	13
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3	0	0	0	0	4
Container Trucks	0	0	0	0	0	5	0	0	0	5	0	0	16	0	16	0	0	0	0	21
12/17/2015 13:00	3	20	0	0	23	17	0	2	0	19	0	35	43	0	78	2	0	1	0	123
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	10	0	0	11	7	0	1	0	8	0	24	1	0	25	1	0	1	0	46
Light Goods Vehicles	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	1	0	0	0	13
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	6	0	0	6	0	0	1	0	1	0	1	1	0	2	0	0	0	0	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
BobTail	0	0	0	0	0	3	0	0	0	3	0	3	13	0	16	0	0	0	0	19
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Container Trucks	2	0	0	0	2	6	0	0	0	6	0	0	24	0	24	0	0	0	0	32
12/17/2015 13:15	7	31	0	0	38	10	0	2	0	12	0	42	38	0	80	0	0	0	0	130
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	24	0	0	28	3	0	1	0	4	0	26	4	0	30	0	0	0	0	62
Light Goods Vehicles	1	7	0	0	8	0	0	1	0	1	0	12	0	0	12	0	0	0	0	21
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	0	1	2	0	0	0	2	0	2	6	0	8	0	0	0	0	11
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	2	3	0	5	0	0	0	0	6
Container Trucks	1	0	0	0	1	4	0	0	0	4	0	0	25	0	25	0	0	0	0	30
12/17/2015 13:30	3	40	0	0	43	28	0	5	0	33	0	40	27	0	67	0	0	0	0	143
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Cars	2	21	0	0	23	11	0	3	0	14	0	28	3	0	31	0	0	0	0	68
Light Goods Vehicles	1	13	0	0	14	4	0	2	0	6	0	8	1	0	9	0	0	0	0	29

**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

## Road Volumes

TMV Interval	Southbound				Westbound				Northbound				Eastbound				Grand Total			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U				
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	4
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	1	0	0	1	8	0	0	0	8	0	1	8	0	9	0	0	0	0	18
Chassis Only	0	0	0	0	0	2	0	0	0	2	0	0	3	0	3	0	0	0	0	5
Container Trucks	0	1	0	0	1	2	0	0	0	2	0	1	12	0	13	0	0	0	0	16
12/17/2015 13:45	6	40	0	0	46	52	0	20	0	72	0	53	30	0	83	0	0	0	0	201
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Cars	2	34	0	0	36	31	0	7	0	38	0	34	6	0	40	0	0	0	0	114
Light Goods Vehicles	2	3	0	0	5	15	0	11	0	26	0	11	1	0	12	0	0	0	0	43
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	2
BobTail	1	3	0	0	4	4	0	0	0	4	0	2	3	0	5	0	0	0	0	13
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
Container Trucks	1	0	0	0	1	1	0	1	0	2	0	2	17	0	19	0	0	0	0	22
12/17/2015 14:00	5	31	0	0	36	14	0	2	0	16	0	63	50	0	113	0	0	0	0	165
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	24	0	0	26	3	0	0	0	3	0	45	5	0	50	0	0	0	0	79
Light Goods Vehicles	3	5	0	0	8	2	0	1	0	3	0	12	1	0	13	0	0	0	0	24
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Single-Unit Trucks	0	2	0	0	2	0	0	1	0	1	0	1	2	0	3	0	0	0	0	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	3	0	0	0	3	0	3	10	0	13	0	0	0	0	16
Chassis Only	0	0	0	0	0	3	0	0	0	3	0	1	3	0	4	0	0	0	0	7
Container Trucks	0	0	0	0	0	3	0	0	0	3	0	0	29	0	29	0	0	0	0	32
12/17/2015 14:15	5	36	0	0	41	13	0	1	0	14	0	58	37	0	95	0	0	1	0	151
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	2	33	0	0	35	1	0	1	0	2	0	41	3	0	44	0	0	0	0	81
Light Goods Vehicles	1	3	0	0	4	1	0	0	0	1	0	12	3	0	15	0	0	1	0	21
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	10	0	0	0	10	0	1	7	0	8	0	0	0	0	18
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0	5
Container Trucks	2	0	0	0	2	1	0	0	0	1	0	0	21	0	21	0	0	0	0	24
12/17/2015 14:30	11	31	0	0	42	15	0	3	0	18	0	59	70	0	129	0	0	0	0	189
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	20	0	0	23	2	0	2	0	4	0	43	29	0	72	0	0	0	0	99
Light Goods Vehicles	6	10	0	0	16	1	0	1	0	2	0	10	9	0	19	0	0	0	0	37
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
BobTail	0	0	0	0	0	9	0	0	0	9	0	2	13	0	15	0	0	0	0	24
Chassis Only	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	0	0	0	0	4
Container Trucks	2	0	0	0	2	1	0	0	0	1	0	0	17	0	17	0	0	0	0	20
12/17/2015 14:45	20	52	0	0	72	8	0	1	0	9	0	57	68	0	125	0	1	1	0	208
Motorcycles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars	14	34	0	0	48	3	0	1	0	4	0	34	21	0	55	0	1	1	0	109
Light Goods Vehicles	2	14	0	0	16	0	0	0	0	0	0	20	9	0	29	0	0	0	0	45
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	5
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	1	0	0	0	1	2	0	0	0	2	0	1	8	0	9	0	0	0	0	12
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	0	0	0	3
Container Trucks	2	0	0	0	2	2	0	0	0	2	0	0	28	0	28	0	0	0	0	32
12/17/2015 15:00	1	33	0	0	34	14	0	3	0	17	0	58	44	0	102	0	0	0	0	153
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Cars	1	27	0	0	28	5	0	1	0	6	0	40	4	0	44	0	0	0	0	78
Light Goods Vehicles	0	3	0	0	3	2	0	1	0	3	0	11	1	0	12	0	0	0	0	18
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
BobTail	0	0	0	0	0	5	0	1	0	6	0	1	18	0	19	0	0	0	0	25
Chassis Only	0	2	0	0	2	1	0	0	0	1	0	0	2	0	2	0	0	0	0	5
Container Trucks	0	0	0	0	0	1	0	0	0	1	0	0	18	0	18	0	0	0	0	19

<b>Study Name</b>	Front St and Knoll Dr/WBCT Gate 2 TMC
<b>Start Date</b>	Thursday, December 17, 2015 7:00
<b>End Date</b>	Friday, December 18, 2015 8:15
<b>Site Code</b>	24

## Road Volumes

TMV Interval	Southbound				Westbound				Northbound				Eastbound				Grand Total				
	Southbound	Southbound	Westbound	Westbound	Northbound	Northbound	Eastbound	Eastbound													
	L T R U	L T R U	L T R U	L T R U	L T R U	L T R U	L T R U	L T R U													
12/17/2015 15:15	3	38	0	0	41	9	0	1	0	10	0	55	45	1	101	0	0	0	0	0	152
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	31	0	0	32	1	0	1	0	2	0	39	3	1	43	0	0	0	0	0	77
Light Goods Vehicles	2	4	0	0	6	1	0	0	0	1	0	11	1	0	12	0	0	0	0	0	19
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	0	2	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	0	1	5	0	0	0	5	0	4	21	0	25	0	0	0	0	0	31
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
Container Trucks	0	0	0	0	0	1	0	0	0	1	0	0	15	0	15	0	0	0	0	0	16
12/17/2015 15:30	12	35	0	0	47	27	0	9	0	36	0	61	40	0	101	0	0	0	0	0	184
Motorcycles	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Cars	2	21	0	0	23	2	0	0	0	2	0	49	4	0	53	0	0	0	0	0	78
Light Goods Vehicles	1	11	0	0	12	2	0	0	0	2	0	9	2	0	11	0	0	0	0	0	25
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	4
Articulated Trucks	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
BobTail	7	0	0	0	7	11	0	4	0	15	0	2	11	0	13	0	0	0	0	0	35
Chassis Only	0	0	0	0	0	4	0	2	0	6	0	1	2	0	3	0	0	0	0	0	9
Container Trucks	1	0	0	0	1	6	0	2	0	8	0	0	20	0	20	0	0	0	0	0	29
12/17/2015 15:45	7	26	0	0	33	19	0	5	0	24	0	59	55	0	114	0	0	0	0	0	171
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	22	0	0	25	0	0	2	0	2	0	31	6	0	37	0	0	0	0	0	64
Light Goods Vehicles	1	4	0	0	5	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	25
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	5
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
BobTail	2	0	0	0	2	6	0	3	0	9	0	4	20	0	24	0	0	0	0	0	35
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	1	3	0	4	0	0	0	0	0	5
Container Trucks	1	0	0	0	1	9	0	0	0	9	0	1	25	0	26	0	0	0	0	0	36
12/17/2015 16:00	9	32	0	0	41	29	0	21	0	50	0	52	40	0	92	1	0	0	0	1	184
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars	1	24	0	0	25	3	0	3	0	6	0	36	2	0	38	1	0	0	0	1	70
Light Goods Vehicles	2	7	0	0	9	0	0	1	0	1	0	11	1	0	12	0	0	0	0	0	22
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	6
BobTail	5	0	0	0	5	12	0	4	0	16	0	2	15	0	17	0	0	0	0	0	38
Chassis Only	0	0	0	0	0	1	0	8	0	9	0	1	2	0	3	0	0	0	0	0	12
Container Trucks	0	0	0	0	0	13	0	5	0	18	0	1	15	0	16	0	0	0	0	0	34
12/17/2015 16:15	10	37	0	0	47	26	0	5	0	31	0	53	51	0	104	0	0	0	0	0	182
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	29	0	0	32	3	0	1	0	4	0	38	6	0	44	0	0	0	0	0	80
Light Goods Vehicles	0	5	0	0	5	1	0	2	0	3	0	10	2	0	12	0	0	0	0	0	20
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Articulated Trucks	0	1	0	0	1	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	5
BobTail	3	2	0	0	5	7	0	1	0	8	0	1	13	0	14	0	0	0	0	0	27
Chassis Only	1	0	0	0	1	2	0	0	0	2	0	0	3	0	3	0	0	0	0	0	6
Container Trucks	3	0	0	0	3	12	0	1	0	13	0	0	24	0	24	0	0	0	0	0	40
12/17/2015 16:30	2	40	0	0	42	23	0	2	0	25	0	54	39	0	93	0	0	0	0	0	160
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	31	0	0	32	9	0	1	0	10	0	37	4	0	41	0	0	0	0	0	83
Light Goods Vehicles	0	8	0	0	8	2	0	1	0	3	0	10	1	0	11	0	0	0	0	0	22
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
BobTail	0	1	0	0	1	4	0	0	0	4	0	1	11	0	12	0	0	0	0	0	17
Chassis Only	0	0	0	0	0	3	0	0	0	3	0	1	5	0	6	0	0	0	0	0	9
Container Trucks	1	0	0	0	1	5	0	0	0	5	0	1	17	0	18	0	0	0	0	0	24
12/17/2015 16:45	4	23	0	0	27	27	0	5	0	32	0	44	33	0	77	0	0	0	0	0	136
Motorcycles	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Cars	0	16	0	0	16	14	0	0	0	14	0	30	1	0	31	0	0	0	0	0	61
Light Goods Vehicles	1	7	0	0	8	3	0	0	0	3	0	8	1	0	9	0	0	0	0	0	20
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2



**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

## Road Volumes

TMV Interval	ovement																Grand Total					
	Southbound				Westbound				Northbound				Eastbound									
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	3	0	0	0	3	4	0	1	0	5	0	1	13	0	14	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	5	0	3	0	8	0	2	17	0	19	0	0	0	0	0	0	0
12/17/2015 17:00	3	36	0	0	39	11	0	3	0	14	0	45	29	1	75	0	0	1	0	1		129
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars	0	30	0	0	30	2	0	1	0	3	0	32	0	1	33	0	0	1	0	1		67
Light Goods Vehicles	1	4	0	0	5	1	0	2	0	3	0	11	1	0	12	0	0	0	0	0	0	20
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
BobTail	1	0	0	0	1	3	0	0	0	3	0	1	4	0	5	0	0	0	0	0	0	9
Chassis Only	0	0	0	0	0	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	0	5
Container Trucks	1	0	0	0	1	3	0	0	0	3	0	0	21	0	21	0	0	0	0	0	0	25
12/17/2015 17:15	3	34	0	0	37	5	0	0	0	5	0	55	19	0	74	0	0	0	0	0	0	116
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Cars	0	28	0	0	28	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	0	69
Light Goods Vehicles	0	6	0	0	6	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
BobTail	1	0	0	0	1	2	0	0	0	2	0	0	6	0	6	0	0	0	0	0	0	9
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	4
Container Trucks	1	0	0	0	1	2	0	0	0	2	0	0	10	0	10	0	0	0	0	0	0	13
12/17/2015 17:30	7	36	0	0	43	15	0	3	0	18	0	60	27	0	87	0	0	0	0	0	0	148
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars	1	29	0	0	30	2	0	0	0	2	0	44	1	0	45	0	0	0	0	0	0	77
Light Goods Vehicles	0	6	0	0	6	0	0	2	0	2	0	13	3	0	16	0	0	0	0	0	0	24
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3
BobTail	4	0	0	0	4	6	0	0	0	6	0	0	10	0	10	0	0	0	0	0	0	20
Chassis Only	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Container Trucks	2	0	0	0	2	5	0	1	0	6	0	0	11	0	11	0	0	0	0	0	0	19
12/17/2015 17:45	3	37	0	0	40	9	0	0	0	9	0	56	28	0	84	0	0	2	0	2		135
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	32	0	0	32	1	0	0	0	1	0	39	2	0	41	0	0	1	0	1		75
Light Goods Vehicles	0	3	0	0	3	1	0	0	0	1	0	13	4	0	17	0	0	1	0	1		22
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Articulated Trucks	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3
BobTail	2	0	0	0	2	4	0	0	0	4	0	1	3	0	4	0	0	0	0	0	0	10
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Container Trucks	1	0	0	0	1	2	0	0	0	2	0	1	17	0	18	0	0	0	0	0	0	21
12/17/2015 18:00	1	38	0	0	39	24	0	1	0	25	0	48	25	0	73	0	0	1	0	1		138
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	33	0	0	33	5	0	0	0	5	0	41	2	0	43	0	0	1	0	1		82
Light Goods Vehicles	0	3	0	0	3	1	0	0	0	1	0	5	3	0	8	0	0	0	0	0	0	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
BobTail	0	0	0	0	0	14	0	1	0	15	0	1	7	0	8	0	0	0	0	0	0	23
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	3
Container Trucks	1	0	0	0	1	3	0	0	0	3	0	0	11	0	11	0	0	0	0	0	0	15
12/17/2015 18:15	3	38	0	0	41	14	0	0	0	14	0	57	29	0	86	0	0	0	0	0	0	141
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	32	0	0	32	1	0	0	0	1	0	44	8	0	52	0	0	0	0	0	0	85
Light Goods Vehicles	1	6	0	0	7	4	0	0	0	4	0	11	1	0	12	0	0	0	0	0	0	23
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
BobTail	0	0	0	0	0	8	0	0	0	8	0	0	9	0	9	0	0	0	0	0	0	17
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Container Trucks	2	0	0	0	2	1	0	0	0	1	0	1	9	0	10	0	0	0	0	0	0	13
12/17/2015 18:30	8	38	0	0	46	34	0	2	0	36	0	50	28	0	78	0	0	1	0	1		161
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

### Road Volumes

TMV Interval	Southbound				Westbound				Northbound				Eastbound				Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
Cars	2	30	0	0	32	18	0	1	0	19	0	41	10	0	51	0	0	1	0	1	103
Light Goods Vehicles	2	6	0	0	8	7	0	0	0	7	0	7	5	0	12	0	0	0	0	0	27
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	0	1	0	0	1	8	0	0	0	8	0	0	3	0	3	0	0	0	0	0	12
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
Container Trucks	3	0	0	0	3	1	0	1	0	2	0	0	8	0	8	0	0	0	0	0	13
12/17/2015 18:45	8	44	0	0	52	63	0	37	0	100	0	51	31	0	82	1	0	0	0	1	235
Motorcycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars	3	35	0	0	38	39	0	28	0	67	0	34	11	0	45	1	0	0	0	1	151
Light Goods Vehicles	3	5	0	0	8	19	0	9	0	28	0	16	3	0	19	0	0	0	0	0	55
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	2	0	0	0	2	0	0	4	0	4	0	0	0	0	0	6
Chassis Only	0	0	0	0	0	2	0	0	0	2	0	0	3	0	3	0	0	0	0	0	5
Container Trucks	2	1	0	0	3	1	0	0	0	1	0	0	10	0	10	0	0	0	0	0	14
12/17/2015 19:00	14	39	0	0	53	24	0	5	0	29	0	56	30	0	86	0	0	1	0	1	169
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	7	31	0	0	38	19	0	5	0	24	0	48	6	0	54	0	0	1	0	1	117
Light Goods Vehicles	0	4	0	0	4	4	0	0	0	4	0	8	8	0	16	0	0	0	0	0	24
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	0	1	1	0	0	0	1	0	0	4	0	4	0	0	0	0	0	6
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	7	0	0	0	7	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	19
12/17/2015 19:15	28	40	0	0	68	13	0	1	1	15	0	49	42	0	91	0	0	0	0	0	174
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	15	33	0	0	48	7	0	0	1	8	0	44	20	0	64	0	0	0	0	0	120
Light Goods Vehicles	6	5	0	0	11	4	0	1	0	5	0	5	5	0	10	0	0	0	0	0	26
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	0	1	1	0	0	0	1	0	0	5	0	5	0	0	0	0	0	7
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
Container Trucks	7	0	0	0	7	1	0	0	0	1	0	0	9	0	9	0	0	0	0	0	17
12/17/2015 19:30	32	45	0	1	78	7	0	3	0	10	0	38	45	0	83	0	0	0	0	0	171
Motorcycles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Cars	18	36	0	1	55	5	0	2	0	7	0	33	29	0	62	0	0	0	0	0	124
Light Goods Vehicles	6	8	0	0	14	1	0	0	0	1	0	3	5	0	8	0	0	0	0	0	23
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
BobTail	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	5
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Container Trucks	6	0	0	0	6	1	0	0	0	1	0	0	8	0	8	0	0	0	0	0	15
12/17/2015 19:45	18	47	0	1	66	9	0	3	0	12	0	53	32	0	85	0	0	0	0	0	163
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	11	41	0	1	53	3	0	2	0	5	0	49	13	0	62	0	0	0	0	0	120
Light Goods Vehicles	0	5	0	0	5	2	0	1	0	3	0	3	5	0	8	0	0	0	0	0	16
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	2	0	0	0	2	3	0	0	0	3	0	0	3	0	3	0	0	0	0	0	8
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Container Trucks	5	0	0	0	5	0	0	0	0	0	0	1	10	0	11	0	0	0	0	0	16
12/17/2015 20:00	2	37	0	0	39	22	0	4	0	26	0	34	19	0	53	0	0	0	0	0	118
Motorcycles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Cars	0	33	0	0	33	7	0	2	0	9	0	29	0	0	29	0	0	0	0	0	71
Light Goods Vehicles	0	1	0	0	1	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
BobTail	0	2	0	0	2	3	0	0	0	3	0	0	5	0	5	0	0	0	0	0	10

**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

## Road Volumes

TMV Interval	Southbound				Westbound				Northbound				Eastbound				Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
Chassis Only	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Container Trucks	1	0	0	0	1	7	0	0	7	0	14	0	14	0	0	0	0	0	0	0	22
12/17/2015 20:15	1	32	0	0	33	17	0	4	21	0	31	16	47	0	0	0	0	0	0	0	101
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	28	0	0	29	5	0	4	9	0	30	0	30	0	0	0	0	0	0	0	68
Light Goods Vehicles	0	3	0	0	3	3	0	0	3	0	1	0	1	0	0	0	0	0	0	0	7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	5	0	0	5	0	3	0	3	0	0	0	0	0	0	0	8
Chassis Only	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	0	0	0	0	0	13
12/17/2015 20:30	4	23	0	0	27	14	0	2	16	0	22	19	41	0	0	0	0	0	0	0	84
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	21	0	0	22	4	0	0	4	0	18	0	18	0	0	0	0	0	0	0	44
Light Goods Vehicles	0	2	0	0	2	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
BobTail	1	0	0	0	1	4	0	1	5	0	9	0	9	0	0	0	0	0	0	0	15
Chassis Only	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Container Trucks	1	0	0	0	1	3	0	1	4	0	1	10	11	0	0	0	0	0	0	0	16
12/17/2015 20:45	6	17	0	0	23	12	0	2	14	0	26	20	46	0	0	0	0	0	0	0	83
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	17	0	0	21	0	0	0	0	0	18	0	18	0	0	0	0	0	0	0	39
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	1	0	0	0	1	4	0	1	5	0	1	10	11	0	0	0	0	0	0	0	17
Chassis Only	0	0	0	0	0	4	0	0	4	0	1	1	1	0	0	0	0	0	0	0	5
Container Trucks	1	0	0	0	1	4	0	1	5	0	9	0	9	0	0	0	0	0	0	0	15
12/17/2015 21:00	3	27	0	0	30	11	0	0	11	0	24	24	48	0	0	0	0	0	0	0	89
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	3	22	0	0	25	2	0	0	2	0	22	2	24	0	0	0	0	0	0	0	51
Light Goods Vehicles	0	5	0	0	5	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
BobTail	0	0	0	0	0	3	0	0	3	0	8	0	8	0	0	0	0	0	0	0	11
Chassis Only	0	0	0	0	0	3	0	0	3	0	1	1	2	0	0	0	0	0	0	0	5
Container Trucks	0	0	0	0	0	3	0	0	3	0	11	0	11	0	0	0	0	0	0	0	14
12/17/2015 21:15	7	20	0	0	27	16	0	0	16	0	17	27	44	2	0	0	0	0	0	0	89
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	4	16	0	0	20	4	0	0	4	0	14	0	14	2	0	0	0	0	0	0	40
Light Goods Vehicles	0	3	0	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
BobTail	1	0	0	0	1	6	0	0	6	0	2	8	10	0	0	0	0	0	0	0	17
Chassis Only	0	1	0	0	1	4	0	0	4	0	4	0	4	0	0	0	0	0	0	0	9
Container Trucks	2	0	0	0	2	2	0	0	2	0	14	0	14	0	0	0	0	0	0	0	18
12/17/2015 21:30	0	14	0	0	14	16	0	2	18	0	28	25	53	0	0	0	0	0	0	0	85
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	13	0	0	13	4	0	2	6	0	22	0	22	0	0	0	0	0	0	0	41
Light Goods Vehicles	0	1	0	0	1	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	4
BobTail	0	0	0	0	0	4	0	0	4	0	1	9	10	0	0	0	0	0	0	0	14
Chassis Only	0	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	3
Container Trucks	0	0	0	0	0	2	0	0	2	0	1	14	15	0	0	0	0	0	0	0	17
12/17/2015 21:45	2	15	0	0	17	10	0	1	11	0	24	36	60	0	0	0	0	0	0	0	88
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Cars	1	14	0	0	15	0	0	0	0	0	22	5	27	0	0	0	0	0	0	0	42
Light Goods Vehicles	0	1	0	0	1	1	0	1	2	0	1	1	2	0	0	0	0	0	0	0	5

**Study Name** Front St and Knoll Dr/WBCT Gate 2 TMC  
**Start Date** Thursday, December 17, 2015 7:00  
**End Date** Friday, December 18, 2015 8:15  
**Site Code** 24

## Road Volumes

TMV	Southbound				Westbound				Northbound				Eastbound				Grand Total				
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0			
BobTail	0	0	0	0	0	4	0	0	0	4	0	1	9	0	0	0	0	0			
Chassis Only	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0			
Container Trucks	1	0	0	0	1	3	0	0	0	3	0	0	19	0	19	0	0	0			
12/18/2015 7:00	0	1	0	0	1	3	0	0	0	3	0	10	4	0	14	0	0	0			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	1	0	0	1	2	0	0	0	2	0	8	1	0	9	0	0	0			
Light Goods Vehicles	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0			
12/18/2015 7:15	0	3	0	0	3	0	0	0	0	0	7	3	0	10	0	0	0	0			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	0	0	0	0	0	0	0	0	0	4	2	0	6	0	0	0	0			
Light Goods Vehicles	0	1	0	0	1	0	0	0	0	0	3	1	0	4	0	0	0	0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/18/2015 7:30	0	4	0	0	4	0	0	0	0	0	8	5	0	13	0	0	0	0			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	2	0	0	2	0	0	0	0	0	7	4	0	11	0	0	0	0			
Light Goods Vehicles	0	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/18/2015 7:45	0	3	0	0	3	1	0	0	0	1	0	15	11	0	26	0	0	0			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	3	0	0	3	0	0	0	0	0	12	5	0	17	0	0	0	0			
Light Goods Vehicles	0	0	0	0	0	1	0	0	0	1	0	2	3	0	5	0	0	0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0			
12/18/2015 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Grand Total</b>	<b>381</b>	<b>1693</b>	<b>1</b>	<b>2</b>	<b>2077</b>	<b>863</b>	<b>0</b>	<b>192</b>	<b>1</b>	<b>1056</b>	<b>2</b>	<b>2576</b>	<b>1980</b>	<b>6</b>	<b>4564</b>	<b>11</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>7720</b>

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement			Westbound To			Northbound To			Eastbound To			Grand Total
	Westbound			Westbound To	Northbound		Northbound To	Eastbound		Eastbound To			
	L	T	U		L	U	R		T	U	R		
12/17/2015	0	9	0	9	0	0	0	0	2	0	0	2	11
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	4	0	4	0	0	0	0	1	0	0	1	5
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
BobTail	0	3	0	3	0	0	0	0	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 0:15	0	10	0	10	0	0	0	0	8	0	0	8	18
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	3	0	3	0	0	0	0	0	0	0	0	3
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
BobTail	0	2	0	2	0	0	0	0	2	0	0	2	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	4	0	4	0	0	0	0	6	0	0	6	10
12/17/2015 0:30	0	9	0	9	0	0	0	0	3	0	0	3	12
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	5	0	5	0	0	0	0	2	0	0	2	7
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
BobTail	0	1	0	1	0	0	0	0	1	0	0	1	2
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 0:45	0	9	0	9	0	0	0	0	2	0	0	2	11
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	3	0	3	0	0	0	0	2	0	0	2	5
Light Goods Vehicles	0	2	0	2	0	0	0	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
BobTail	0	2	0	2	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 1:00	0	12	0	12	0	0	0	0	5	1	0	6	18
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	7	0	7	0	0	0	0	1	0	0	1	8
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	3	0	3	0	0	0	0	0	0	0	0	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	2	0	2	0	0	0	0	3	0	0	3	5
12/17/2015 1:15	0	3	0	3	0	0	0	0	3	1	0	4	7
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	3	0	3	0	0	0	0	2	1	0	3	6
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 1:30	0	13	0	13	0	0	0	0	8	0	0	8	21
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	2	0	2	0	0	0	0	2	0	0	2	4
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
BobTail	0	6	0	6	0	0	0	0	0	0	0	0	6
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	3	0	3	0	0	0	0	5	0	0	5	8

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement			Westbound To	Northbound			Northbound To	Eastbound			Eastbound To	Grand Total
	Westbound				L	U	R		T	U	R		
12/17/2015 1:45	0	13	0	13	0	0	0	0	6	0	1	7	20
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	5	0	5	0	0	0	0	3	0	1	4	9
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
BobTail	0	4	0	4	0	0	0	0	1	0	0	1	5
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	3	0	3	0	0	0	0	2	0	0	2	5
12/17/2015 2:00	0	12	0	12	0	0	0	0	3	0	0	3	15
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	2	0	2	0	0	0	0	3	0	0	3	5
Light Goods Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	2	0	2	0	0	0	0	0	0	0	0	2
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	3	0	3	0	0	0	0	0	0	0	0	3
12/17/2015 2:15	0	2	0	2	0	0	0	0	3	0	0	3	5
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	0	1	0	0	0	0	1	0	0	1	2
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
12/17/2015 2:30	0	11	0	11	0	0	0	0	0	0	0	0	11
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	11	0	11	0	0	0	0	0	0	0	0	11
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 2:45	0	21	0	21	0	0	0	0	1	0	0	1	22
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	20	0	20	0	0	0	0	1	0	0	1	21
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 3:00	0	4	0	4	0	0	0	0	2	0	0	2	6
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	4	0	4	0	0	0	0	1	0	0	1	5
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 3:15	0	3	0	3	0	0	0	0	1	0	0	1	4
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	3	0	3	0	0	0	0	1	0	0	1	4
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

### Road Volumes

TMV Interval	Movement			Westbound To			Northbound To			Eastbound To			Grand Total	
	Westbound L	T	U	L	U	R	L	U	R	L	U	R		
12/17/2015 3:30	0	1	0	1	0	0	0	0	0	3	0	0	3	4
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	0	1	0	0	0	0	0	3	0	0	3	4
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 3:45	0	3	0	3	0	0	0	0	0	1	0	0	1	4
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	3	0	3	0	0	0	0	0	1	0	0	1	4
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 4:00	0	1	0	1	0	0	0	0	0	1	0	0	1	2
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 4:15	0	2	0	2	0	0	0	0	0	2	0	0	2	4
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	2	0	2	0	0	0	0	0	2	0	0	2	4
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 4:30	0	7	0	7	0	0	0	0	0	1	0	0	1	8
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	7	0	7	0	0	0	0	0	1	0	0	1	8
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 4:45	0	1	0	1	0	0	0	0	0	7	0	0	7	8
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	0	1	0	0	0	0	0	7	0	0	7	8
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 5:00	0	2	0	2	0	0	0	0	0	4	0	0	4	6
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	0	1	0	0	0	0	0	1	0	0	1	2
Light Goods Vehicles	0	1	0	1	0	0	0	0	0	3	0	0	3	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement			Westbound To			Northbound To			Eastbound To			Grand Total	
	Westbound L	T	U	L	U	R	L	U	R	L	U	R		
12/17/2015 5:15	0	5	0	5	0	0	0	0	0	3	0	0	3	8
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	5	0	5	0	0	0	0	0	1	0	0	1	6
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	0	0	2	2
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 5:30	0	4	0	4	0	0	0	0	0	11	0	0	11	15
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	3	0	3	0	0	0	0	0	9	0	0	9	12
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 5:45	0	20	0	20	0	0	0	0	0	13	0	0	13	33
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	19	0	19	0	0	0	0	0	8	0	0	8	27
Light Goods Vehicles	0	1	0	1	0	0	0	0	0	3	0	0	3	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 6:00	0	11	0	11	0	0	0	0	0	15	0	0	15	26
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	8	0	8	0	0	0	0	0	12	0	0	12	20
Light Goods Vehicles	0	2	0	2	0	0	0	0	0	2	0	0	2	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 6:15	0	22	0	22	0	0	0	0	0	14	0	0	14	36
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	17	0	17	0	0	0	0	0	9	0	0	9	26
Light Goods Vehicles	0	5	0	5	0	0	0	0	0	5	0	0	5	10
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 6:30	0	28	0	28	0	0	0	0	0	17	0	0	17	45
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	15	0	15	0	0	0	0	0	8	0	0	8	23
Light Goods Vehicles	0	9	0	9	0	0	0	0	0	9	0	0	9	18
Buses	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 6:45	1	33	0	34	0	0	0	0	0	24	0	1	25	59
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	25	0	25	0	0	0	0	0	10	0	1	11	36
Light Goods Vehicles	0	8	0	8	0	0	0	0	0	10	0	0	10	18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	3	0	0	3	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	1	0	0	1	1



**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement			Westbound To			Northbound To			Eastbound To			Grand Total
	Westbound L	T	U	L	U	R	L	U	R	L	U	R	
12/17/2015 7:00	0	28	0	28	0	0	0	0	18	1	0	19	47
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	24	0	24	0	0	0	0	12	1	0	13	37
Light Goods Vehicles	0	3	0	3	0	0	0	0	5	0	0	5	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 7:15	0	36	0	36	0	0	0	0	51	0	0	51	87
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	25	0	25	0	0	0	0	36	0	0	36	61
Light Goods Vehicles	0	8	0	8	0	0	0	0	14	0	0	14	22
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
12/17/2015 7:30	0	62	0	62	0	0	0	0	50	0	0	50	112
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	54	0	54	0	0	0	0	37	0	0	37	91
Light Goods Vehicles	0	6	0	6	0	0	0	0	9	0	0	9	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	1	0	1	0	0	0	0	1	0	0	1	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 7:45	0	98	0	98	0	0	0	0	53	1	1	55	153
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	0	89	0	89	0	0	0	0	36	1	1	38	127
Light Goods Vehicles	0	9	0	9	0	0	0	0	12	0	0	12	21
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 8:00	0	63	0	63	0	0	0	0	28	0	0	28	91
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	51	0	51	0	0	0	0	14	0	0	14	65
Light Goods Vehicles	0	9	0	9	0	0	0	0	10	0	0	10	19
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	3	0	0	3	4
Articulated Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 8:15	0	47	0	47	0	0	0	0	22	0	1	23	70
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	33	0	33	0	0	0	0	15	0	1	16	49
Light Goods Vehicles	0	12	0	12	0	0	0	0	3	0	0	3	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	2	0	2	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
12/17/2015 8:30	0	31	0	31	0	0	0	0	32	0	1	33	64
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	0	19	0	19	0	0	0	0	16	0	1	17	36
Light Goods Vehicles	0	9	0	9	0	0	0	0	9	0	0	9	18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	3	0	0	3	3
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	1	0	1	0	0	0	0	1	0	0	1	2
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

### Road Volumes

TMV Interval	Movement			Westbound To	Northbound			Northbound To	Eastbound			Eastbound To	Grand Total
	Westbound	T	U		L	U	R		T	U	R		
12/17/2015 8:45	0	36	0	36	0	0	0	0	18	1	0	19	55
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	26	0	26	0	0	0	0	11	0	0	11	37
Light Goods Vehicles	0	6	0	6	0	0	0	0	5	1	0	6	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	2	0	2	0	0	0	0	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
12/17/2015 9:00	0	53	0	53	0	0	0	0	29	0	1	30	83
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1
Cars	0	33	0	33	0	0	0	0	14	0	1	15	48
Light Goods Vehicles	0	12	0	12	0	0	0	0	14	0	0	14	26
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	3	0	3	0	0	0	0	0	0	0	0	3
Chassis Only	0	2	0	2	0	0	0	0	0	0	0	0	2
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 9:15	0	35	0	35	0	0	0	0	28	1	1	30	65
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	24	0	24	0	0	0	0	16	1	0	17	41
Light Goods Vehicles	0	8	0	8	0	0	0	0	11	0	1	12	20
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	2	0	2	0	0	0	0	1	0	0	1	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 9:30	0	37	0	37	0	0	0	0	11	1	0	12	49
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	23	0	23	0	0	0	0	8	1	0	9	32
Light Goods Vehicles	0	11	0	11	0	0	0	0	2	0	0	2	13
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 9:45	0	38	0	38	0	0	0	0	36	1	1	38	76
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	29	0	29	0	0	0	0	25	1	0	26	55
Light Goods Vehicles	0	7	0	7	0	0	0	0	5	0	1	6	13
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	3	0	0	3	3
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 10:00	0	59	0	59	0	0	0	0	31	0	0	31	90
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	47	0	47	0	0	0	0	22	0	0	22	69
Light Goods Vehicles	0	6	0	6	0	0	0	0	4	0	0	4	10
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
BobTail	0	4	0	4	0	0	0	0	0	0	0	0	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 10:15	1	53	0	54	0	0	0	0	28	1	1	30	84
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	47	0	47	0	0	0	0	20	0	0	20	67
Light Goods Vehicles	1	3	0	4	0	0	0	0	4	1	1	6	10
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	2	0	2	0	0	0	0	2	0	0	2	4
Chassis Only	0	0	0	0	0	0	0	0	1	0	0	1	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement Westbound			Westbound To Northbound			Northbound To Eastbound			Eastbound To Grand Total		
	L	T	U	L	U	R	T	U	R	Total	Total	
12/17/2015 10:30	0	47	0	47	0	0	0	32	0	0	32	79
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	38	0	38	0	0	0	18	0	0	18	56
Light Goods Vehicles	0	6	0	6	0	0	0	11	0	0	11	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	2	0	2	0	0	0	0	0	0	0	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 10:45	0	50	0	50	0	0	0	29	0	1	30	80
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	1
Cars	0	36	0	36	0	0	0	19	0	0	19	55
Light Goods Vehicles	0	9	0	9	0	0	0	6	0	1	7	16
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	3	0	0	3	4
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	1	0	1	0	0	0	0	0	0	0	1
Chassis Only	0	2	0	2	0	0	0	0	0	0	0	2
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 11:00	0	38	0	38	0	0	0	22	0	2	24	62
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	30	0	30	0	0	0	8	0	2	10	40
Light Goods Vehicles	0	5	0	5	0	0	0	6	0	0	6	11
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	6	0	0	6	7
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	2	0	2	0	0	0	0	0	0	0	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 11:15	0	47	0	47	0	0	0	39	0	0	39	86
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	35	0	35	0	0	0	30	0	0	30	65
Light Goods Vehicles	0	7	0	7	0	0	0	8	0	0	8	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	1
BobTail	0	2	0	2	0	0	0	0	0	0	0	2
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 11:30	0	43	0	43	0	0	0	42	0	0	42	85
Motorcycles	0	1	0	1	0	0	0	1	0	0	1	2
Cars	0	36	0	36	0	0	0	21	0	0	21	57
Light Goods Vehicles	0	3	0	3	0	0	0	14	0	0	14	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	2	0	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	2	2
BobTail	0	2	0	2	0	0	0	2	0	0	2	4
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 11:45	1	72	0	73	0	0	0	44	0	1	45	118
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	1
Cars	1	53	0	54	0	0	0	35	0	1	36	90
Light Goods Vehicles	0	9	0	9	0	0	0	5	0	0	5	14
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	3	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	2	0	2	0	0	0	3	0	0	3	5
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	1
Container Trucks	0	3	0	3	0	0	0	1	0	0	1	4
12/17/2015 12:00	0	67	0	67	0	0	0	39	0	0	39	106
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	47	0	47	0	0	0	28	0	0	28	75
Light Goods Vehicles	0	13	0	13	0	0	0	8	0	0	8	21
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	3	0	0	0	3	0	0	3	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	3	0	3	0	0	0	0	0	0	0	3
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

### Road Volumes

TMV	Movement			Westbound To				Northbound To				Eastbound To				Grand Total
	Westbound			L	T	U	L	U	R	L	T	U	R			
12/17/2015 12:15	1	53	1	55	0	0	0	0	42	0	1	43	98			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	35	1	36	0	0	0	0	33	0	1	34	70			
Light Goods Vehicles	1	14	0	15	0	0	0	0	7	0	0	7	22			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	3	0	3	0	0	0	0	0	0	0	0	3			
Container Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2			
12/17/2015 12:30	1	66	0	67	0	0	0	0	43	0	2	45	112			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	1	51	0	52	0	0	0	0	23	0	1	24	76			
Light Goods Vehicles	0	9	0	9	0	0	0	0	14	0	1	15	24			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	3	0	3	0	0	0	0	2	0	0	2	5			
Articulated Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3			
BobTail	0	2	0	2	0	0	0	0	0	0	0	0	2			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2			
12/17/2015 12:45	0	62	0	62	0	0	0	0	66	0	0	66	128			
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1			
Cars	0	38	0	38	0	0	0	0	43	0	0	43	81			
Light Goods Vehicles	0	20	0	20	0	0	0	0	15	0	0	15	35			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4			
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1			
BobTail	0	2	0	2	0	0	0	0	2	0	0	2	4			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2			
12/17/2015 13:00	0	56	2	58	0	0	0	0	35	0	0	35	93			
Motorcycles	0	1	0	1	0	0	0	0	0	0	0	0	1			
Cars	0	37	2	39	0	0	0	0	26	0	0	26	65			
Light Goods Vehicles	0	11	0	11	0	0	0	0	5	0	0	5	16			
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1			
Single-Unit Trucks	0	5	0	5	0	0	0	0	1	0	0	1	6			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	2	0	2	0	0	0	0	0	0	0	0	2			
Chassis Only	0	0	0	0	0	0	0	0	2	0	0	2	2			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/17/2015 13:15	1	56	1	58	0	0	0	0	43	0	0	43	101			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	1	37	1	39	0	0	0	0	31	0	0	31	70			
Light Goods Vehicles	0	15	0	15	0	0	0	0	9	0	0	9	24			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	4	0	4	0	0	0	0	1	0	0	1	5			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
12/17/2015 13:30	0	68	1	69	0	0	0	0	44	0	0	44	113			
Motorcycles	0	0	0	0	0	0	0	0	2	0	0	2	2			
Cars	0	46	1	47	0	0	0	0	22	0	0	22	69			
Light Goods Vehicles	0	10	0	10	0	0	0	0	10	0	0	10	20			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	6	0	6	0	0	0	0	7	0	0	7	13			
Chassis Only	0	3	0	3	0	0	0	0	0	0	0	0	3			
Container Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4			
12/17/2015 13:45	0	64	1	65	0	0	0	0	32	0	0	32	97			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	34	1	35	0	0	0	0	25	0	0	25	60			
Light Goods Vehicles	0	19	0	19	0	0	0	0	4	0	0	4	23			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	6	0	6	0	0	0	0	2	0	0	2	8			
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1			
Container Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3			

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV	Movement			Westbound To			Northbound			Northbound To			Eastbound			Eastbound To	Grand Total
	Westbound			L	U	R	L	U	R	T	U	R					
Interval	L	T	U	L	U	R	L	U	R	T	U	R					
12/17/2015 14:00	0	80	0	80	0	0	0	0	0	45	1	1	47	127			
Motorcycles	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
Cars	0	44	0	44	0	0	0	0	0	28	1	0	29	73			
Light Goods Vehicles	0	14	0	14	0	0	0	0	0	10	0	0	10	24			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	1			
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1			
BobTail	0	7	0	7	0	0	0	0	0	5	0	0	5	12			
Chassis Only	0	8	0	8	0	0	0	0	0	0	0	0	0	8			
Container Trucks	0	6	0	6	0	0	0	0	0	1	0	0	1	7			
12/17/2015 14:15	0	55	0	55	0	0	0	0	0	46	1	0	47	102			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	40	0	40	0	0	0	0	0	31	0	0	31	71			
Light Goods Vehicles	0	6	0	6	0	0	0	0	0	5	0	0	5	11			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	5	0	5	0	0	0	0	0	0	1	0	1	6			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	2	0	2	0	0	0	0	0	5	0	0	5	7			
Chassis Only	0	1	0	1	0	0	0	0	0	1	0	0	1	2			
Container Trucks	0	1	0	1	0	0	0	0	0	4	0	0	4	5			
12/17/2015 14:30	0	53	0	53	0	0	0	0	0	42	0	0	42	95			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cars	0	34	0	34	0	0	0	0	0	32	0	0	32	66			
Light Goods Vehicles	0	10	0	10	0	0	0	0	0	8	0	0	8	18			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	5	0	5	0	0	0	0	0	0	0	0	0	5			
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1			
BobTail	0	1	0	1	0	0	0	0	0	1	0	0	1	2			
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	0	1			
Container Trucks	0	1	0	1	0	0	0	0	0	1	0	0	1	2			
12/17/2015 14:45	0	53	0	53	0	0	0	0	0	26	0	0	26	79			
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	0	2			
Cars	0	34	0	34	0	0	0	0	0	15	0	0	15	49			
Light Goods Vehicles	0	10	0	10	0	0	0	0	0	7	0	0	7	17			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	1	0	0	1	2			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	2	0	2	0	0	0	0	0	3	0	0	3	5			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	4	0	4	0	0	0	0	0	0	0	0	0	4			
12/17/2015 15:00	0	46	0	46	0	0	0	0	0	37	0	1	38	84			
Motorcycles	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
Cars	0	33	0	33	0	0	0	0	0	29	0	1	30	63			
Light Goods Vehicles	0	11	0	11	0	0	0	0	0	5	0	0	5	16			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	1	0	0	1	2			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	0	1			
Container Trucks	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
12/17/2015 15:15	0	57	0	57	0	0	0	0	0	37	0	0	37	94			
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	0	2			
Cars	0	44	0	44	0	0	0	0	0	26	0	0	26	70			
Light Goods Vehicles	0	9	0	9	0	0	0	0	0	7	0	0	7	16			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
BobTail	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
Chassis Only	0	2	0	2	0	0	0	0	0	0	0	0	0	2			
Container Trucks	0	0	0	0	0	0	0	0	0	2	0	0	2	2			
12/17/2015 15:30	0	62	1	63	0	0	0	0	0	42	0	5	47	110			
Motorcycles	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
Cars	0	46	1	47	0	0	0	0	0	30	0	4	34	81			
Light Goods Vehicles	0	12	0	12	0	0	0	0	0	5	0	1	6	18			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1			
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	0	2			
BobTail	0	0	0	0	0	0	0	0	0	4	0	0	4	4			
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Container Trucks	0	1	0	1	0	0	0	0	0	2	0	0	2	3			

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement			Westbound To	Northbound			Northbound To	Eastbound			Eastbound To	Grand Total
	Westbound				L	U	R		T	U	R		
12/17/2015 15:45	0	55	0	55	0	0	0	0	42	0	2	44	99
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	43	0	43	0	0	0	0	33	0	1	34	77
Light Goods Vehicles	0	11	0	11	0	0	0	0	4	0	1	5	16
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	1	0	1	0	0	0	0	2	0	0	2	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 16:00	0	50	0	50	0	0	0	0	39	0	1	40	90
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	41	0	41	0	0	0	0	33	0	0	33	74
Light Goods Vehicles	0	5	0	5	0	0	0	0	3	0	1	4	9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	2	0	2	0	0	0	0	0	0	0	0	2
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
12/17/2015 16:15	0	57	0	57	0	0	0	0	42	0	2	44	101
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	45	0	45	0	0	0	0	33	0	2	35	80
Light Goods Vehicles	0	10	0	10	0	0	0	0	7	0	0	7	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	2	0	2	0	0	0	0	2	0	0	2	4
12/17/2015 16:30	0	49	0	49	0	0	0	0	48	0	0	48	97
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	38	0	38	0	0	0	0	33	0	0	33	71
Light Goods Vehicles	0	9	0	9	0	0	0	0	9	0	0	9	18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	1	0	1	0	0	0	0	3	0	0	3	4
12/17/2015 16:45	0	95	0	95	0	0	0	0	48	0	0	48	143
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	0	68	0	68	0	0	0	0	35	0	0	35	103
Light Goods Vehicles	0	26	0	26	0	0	0	0	7	0	0	7	33
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	3	0	0	3	3
12/17/2015 17:00	0	61	0	61	0	0	0	0	53	0	0	53	114
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	52	0	52	0	0	0	0	37	0	0	37	89
Light Goods Vehicles	0	9	0	9	0	0	0	0	5	0	0	5	14
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
Single-Unit Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	7	0	0	7	7
12/17/2015 17:15	0	54	0	54	0	0	0	0	72	0	0	72	126
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	47	0	47	0	0	0	0	51	0	0	51	98
Light Goods Vehicles	0	5	0	5	0	0	0	0	10	0	0	10	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	3	0	0	3	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	7	0	0	7	7

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement			Westbound To			Northbound To			Eastbound To			Grand Total
	Westbound			Westbound To	Northbound		Northbound To	Eastbound		Eastbound To			
	L	T	U	L	U	R	T	U	R	L	T	U	
12/17/2015 17:30	0	41	0	41	0	0	0	0	81	0	1	82	123
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	0	36	0	36	0	0	0	0	56	0	1	57	93
Light Goods Vehicles	0	2	0	2	0	0	0	0	15	0	0	15	17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	1	0	1	0	0	0	0	8	0	0	8	9
12/17/2015 17:45	0	61	0	61	0	0	0	0	64	2	1	67	128
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	54	0	54	0	0	0	0	52	2	1	55	109
Light Goods Vehicles	0	4	0	4	0	0	0	0	4	0	0	4	8
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	3	0	0	3	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	1	0	1	0	0	0	0	4	0	0	4	5
12/17/2015 18:00	0	41	0	41	0	0	0	0	37	0	0	37	78
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	39	0	39	0	0	0	0	31	0	0	31	70
Light Goods Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	2	0	0	2	2
Chassis Only	0	0	0	0	0	0	0	0	1	0	0	1	1
Container Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3
12/17/2015 18:15	0	31	0	31	0	0	0	0	32	2	0	34	65
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	31	0	31	0	0	0	0	29	2	0	31	62
Light Goods Vehicles	0	0	0	0	0	0	0	0	2	0	0	2	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 18:30	0	26	0	26	0	0	0	0	23	1	1	25	51
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	23	0	23	0	0	0	0	20	1	1	22	45
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	1	0	1	0	0	0	0	1	0	0	1	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	2	0	2	0	0	0	0	1	0	0	1	3
12/17/2015 18:45	1	25	0	26	0	0	0	0	24	0	0	24	50
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	1	21	0	22	0	0	0	0	22	0	0	22	44
Light Goods Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	2	0	2	0	0	0	0	1	0	0	1	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
12/17/2015 19:00	0	26	0	26	1	0	0	1	30	0	0	30	57
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	23	0	23	1	0	0	1	25	0	0	25	49
Light Goods Vehicles	0	2	0	2	0	0	0	0	5	0	0	5	7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement			Westbound To	Northbound			Northbound To	Eastbound			Eastbound To	Grand Total
	Westbound				L	U	R		T	U	R		
12/17/2015 19:15	0	18	0	18	0	0	0	0	27	0	1	28	46
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	15	0	15	0	0	0	0	23	0	1	24	39
Light Goods Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	2	0	2	0	0	0	0	1	0	0	1	3
Chassis Only	0	0	0	0	0	0	0	0	1	0	0	1	1
Container Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
12/17/2015 19:30	0	30	0	30	0	0	0	0	14	0	0	14	44
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	26	0	26	0	0	0	0	13	0	0	13	39
Light Goods Vehicles	0	1	0	1	0	0	0	0	1	0	0	1	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 19:45	0	27	0	27	0	0	0	0	17	0	2	19	46
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	25	0	25	0	0	0	0	15	0	2	17	42
Light Goods Vehicles	0	1	0	1	0	0	0	0	1	0	0	1	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 20:00	1	20	0	21	0	0	0	0	16	0	1	17	38
Motorcycles	0	0	0	0	0	0	0	0	1	0	0	1	1
Cars	1	13	0	14	0	0	0	0	11	0	1	12	26
Light Goods Vehicles	0	6	0	6	0	0	0	0	2	0	0	2	8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 20:15	0	18	0	18	0	0	0	0	18	0	0	18	36
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	14	0	14	0	0	0	0	15	0	0	15	29
Light Goods Vehicles	0	3	0	3	0	0	0	0	1	0	0	1	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	1	0	0	1	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 20:30	0	21	0	21	0	0	0	0	18	0	0	18	39
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	19	0	19	0	0	0	0	12	0	0	12	31
Light Goods Vehicles	0	0	0	0	0	0	0	0	2	0	0	2	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	1	0	1	0	0	0	0	3	0	0	3	4
12/17/2015 20:45	0	26	0	26	0	0	0	0	16	0	0	16	42
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	25	0	25	0	0	0	0	14	0	0	14	39
Light Goods Vehicles	0	1	0	1	0	0	0	0	1	0	0	1	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0



**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement			Westbound To	Northbound			Northbound To	Eastbound			Eastbound To	Grand Total
	Westbound				L	U	R		T	U	R		
12/17/2015 21:00	0	13	0	13	0	0	0	0	17	0	0	17	30
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	13	0	13	0	0	0	0	14	0	0	14	27
Light Goods Vehicles	0	0	0	0	0	0	0	0	2	0	0	2	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 21:15	0	18	0	18	0	0	0	0	15	0	0	15	33
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	15	0	15	0	0	0	0	12	0	0	12	27
Light Goods Vehicles	0	0	0	0	0	0	0	0	3	0	0	3	3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
12/17/2015 21:30	0	18	0	18	0	0	0	0	15	0	1	16	34
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	18	0	18	0	0	0	0	12	0	1	13	31
Light Goods Vehicles	0	0	0	0	0	0	0	0	2	0	0	2	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
12/17/2015 21:45	0	29	0	29	0	0	0	0	11	0	0	11	40
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	25	0	25	0	0	0	0	8	0	0	8	33
Light Goods Vehicles	0	3	0	3	0	0	0	0	3	0	0	3	6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 22:00	0	13	0	13	0	0	0	0	15	0	0	15	28
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	12	0	12	0	0	0	0	9	0	0	9	21
Light Goods Vehicles	0	0	0	0	0	0	0	0	2	0	0	2	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	2	0	0	2	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	1	0	1	0	0	0	0	2	0	0	2	3
12/17/2015 22:15	0	10	0	10	0	0	0	0	16	0	0	16	26
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	9	0	9	0	0	0	0	16	0	0	16	25
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 22:30	0	8	0	8	0	0	0	0	17	0	0	17	25
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	6	0	6	0	0	0	0	16	0	0	16	22
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	2	0	2	0	0	0	0	1	0	0	1	3
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

**Study Name** Front Street at Knoll Drive (west end) TMC  
**Start Date** Thursday, December 17, 2015 0:00  
**End Date** Friday, December 18, 2015 0:00  
**Site Code** 25

## Road Volumes

TMV Interval	Movement			Westbound To	Northbound			Northbound To	Eastbound			Eastbound To	Grand Total
	Westbound				L	U	R		T	U	R		
12/17/2015 22:45	0	14	0	14	0	0	0	0	26	0	0	26	40
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	12	0	12	0	0	0	0	19	0	0	19	31
Light Goods Vehicles	0	1	0	1	0	0	0	0	4	0	0	4	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	1	0	0	1	2
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
12/17/2015 23:00	0	10	0	10	0	0	0	0	5	0	0	5	15
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	8	0	8	0	0	0	0	5	0	0	5	13
Light Goods Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	0	0	0	0	0
Chassis Only	0	1	0	1	0	0	0	0	0	0	0	0	1
Container Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
12/17/2015 23:15	0	11	0	11	0	0	0	0	2	0	1	3	14
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	9	0	9	0	0	0	0	1	0	1	2	11
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	1	0	1	0	0	0	0	0	0	0	0	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
12/17/2015 23:30	0	3	0	3	0	0	0	0	8	0	0	8	11
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	0	1	0	0	0	0	7	0	0	7	8
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	0	0	0	0	0	0	0	1	0	0	1	1
Chassis Only	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
12/17/2015 23:45	0	20	0	20	0	0	0	0	23	0	0	23	43
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	8	0	8	0	0	0	0	11	0	0	11	19
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
BobTail	0	3	0	3	0	0	0	0	4	0	0	4	7
Chassis Only	0	4	0	4	0	0	0	0	0	0	0	0	4
Container Trucks	0	4	0	4	0	0	0	0	8	0	0	8	12
Grand Total	8	3141	7	3156	1	0	0	1	2356	16	37	2409	5566

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Miraflores Avenue/I-110 SB Ramps

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	89	52	1	0	7	0	100	0	5	144	33	0	1	1	2	0
07:15 AM	83	63	7	0	6	0	115	0	6	201	44	0	2	2	2	0
07:30 AM	116	107	6	0	11	2	155	0	4	198	43	0	2	7	5	0
07:45 AM	95	141	2	0	15	4	148	0	5	220	32	0	8	5	7	0
08:00 AM	108	121	2	0	9	2	100	0	9	208	35	0	4	3	1	0
08:15 AM	81	94	2	0	5	1	94	0	3	193	33	0	7	2	2	0
08:30 AM	73	84	2	0	12	3	97	0	2	149	24	0	7	0	2	0
08:45 AM	58	93	3	0	6	2	89	0	2	196	17	0	4	1	3	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

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Comment 1: City of Los Angeles

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Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

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Comment 1: City of Los Angeles

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Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Miraflores Avenue/I-110 SB Ramps

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Miraflores Avenue/I-110 SB Ramps

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	1	0	2	0	0	2	0	0	0	0	1	0
07:15 AM	1	4	0	0	0	0	8	0	0	5	0	0	0	0	0	0
07:30 AM	0	7	2	0	0	0	4	0	0	4	0	0	0	0	0	0
07:45 AM	2	1	0	0	0	1	4	0	0	4	0	0	0	0	0	0
08:00 AM	0	6	0	0	0	0	3	0	1	6	0	0	0	0	0	0
08:15 AM	2	1	2	0	0	0	3	0	0	3	0	0	0	0	0	0
08:30 AM	1	1	0	0	0	0	9	0	0	2	0	0	0	1	0	0
08:45 AM	4	6	1	0	1	0	5	0	0	4	0	0	2	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Miraflores Avenue/I-110 SB Ramps

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	43	155	3	0	21	2	133	0	3	180	9	0	7	0	4	0
02:15 PM	48	164	5	0	17	2	113	0	2	176	5	0	2	0	4	0
02:30 PM	63	183	3	0	13	1	132	0	2	191	12	0	5	1	2	0
02:45 PM	76	197	4	0	25	3	148	0	1	164	4	0	2	0	5	0
03:00 PM	78	165	6	0	14	4	137	0	2	158	11	0	6	1	2	0
03:15 PM	53	171	11	0	14	3	128	0	6	185	15	0	8	1	2	0
03:30 PM	70	172	2	0	28	4	118	0	4	181	12	0	6	5	3	0
03:45 PM	78	161	7	0	30	6	153	0	4	172	8	0	7	1	4	0
04:00 PM	81	178	2	0	26	2	155	0	4	169	12	0	5	2	1	0
04:15 PM	96	175	8	0	27	4	169	0	2	168	16	0	8	3	3	0
04:30 PM	110	186	7	0	27	3	164	0	2	154	25	0	2	3	5	0
04:45 PM	106	185	7	0	31	6	167	0	4	186	14	0	5	4	4	0
05:00 PM	98	174	3	0	35	6	168	0	10	190	12	0	6	8	5	0
05:15 PM	106	187	6	0	50	7	200	0	2	201	13	0	7	3	2	0
05:30 PM	86	185	7	0	45	6	182	0	8	159	8	0	5	3	7	0
05:45 PM	100	172	8	0	45	3	149	0	1	171	6	0	7	2	4	0



File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Miraflores Avenue/I-110 SB Ramps

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:15 PM	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
02:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
04:15 PM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Miraflores Avenue/I-110 SB Ramps

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Miraflores Avenue/I-110 SB Ramps

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0
02:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
02:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
03:30 PM	1	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\25\_LAC\_Gaffey\_Miraflores\_110S PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

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Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				I-110 Southbound Ramps Westbound				Gaffey Street Northbound				Miraflores Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	1	4	0	0	0	0	5	0	0	1	0	0	0	0	0	0
02:15 PM	1	1	2	0	0	0	9	0	0	3	1	0	0	0	1	0
02:30 PM	1	4	1	0	1	1	7	0	0	4	1	0	1	0	0	0
02:45 PM	0	2	1	0	0	3	3	0	0	7	0	0	1	0	0	0
03:00 PM	0	2	1	0	0	1	5	0	0	1	0	0	0	0	0	0
03:15 PM	1	1	0	0	1	0	4	0	0	1	0	0	0	0	0	0
03:30 PM	4	1	0	0	0	1	3	0	0	3	0	0	0	0	0	0
03:45 PM	2	2	1	0	1	0	6	0	0	2	0	0	0	0	0	0
04:00 PM	0	1	1	0	0	0	7	0	0	4	0	0	0	0	0	0
04:15 PM	5	1	1	0	1	0	4	0	0	4	0	0	0	0	0	0
04:30 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0
04:45 PM	1	2	0	0	0	0	4	0	0	2	0	0	0	0	0	0
05:00 PM	1	1	0	0	0	1	6	0	0	3	1	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	1	0	0	1	0	0	0	1	0	0
05:30 PM	2	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0
05:45 PM	1	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	94	94	4	0	14	11	88	0	28	143	59	0	7	64	27	0
07:15 AM	112	103	1	0	14	25	115	0	31	213	75	0	4	67	29	0
07:30 AM	137	187	0	0	11	35	156	0	43	234	80	0	7	102	30	0
07:45 AM	177	181	4	0	19	48	178	0	33	243	78	0	11	108	40	0
08:00 AM	133	175	3	0	10	20	91	0	39	202	84	0	11	92	38	0
08:15 AM	112	120	6	0	24	17	93	0	35	200	64	0	14	86	30	0
08:30 AM	95	117	3	0	15	21	66	0	25	167	58	0	10	66	21	0
08:45 AM	81	114	4	0	23	22	66	0	34	195	53	0	11	44	20	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:00 AM	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0



File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	1	0	0	0	1	5	0	0	4	0	0	2	3	0	0
07:15 AM	4	6	0	0	1	0	1	0	2	13	3	0	0	1	0	0
07:30 AM	3	6	0	0	1	0	6	0	0	6	2	0	1	2	2	0
07:45 AM	4	3	0	0	0	2	2	0	0	6	2	0	2	2	0	0
08:00 AM	3	5	0	0	2	0	1	0	0	8	3	0	2	1	0	0
08:15 AM	2	6	0	0	0	1	1	0	1	5	0	0	0	1	0	0
08:30 AM	5	2	0	0	0	1	1	0	1	10	1	0	0	1	1	0
08:45 AM	3	3	0	0	6	0	5	0	0	6	4	0	0	0	1	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	85	163	7	0	16	22	79	0	45	195	78	0	11	66	26	1
02:15 PM	130	153	13	0	26	23	87	0	30	215	44	0	12	50	31	0
02:30 PM	151	215	8	0	21	12	87	0	26	236	52	0	12	40	18	0
02:45 PM	136	213	4	0	30	23	93	0	44	191	70	0	15	61	26	0
03:00 PM	135	203	8	0	23	18	82	0	39	209	70	0	8	57	23	0
03:15 PM	148	176	8	0	21	31	123	0	41	218	54	0	12	58	32	0
03:30 PM	169	207	5	0	22	30	92	0	35	196	64	0	17	76	17	0
03:45 PM	140	196	10	0	23	26	86	0	48	222	62	0	8	57	22	0
04:00 PM	132	205	8	0	27	28	89	0	51	197	71	0	10	71	34	0
04:15 PM	146	233	3	0	24	24	96	0	47	234	77	0	12	78	30	0
04:30 PM	135	224	8	0	30	49	113	0	49	192	68	0	8	72	31	0
04:45 PM	176	249	11	0	27	42	110	0	52	229	81	0	9	76	38	0
05:00 PM	168	198	5	0	32	35	109	0	62	208	63	0	13	83	33	0
05:15 PM	141	231	7	0	32	45	86	0	55	253	111	0	18	77	37	0
05:30 PM	133	212	10	0	33	40	99	0	54	206	89	0	9	89	28	0
05:45 PM	131	231	3	0	18	22	52	0	60	203	70	0	9	61	37	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

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Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	0	0	0	0	0	1	0	0	3	3	0	0	0	0	0
02:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
02:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03:30 PM	0	1	0	0	0	0	0	0	0	5	1	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0
04:00 PM	2	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	1	0	0	0	2	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\26\_LAC\_Gaffey\_Channel PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Gaffey Street

Comment 3: E/W: Channel Street

Comment 4: Weather: Clear

Start Time	Gaffey Street Southbound				Channel Street Westbound				Gaffey Street Northbound				Channel Street Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	7	4	0	0	0	2	4	0	3	5	3	0	0	1	1	0
02:15 PM	3	4	1	0	0	0	3	0	0	9	2	0	0	1	0	0
02:30 PM	6	6	0	0	0	0	2	0	1	10	4	0	0	0	2	0
02:45 PM	4	2	0	0	0	1	2	0	1	7	3	0	0	0	0	0
03:00 PM	11	2	0	0	1	0	2	0	1	4	1	0	0	0	0	0
03:15 PM	4	3	0	0	0	1	4	0	0	8	2	0	0	1	0	0
03:30 PM	7	1	0	0	0	1	4	0	0	2	4	0	1	1	0	0
03:45 PM	9	5	0	0	0	0	2	0	0	6	5	0	0	0	1	0
04:00 PM	8	3	0	0	0	1	1	0	0	6	2	0	0	0	0	0
04:15 PM	3	5	0	0	1	0	1	0	1	8	2	0	0	4	1	0
04:30 PM	3	2	0	0	0	1	1	0	1	3	2	0	1	1	0	0
04:45 PM	4	2	0	0	1	0	3	0	0	5	5	0	0	0	0	0
05:00 PM	3	1	1	0	0	1	1	0	2	4	2	0	0	0	0	0
05:15 PM	3	1	0	0	0	0	1	0	0	1	2	0	0	0	0	0
05:30 PM	2	3	0	0	1	0	1	0	0	2	2	0	0	1	1	0
05:45 PM	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	23	36	0	34	19	0	0	0	20	0	0	0	0	0	0
07:15 AM	0	38	48	0	20	8	4	0	0	15	0	0	0	0	0	0
07:30 AM	0	12	28	0	25	13	2	0	1	20	0	0	0	0	0	0
07:45 AM	0	4	14	0	23	30	5	0	0	23	0	0	0	0	0	0
08:00 AM	0	9	13	0	20	9	4	0	0	24	0	0	0	0	0	0
08:15 AM	0	5	10	0	11	13	5	0	0	19	0	0	0	0	0	0
08:30 AM	0	9	23	0	20	8	2	0	0	17	0	0	0	0	0	0
08:45 AM	0	2	11	0	13	7	4	0	0	17	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	17	0	3	4	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	6	26	0	1	0	1	0	0	7	0	0	0	0	0	0
07:30 AM	0	5	17	0	5	4	0	0	0	14	0	0	0	0	0	0
07:45 AM	0	5	20	0	3	7	4	0	0	13	0	0	0	0	0	0
08:00 AM	0	7	27	0	5	7	2	0	0	9	0	0	0	0	0	0
08:15 AM	0	6	24	0	3	4	6	0	1	7	0	0	0	0	0	0
08:30 AM	0	5	20	0	4	11	3	0	0	11	0	0	0	0	0	0
08:45 AM	0	4	10	0	4	4	4	0	0	18	0	0	0	0	0	0



File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	4	10	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	6	8	0	6	3	0	0	0	7	0	0	0	0	0	0
07:30 AM	0	4	8	0	9	2	1	0	0	10	0	0	0	0	0	0
07:45 AM	0	6	4	0	6	3	2	0	0	12	0	0	0	0	0	0
08:00 AM	0	4	15	0	1	6	2	0	0	7	0	0	0	0	0	0
08:15 AM	0	1	11	0	2	11	0	0	0	8	0	0	0	0	0	0
08:30 AM	0	2	11	0	7	4	2	0	0	10	0	0	0	0	0	0
08:45 AM	0	5	12	0	2	6	4	0	0	8	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	19	0	1	6	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	8	24	0	7	9	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	5	13	0	5	6	1	0	0	5	0	0	0	0	0	0
07:45 AM	0	3	17	0	15	18	1	0	0	18	0	0	0	0	0	0
08:00 AM	0	7	45	0	13	5	6	0	0	23	0	0	0	0	0	0
08:15 AM	0	5	29	0	14	15	8	0	0	26	0	0	0	0	0	0
08:30 AM	0	5	26	0	15	9	7	0	0	26	0	0	0	0	0	0
08:45 AM	0	14	34	0	18	9	10	0	0	27	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	1	3	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	2	0	8	2	0	0	0	4	0	0	0	0	0	0
07:30 AM	0	0	0	0	5	7	2	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	2	1	0	3	4	1	0	0	2	0	0	0	0	0	0
08:15 AM	0	5	0	0	3	3	0	0	0	4	0	0	0	0	0	0
08:30 AM	0	0	6	0	1	1	1	0	0	3	0	0	0	0	0	0
08:45 AM	0	0	3	0	5	5	0	0	0	5	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	10	15	0	14	11	4	0	0	17	0	0	0	0	0	0
02:15 PM	0	2	10	0	9	12	6	0	0	11	0	0	0	0	0	0
02:30 PM	0	2	10	0	12	11	26	0	0	24	0	0	0	0	0	0
02:45 PM	0	4	19	0	12	14	11	0	0	21	0	0	0	0	0	0
03:00 PM	0	4	17	0	10	12	10	0	0	30	0	0	0	0	0	0
03:15 PM	0	4	9	0	6	12	8	0	0	27	0	0	0	0	0	0
03:30 PM	0	1	19	0	8	13	7	0	0	12	0	0	0	0	0	0
03:45 PM	0	2	17	0	12	11	6	0	0	19	0	0	0	0	0	0
04:00 PM	0	4	17	0	16	11	4	0	0	23	0	0	0	0	0	0
04:15 PM	0	7	26	0	7	14	8	0	1	30	0	0	0	0	0	0
04:30 PM	0	24	40	0	24	24	5	0	0	39	0	0	0	0	0	0
04:45 PM	0	17	38	0	23	63	31	0	0	83	0	0	0	0	0	0
05:00 PM	0	22	26	0	10	32	20	0	0	52	0	0	0	0	0	0
05:15 PM	0	44	38	0	8	25	9	0	0	35	0	0	0	0	0	0
05:30 PM	0	23	21	0	20	19	5	0	0	15	0	0	0	0	0	0
05:45 PM	0	5	12	0	11	29	5	0	0	17	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	8	22	0	4	12	11	0	0	23	0	0	0	0	0	0
02:15 PM	0	5	17	0	3	8	11	0	1	23	0	0	0	0	0	0
02:30 PM	0	5	19	0	1	12	16	0	0	18	0	0	0	0	0	0
02:45 PM	0	6	18	0	1	14	11	0	0	27	0	0	0	0	0	0
03:00 PM	0	5	11	0	6	10	5	0	0	18	0	0	0	0	0	0
03:15 PM	0	5	19	0	6	6	10	0	0	17	0	0	0	0	0	0
03:30 PM	0	7	14	0	2	7	12	0	0	19	0	0	0	0	0	0
03:45 PM	0	6	15	0	4	7	11	0	0	25	0	0	0	0	0	0
04:00 PM	0	1	16	0	2	6	4	0	0	27	0	0	0	0	0	0
04:15 PM	0	8	12	0	6	6	7	0	0	20	0	0	0	0	0	0
04:30 PM	0	8	17	0	4	3	3	0	0	17	0	0	0	0	0	0
04:45 PM	0	17	10	0	3	4	2	0	0	4	0	0	0	0	0	0
05:00 PM	0	5	12	0	4	2	0	0	0	2	0	0	0	0	0	0
05:15 PM	0	5	26	0	3	2	2	0	0	3	0	0	0	0	0	0
05:30 PM	0	13	24	0	4	3	2	0	0	8	0	0	0	0	0	0
05:45 PM	0	12	14	0	6	2	1	0	0	7	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	1	9	0	4	6	11	0	0	15	0	0	0	0	0	0
02:15 PM	0	2	7	0	3	3	13	0	0	12	0	0	0	0	0	0
02:30 PM	0	2	11	0	2	4	7	0	0	14	0	0	0	0	0	0
02:45 PM	0	4	3	0	2	1	5	0	0	18	0	0	0	0	0	0
03:00 PM	0	0	5	0	3	8	5	0	0	10	0	0	0	0	0	0
03:15 PM	0	0	3	0	2	3	8	0	0	11	0	0	0	0	0	0
03:30 PM	0	0	4	0	2	1	7	0	0	16	0	0	0	0	0	0
03:45 PM	0	2	4	0	2	7	4	0	0	15	0	0	0	0	0	0
04:00 PM	0	1	6	0	2	5	5	0	0	12	0	0	0	0	0	0
04:15 PM	0	3	8	0	0	2	7	0	0	11	0	0	0	0	0	0
04:30 PM	0	2	6	0	2	2	1	0	0	6	0	0	0	0	0	0
04:45 PM	0	4	4	0	4	4	0	0	0	4	0	0	0	0	0	0
05:00 PM	0	4	13	0	4	2	2	0	1	1	0	0	0	0	0	0
05:15 PM	0	1	9	0	0	2	0	0	0	4	0	0	0	0	0	0
05:30 PM	0	8	5	0	2	3	1	0	0	3	0	0	0	0	0	0
05:45 PM	0	5	7	0	4	3	3	0	0	4	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	10	29	0	23	16	24	0	0	27	0	0	0	0	0	0
02:15 PM	0	8	23	0	18	18	15	0	0	35	0	0	0	0	0	0
02:30 PM	0	17	22	0	17	16	13	0	0	25	0	0	0	0	0	0
02:45 PM	0	8	25	0	14	13	13	0	0	23	0	0	0	0	0	0
03:00 PM	0	12	22	0	17	11	17	0	0	34	0	0	0	0	0	0
03:15 PM	0	9	20	0	17	11	8	0	0	41	0	0	0	0	0	0
03:30 PM	0	5	23	0	9	7	12	0	0	40	0	0	0	0	0	0
03:45 PM	0	13	12	0	8	9	13	0	0	34	0	0	0	0	0	0
04:00 PM	0	10	19	0	12	13	12	0	0	29	0	0	0	0	0	0
04:15 PM	0	7	24	0	11	6	9	0	0	34	0	0	0	0	0	0
04:30 PM	0	8	33	0	10	9	1	0	0	19	0	0	0	0	0	0
04:45 PM	0	4	25	0	10	6	0	0	0	6	0	0	0	0	0	0
05:00 PM	0	11	32	0	6	11	2	0	0	2	0	0	0	0	0	0
05:15 PM	0	13	45	0	12	8	1	0	0	3	0	0	0	0	0	0
05:30 PM	0	18	26	0	8	11	3	0	0	2	0	0	0	0	0	0
05:45 PM	0	7	39	0	8	11	0	0	2	6	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\27\_LAC\_47\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: SR-47

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Off Ramp Westbound				SR-47 Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	1	0	0	3	7	0	0	0	3	0	0	0	0	0	0
02:15 PM	0	3	4	0	5	5	1	0	0	2	0	0	0	0	0	0
02:30 PM	0	1	2	0	5	5	1	0	0	4	0	0	0	0	0	0
02:45 PM	0	0	4	0	3	6	1	0	0	6	0	0	0	0	0	0
03:00 PM	0	0	2	0	1	7	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	6	0	4	8	2	0	0	2	0	0	0	0	0	0
03:30 PM	0	0	0	0	1	5	0	0	0	5	0	0	0	0	0	0
03:45 PM	0	1	2	0	4	8	1	0	0	3	0	0	0	0	0	0
04:00 PM	0	0	4	0	1	1	0	0	0	3	0	0	0	0	0	0
04:15 PM	0	1	2	0	0	2	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	2	0	0	0	3	0	0	0	0	0	0
04:45 PM	0	0	1	0	3	2	1	0	0	1	0	0	0	0	0	0
05:00 PM	0	3	0	0	2	1	0	0	0	2	0	0	0	0	0	0
05:15 PM	0	1	1	0	1	4	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	3	2	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0



File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	6	2	0	0	26	31	0	0	28	0	0	0	0	0	0
07:15 AM	0	3	2	0	0	26	34	0	0	27	0	0	0	0	0	0
07:30 AM	0	3	4	0	0	27	18	0	0	30	0	0	0	0	0	0
07:45 AM	0	4	0	0	0	21	26	0	0	23	0	0	0	0	0	0
08:00 AM	0	12	6	0	0	14	13	0	0	6	0	0	0	0	0	0
08:15 AM	0	7	9	0	0	11	10	0	0	4	0	0	0	0	0	0
08:30 AM	0	5	4	0	0	14	17	0	0	5	0	0	0	0	0	0
08:45 AM	0	5	3	0	0	12	9	0	0	3	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	0	0	0	8	7	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	4	1	0	0	13	14	0	0	3	0	0	0	0	0	0	0
07:30 AM	0	2	2	0	0	14	11	0	0	5	0	0	0	0	0	0	0
07:45 AM	0	7	1	0	0	16	8	0	0	4	0	0	0	0	0	0	0
08:00 AM	0	5	2	0	0	21	10	0	0	2	0	0	0	0	0	0	0
08:15 AM	0	6	0	0	0	16	12	0	0	6	0	0	0	0	0	0	0
08:30 AM	0	3	2	0	0	21	13	0	0	7	0	0	0	0	0	0	0
08:45 AM	0	7	3	0	0	11	4	0	0	3	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	12	6	0	0	7	3	0	0	2	0	0	0	0	0	0
07:30 AM	0	10	3	0	0	9	4	0	0	1	0	0	0	0	0	0
07:45 AM	0	8	2	0	0	4	4	0	0	3	0	0	0	0	0	0
08:00 AM	0	6	3	0	0	12	8	0	0	0	0	0	0	0	0	0
08:15 AM	0	3	1	0	0	10	13	0	0	2	0	0	0	0	0	0
08:30 AM	0	2	1	0	0	8	9	0	0	3	0	0	0	0	0	0
08:45 AM	0	4	3	0	0	9	8	0	0	7	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	16	7	0	0	2	0	0	0	0	0	0
07:15 AM	0	4	0	0	0	19	15	0	0	2	0	0	0	0	0	0
07:30 AM	0	2	1	0	0	7	10	0	0	3	0	0	0	0	0	0
07:45 AM	0	13	6	0	0	15	23	0	0	4	0	0	0	0	0	0
08:00 AM	0	10	1	0	0	33	19	0	0	7	0	0	0	0	0	0
08:15 AM	0	13	3	0	0	20	17	0	0	5	0	0	0	0	0	0
08:30 AM	0	25	3	0	0	24	14	0	0	4	0	0	0	0	0	0
08:45 AM	0	25	6	0	0	24	19	0	0	2	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	6	0	0	0	1	4	0	0	2	0	0	0	0	0	0
07:15 AM	0	5	0	0	0	1	6	0	0	3	0	0	0	0	0	0
07:30 AM	0	4	2	0	0	5	3	0	0	1	0	0	0	0	0	0
07:45 AM	0	9	1	0	0	0	4	0	0	1	0	0	0	0	0	0
08:00 AM	0	5	0	0	0	1	4	0	0	3	0	0	0	0	0	0
08:15 AM	0	7	0	0	0	1	4	0	0	1	0	0	0	0	0	0
08:30 AM	0	7	0	0	0	4	4	0	0	1	0	0	0	0	0	0
08:45 AM	0	12	4	0	0	2	7	0	0	3	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
02:00 PM	0	8	3	0	0	18	8	0	0	6	0	0	0	0	0	0	0
02:15 PM	0	12	7	0	0	16	7	0	0	7	0	0	0	0	0	0	0
02:30 PM	0	19	28	0	0	14	11	0	0	3	0	0	0	0	0	0	0
02:45 PM	0	11	12	0	0	22	5	0	0	7	0	0	0	0	0	0	0
03:00 PM	0	16	9	0	0	23	8	0	0	3	0	0	0	0	0	0	0
03:15 PM	0	9	5	0	0	16	6	0	0	3	0	0	0	0	0	0	0
03:30 PM	0	12	9	0	0	20	13	0	1	3	0	0	0	0	0	0	0
03:45 PM	0	18	14	0	0	22	7	0	0	4	0	0	0	0	0	0	0
04:00 PM	0	21	6	0	0	21	10	0	0	11	0	0	0	0	0	0	0
04:15 PM	0	32	14	0	0	28	16	0	0	21	0	0	0	0	0	0	0
04:30 PM	0	27	25	0	0	39	30	0	0	34	0	0	0	0	0	0	0
04:45 PM	0	66	61	0	0	86	22	0	0	27	0	0	0	0	0	0	0
05:00 PM	0	24	22	0	0	56	11	0	0	12	0	0	0	0	0	0	0
05:15 PM	0	9	3	0	0	49	24	0	0	38	0	0	0	0	0	0	0
05:30 PM	0	12	6	0	0	27	17	0	0	17	0	0	0	0	0	0	0
05:45 PM	0	9	1	0	0	36	5	0	0	4	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
02:00 PM	0	11	4	0	0	18	21	0	0	5	0	0	0	0	0	0	0
02:15 PM	0	10	4	0	0	14	9	0	0	6	0	0	0	0	0	0	0
02:30 PM	0	2	10	0	0	19	12	0	0	8	0	0	0	0	0	0	0
02:45 PM	0	11	5	0	0	22	8	0	0	3	0	0	0	0	0	0	0
03:00 PM	0	7	5	0	0	13	10	0	0	4	0	0	0	0	0	0	0
03:15 PM	0	2	2	0	0	22	7	0	0	5	0	0	0	0	0	0	0
03:30 PM	0	9	3	0	0	12	4	0	0	7	0	0	0	0	0	0	0
03:45 PM	0	5	2	0	0	15	14	0	0	6	0	0	0	0	0	0	0
04:00 PM	0	2	5	0	0	16	7	0	0	2	0	0	0	0	0	0	0
04:15 PM	0	7	2	0	0	13	4	0	0	5	0	0	0	0	0	0	0
04:30 PM	0	6	2	0	0	10	7	0	0	5	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	15	4	0	0	6	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	9	6	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	2	17	5	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	14	12	0	0	5	0	0	0	0	0	0	0
05:45 PM	0	2	1	0	1	9	3	0	0	4	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	9	2	0	0	8	9	0	0	1	0	0	0	0	0	0
02:15 PM	0	8	4	0	0	5	5	0	0	2	0	0	0	0	0	0
02:30 PM	0	9	2	0	0	11	3	0	0	1	0	0	0	0	0	0
02:45 PM	0	6	5	0	0	3	4	0	0	0	0	0	0	0	0	0
03:00 PM	0	4	1	0	0	6	6	0	0	2	0	0	0	0	0	0
03:15 PM	0	3	8	0	0	4	2	0	0	3	0	0	0	0	0	0
03:30 PM	0	6	2	0	0	3	2	0	0	1	0	0	0	0	0	0
03:45 PM	0	7	3	0	0	4	5	0	0	3	0	0	0	0	0	0
04:00 PM	0	6	2	0	0	5	7	0	0	1	0	0	0	0	0	0
04:15 PM	0	7	2	0	0	6	2	0	0	3	0	0	0	0	0	0
04:30 PM	0	1	2	0	0	4	6	0	0	3	0	0	0	0	0	0
04:45 PM	0	3	0	0	0	3	5	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	6	9	0	0	1	0	0	0	0	0	0
05:15 PM	0	4	2	0	2	6	4	0	0	3	0	0	0	0	0	0
05:30 PM	0	2	0	0	0	5	4	0	0	2	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	2	5	0	0	1	0	0	0	0	0	0



File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	19	10	0	0	18	21	0	1	2	0	0	0	0	0	0
02:15 PM	0	22	6	0	0	26	18	0	0	5	0	0	0	0	0	0
02:30 PM	0	27	7	0	0	18	19	0	0	4	0	0	0	0	0	0
02:45 PM	0	20	6	0	0	21	20	0	1	2	0	0	0	0	0	0
03:00 PM	0	26	7	0	0	16	17	0	0	3	0	0	0	0	0	0
03:15 PM	0	24	7	0	0	22	14	0	0	3	0	0	0	0	0	0
03:30 PM	0	23	13	0	0	18	13	0	0	2	0	0	0	0	0	0
03:45 PM	0	26	11	0	0	14	9	0	0	2	0	0	0	0	0	0
04:00 PM	0	18	13	0	0	14	14	0	0	2	0	0	0	0	0	0
04:15 PM	0	30	9	0	0	15	16	0	0	2	0	0	0	0	0	0
04:30 PM	0	10	3	0	0	23	16	0	0	1	0	0	0	0	0	0
04:45 PM	0	3	4	0	0	22	8	0	0	3	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	23	26	0	0	3	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	30	22	0	0	6	0	0	0	0	0	0
05:30 PM	0	1	3	0	0	18	21	0	0	2	0	0	0	0	0	0
05:45 PM	0	5	2	0	0	24	26	0	1	1	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\28\_LAC\_Pier S\_Ocean PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Pier S Avenue

Comment 3: E/W: Ocean Boulevard Westbound Ramps

Comment 4: Weather: Clear

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound On Ramp Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	0	9	2	0	0	4	7	0	1	3	0	0	0	0	0	0
02:15 PM	0	6	4	0	0	3	7	1	0	2	0	0	0	0	0	0
02:30 PM	0	12	5	0	0	1	9	0	0	1	0	0	0	0	0	0
02:45 PM	0	6	6	0	0	2	9	0	0	2	0	0	0	0	0	0
03:00 PM	0	4	1	0	0	3	6	0	0	2	0	0	0	0	0	0
03:15 PM	0	7	1	0	0	5	12	0	0	3	0	0	0	0	0	0
03:30 PM	0	6	1	0	0	1	4	0	0	0	0	0	0	0	0	0
03:45 PM	0	7	1	0	0	2	10	0	0	1	0	0	0	0	0	0
04:00 PM	0	10	1	0	0	2	6	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	2	0	0	1	5	0	0	1	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	1	2	0	0	2	0	0	0	0	0	0
04:45 PM	0	2	2	0	0	1	4	0	0	2	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	2	4	0	0	1	0	0	0	0	0	0
05:30 PM	0	1	3	0	0	1	2	0	0	1	0	0	0	0	0	0
05:45 PM	0	1	2	0	0	2	3	0	0	1	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	21	60	7	0	4	0	4	0	0	6	2	0	6	0	0	0
07:15 AM	19	107	1	0	4	0	8	0	1	4	3	0	8	0	0	0
07:30 AM	19	13	2	0	7	0	8	0	0	6	2	0	9	0	3	0
07:45 AM	5	8	0	0	1	0	13	0	1	8	14	0	7	0	2	0
08:00 AM	44	50	8	0	6	0	21	0	0	20	8	0	8	0	0	0
08:15 AM	31	32	4	0	7	1	17	0	1	11	11	0	15	0	0	0
08:30 AM	28	30	10	0	6	0	7	0	2	10	7	0	9	0	2	0
08:45 AM	21	31	5	0	9	0	37	0	1	25	7	0	9	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	6	17	0	0	1	0	4	0	0	1	4	0	0	0	0	0
07:30 AM	4	4	0	0	3	0	10	0	0	2	5	0	0	0	0	0
07:45 AM	0	5	0	0	5	0	3	0	0	3	2	0	0	0	0	0
08:00 AM	3	16	0	0	2	0	2	0	0	5	0	0	0	0	0	0
08:15 AM	6	18	0	0	1	0	7	0	0	5	2	0	0	0	0	0
08:30 AM	8	8	0	0	5	0	5	0	0	3	4	0	0	0	0	0
08:45 AM	6	6	0	0	4	0	3	0	0	2	1	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	2	7	0	0	3	0	4	0	0	0	1	0	0	0	0	0
07:30 AM	3	3	0	0	3	0	5	0	0	0	0	0	0	0	0	0
07:45 AM	1	1	0	0	0	0	2	0	0	1	4	0	0	0	0	0
08:00 AM	5	6	0	0	0	0	3	0	0	3	1	0	0	0	0	0
08:15 AM	5	5	0	0	3	0	4	0	0	2	4	0	0	0	0	0
08:30 AM	3	4	0	0	2	0	1	0	0	0	3	0	0	0	0	0
08:45 AM	5	5	0	0	2	0	2	0	0	6	1	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	9	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	5	12	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	3	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0
08:00 AM	14	29	0	0	1	0	13	0	0	5	1	0	0	0	0	0
08:15 AM	6	12	0	0	1	0	11	0	0	2	2	0	0	0	0	0
08:30 AM	8	9	0	0	0	0	5	0	0	5	0	0	0	0	0	0
08:45 AM	11	15	0	0	0	0	20	0	0	12	1	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0
08:00 AM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	2	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	18	43	12	0	12	0	22	0	3	25	9	0	9	0	3	0
02:15 PM	20	20	7	0	6	0	13	0	1	24	4	0	9	0	3	0
02:30 PM	18	40	14	0	7	0	22	0	3	25	8	0	14	1	2	0
02:45 PM	19	33	6	0	6	1	11	0	0	34	9	0	13	0	6	0
03:00 PM	12	26	10	0	4	0	27	0	1	32	4	0	10	0	2	0
03:15 PM	26	29	15	0	1	0	17	0	2	27	3	0	11	0	2	0
03:30 PM	18	15	14	0	5	0	37	0	2	30	5	0	10	0	5	0
03:45 PM	15	19	14	0	1	0	28	0	0	31	3	0	16	0	2	0
04:00 PM	12	29	8	0	6	0	32	0	1	33	9	0	17	0	2	0
04:15 PM	23	37	10	0	5	0	31	0	1	39	3	0	16	0	1	0
04:30 PM	22	75	7	0	11	0	35	0	0	16	6	0	13	0	1	0
04:45 PM	34	52	8	0	3	0	51	0	1	35	3	0	9	0	3	0
05:00 PM	33	72	10	0	1	0	27	0	0	26	5	0	8	0	3	0
05:15 PM	63	113	6	0	5	0	32	0	3	6	3	0	8	0	3	0
05:30 PM	32	44	9	0	4	0	11	0	3	7	1	0	10	0	3	0
05:45 PM	19	32	12	0	6	0	45	0	0	10	1	0	11	0	0	0



File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	3	12	0	0	5	0	11	0	0	7	9	0	0	0	0	0
02:15 PM	2	8	0	0	5	0	12	0	0	9	4	0	0	0	0	0
02:30 PM	3	7	1	0	5	0	9	0	0	20	4	0	0	0	0	0
02:45 PM	2	9	0	0	4	0	13	0	0	12	5	0	0	0	0	0
03:00 PM	8	8	0	0	3	0	5	0	0	10	4	0	0	0	0	0
03:15 PM	9	15	0	0	2	0	9	0	0	6	1	0	0	0	0	0
03:30 PM	4	9	0	0	5	0	14	0	0	12	2	0	0	0	0	0
03:45 PM	9	10	0	0	2	0	16	0	0	13	1	0	0	0	0	0
04:00 PM	5	12	0	0	4	0	14	0	0	8	6	0	0	0	0	0
04:15 PM	6	8	0	0	6	0	23	0	0	11	3	0	0	0	0	0
04:30 PM	9	12	0	0	7	0	17	0	0	8	2	0	0	0	0	0
04:45 PM	5	14	0	0	3	0	4	0	0	1	1	0	0	0	0	0
05:00 PM	7	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:15 PM	10	22	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	29	21	0	0	1	0	0	0	0	2	1	0	0	0	0	0
05:45 PM	30	16	0	0	0	0	1	0	0	0	5	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

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Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	2	6	0	0	4	0	3	0	0	7	3	0	0	0	0	0
02:15 PM	1	4	0	0	3	0	2	0	0	8	2	0	0	0	0	0
02:30 PM	4	7	0	0	4	0	7	0	0	7	2	0	0	0	0	0
02:45 PM	3	4	0	0	0	0	1	0	0	5	2	0	0	0	0	0
03:00 PM	5	4	0	0	0	0	2	0	0	6	1	0	0	0	0	0
03:15 PM	6	5	0	0	0	0	1	0	0	4	1	0	0	0	0	0
03:30 PM	2	2	0	0	0	0	5	0	0	6	0	0	0	0	0	0
03:45 PM	3	1	0	0	1	0	9	0	0	6	2	0	0	0	0	0
04:00 PM	0	5	0	0	1	0	10	0	0	8	4	0	0	0	0	0
04:15 PM	3	6	0	0	2	0	7	0	0	4	1	0	0	0	0	0
04:30 PM	3	4	0	0	1	0	4	0	0	2	0	0	0	0	0	0
04:45 PM	5	5	0	0	0	0	2	0	0	1	0	0	0	0	0	0
05:00 PM	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	10	9	0	0	3	0	2	0	0	1	0	0	0	0	0	0
05:30 PM	6	5	0	0	1	0	1	0	0	0	1	0	0	0	0	0
05:45 PM	4	6	0	0	0	0	2	0	0	4	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

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Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	12	21	0	0	4	0	9	0	0	12	2	0	0	0	0	0
02:15 PM	13	15	0	0	1	0	4	0	0	12	0	0	0	0	0	0
02:30 PM	9	29	0	0	0	0	6	0	0	7	0	0	0	0	0	0
02:45 PM	13	21	0	0	1	0	1	0	0	13	2	0	0	0	0	0
03:00 PM	5	11	0	0	2	0	8	0	0	17	0	0	0	0	0	0
03:15 PM	10	19	0	0	0	0	10	0	0	18	0	0	0	0	0	0
03:30 PM	11	11	0	0	3	0	23	0	0	17	0	0	0	0	0	0
03:45 PM	7	16	0	0	0	0	13	0	0	16	0	0	0	0	0	0
04:00 PM	4	12	0	0	4	0	11	0	0	20	2	0	0	0	0	0
04:15 PM	5	9	0	0	0	0	14	0	0	21	1	0	0	0	0	0
04:30 PM	7	18	0	0	3	0	10	0	0	5	0	0	0	0	0	0
04:45 PM	10	9	0	0	0	0	7	0	0	5	0	0	0	0	0	0
05:00 PM	5	20	0	0	0	0	2	0	0	4	0	0	0	0	0	0
05:15 PM	15	24	0	0	1	0	21	0	0	0	1	0	0	0	0	0
05:30 PM	7	16	0	0	0	0	2	0	0	2	0	0	0	0	0	0
05:45 PM	6	21	0	0	1	0	0	0	0	1	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\29\_LAC\_Henry Ford\_Pier A PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: Henry Ford Avenue/SR-47 SB Ramps

Comment 3: E/W: Henry Ford Avenue/Pier A Way

Comment 4: Weather: Clear

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47 Southbound Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0
02:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
02:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0
02:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	2	0	0	0
03:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03:15 PM	0	2	1	0	0	0	2	0	0	1	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
04:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\30\_LAC\_103S On\_S Pacific\_I St AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: I-103 Southbound On Ramp

Comment 3: E/W: Southern Pacific Dr/East I Street

Comment 4: Weather: Clear

Start Time	I-103 Southbound On Ramp Southbound				East I Street Westbound				dead end Northbound				Southern Pacific Drive Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	12	0	4	0	0	1	1	0	0	0	0	0	0	6	0	0
07:15 AM	3	0	6	0	0	0	0	0	0	0	0	0	0	11	0	0
07:30 AM	6	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0
07:45 AM	4	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0
08:00 AM	8	0	3	0	0	1	1	0	0	0	0	0	0	1	0	0
08:15 AM	6	0	2	0	0	1	0	0	0	0	0	0	0	2	0	0
08:30 AM	5	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
08:45 AM	5	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\30\_LAC\_103S On\_S Pacific\_I St AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: I-103 Southbound On Ramp

Comment 3: E/W: Southern Pacific Dr/East I Street

Comment 4: Weather: Clear

Start Time	I-103 Southbound On Ramp Southbound				East I Street Westbound				dead end Northbound				Southern Pacific Drive Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	3	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0
07:15 AM	1	0	2	0	0	0	4	0	0	0	0	0	0	2	0	0
07:30 AM	3	0	1	0	0	4	1	0	0	0	0	0	0	0	0	0
07:45 AM	5	0	1	0	0	3	5	0	0	0	0	0	1	2	0	0
08:00 AM	5	0	1	0	0	1	2	0	0	0	0	0	0	1	0	0
08:15 AM	9	0	5	0	0	0	2	0	0	0	0	0	0	1	0	0
08:30 AM	13	0	3	0	0	1	3	0	0	0	0	0	0	1	0	0
08:45 AM	7	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\30\_LAC\_103S On\_S Pacific\_I St AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: I-103 Southbound On Ramp

Comment 3: E/W: Southern Pacific Dr/East I Street

Comment 4: Weather: Clear

Start Time	I-103 Southbound On Ramp Southbound				East I Street Westbound				dead end Northbound				Southern Pacific Drive Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	5	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:30 AM	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\30\_LAC\_103S On\_S Pacific\_I St AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: I-103 Southbound On Ramp

Comment 3: E/W: Southern Pacific Dr/East I Street

Comment 4: Weather: Clear

Start Time	I-103 Southbound On Ramp Southbound				East I Street Westbound				dead end Northbound				Southern Pacific Drive Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	7	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
07:15 AM	7	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0
07:30 AM	5	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0
07:45 AM	16	0	1	0	0	1	4	0	0	0	0	0	1	4	0	0
08:00 AM	5	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0
08:15 AM	6	0	0	0	0	1	0	0	0	0	0	0	2	4	0	0
08:30 AM	6	0	1	0	0	2	1	0	0	0	0	0	0	4	0	0
08:45 AM	2	0	1	0	0	3	4	0	0	0	0	0	0	5	0	0



File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\30\_LAC\_103S On\_S Pacific\_I St AM.ppd

Start Date: 2/6/2018

Start Time: 7:00:00 AM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: I-103 Southbound On Ramp

Comment 3: E/W: Southern Pacific Dr/East I Street

Comment 4: Weather: Clear

Start Time	I-103 Southbound On Ramp Southbound				East I Street Westbound				dead end Northbound				Southern Pacific Drive Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	5	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
07:15 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:30 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:30 AM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\30\_LAC\_103S On\_S Pacific\_I St PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: I-103 Southbound On Ramp

Comment 3: E/W: Southern Pacific Dr/East I Street

Comment 4: Weather: Clear

Start Time	I-103 Southbound On Ramp Southbound				East I Street Westbound				dead end Northbound				Southern Pacific Drive Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	2	0	1	0	0	1	3	0	0	0	0	0	1	2	0	0
02:15 PM	4	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0
02:30 PM	9	0	1	0	0	0	0	0	0	0	0	0	1	4	0	0
02:45 PM	12	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0
03:00 PM	11	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0
03:15 PM	4	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0
03:30 PM	9	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0
03:45 PM	8	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0
04:00 PM	19	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	17	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:30 PM	23	0	3	0	0	1	3	0	0	0	0	0	1	4	0	0
04:45 PM	31	0	3	0	0	3	1	0	0	0	0	0	0	3	0	0
05:00 PM	19	0	1	0	0	2	0	0	0	0	0	0	0	7	0	0
05:15 PM	24	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	22	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0
05:45 PM	9	0	1	0	0	1	1	0	0	0	0	0	0	2	0	0

File Name: X:\\_Jobs Folder\2018\18Q1\042-18084\30\_LAC\_103S On\_S Pacific\_I St PM.ppd

Start Date: 2/6/2018

Start Time: 2:00:00 PM

Site Code: 04218084

Comment 1: City of Los Angeles

Comment 2: N/S: I-103 Southbound On Ramp

Comment 3: E/W: Southern Pacific Dr/East I Street

Comment 4: Weather: Clear

Start Time	I-103 Southbound On Ramp Southbound				East I Street Westbound				dead end Northbound				Southern Pacific Drive Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	8	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0
02:15 PM	6	0	1	0	0	1	1	0	0	0	0	0	1	2	0	0
02:30 PM	14	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
02:45 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
03:00 PM	8	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0
03:15 PM	8	0	1	0	0	4	1	0	0	0	0	0	0	2	0	0
03:30 PM	9	0	3	0	0	2	0	0	0	0	0	0	0	4	0	0
03:45 PM	7	0	3	0	0	2	1	0	0	0	0	0	2	3	0	0
04:00 PM	5	0	0	0	0	1	1	0	0	0	0	0	1	3	0	0
04:15 PM	14	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:30 PM	6	0	1	0	0	1	2	0	0	0	0	0	1	5	0	0
04:45 PM	4	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0
05:00 PM	7	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0
05:15 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:30 PM	7	0	1	0	0	3	2	0	0	0	0	0	0	3	0	0
05:45 PM	11	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0

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Start Time	I-103 Southbound On Ramp Southbound				East I Street Westbound				dead end Northbound				Southern Pacific Drive Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
02:15 PM	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0
02:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00 PM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:15 PM	2	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0
03:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
03:45 PM	2	0	1	0	0	2	1	0	0	0	0	0	0	1	0	0
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

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Start Time	I-103 Southbound On Ramp Southbound				East I Street Westbound				dead end Northbound				Southern Pacific Drive Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	7	0	1	0	0	1	3	0	0	0	0	0	1	1	0	0
02:15 PM	4	0	0	0	0	2	3	0	0	0	0	0	0	5	0	0
02:30 PM	8	0	0	0	0	1	3	0	0	0	0	0	0	2	0	0
02:45 PM	9	0	1	0	0	3	0	0	0	0	0	0	0	5	0	0
03:00 PM	9	0	3	0	0	3	2	0	0	0	0	0	0	4	0	0
03:15 PM	7	0	3	0	0	1	2	0	0	0	0	0	1	0	0	0
03:30 PM	12	0	2	0	0	2	0	0	0	0	0	0	1	3	0	0
03:45 PM	6	0	1	0	0	5	2	0	0	0	0	0	0	1	0	0
04:00 PM	5	0	0	0	0	1	2	0	0	0	0	0	2	4	0	0
04:15 PM	10	0	1	0	0	3	5	0	0	0	0	0	0	2	0	0
04:30 PM	7	0	1	0	0	2	4	0	0	0	0	0	1	1	0	0
04:45 PM	5	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0
05:00 PM	5	0	2	0	0	1	2	0	0	0	0	0	0	1	0	0
05:15 PM	10	0	3	0	0	3	2	0	0	0	0	0	0	2	0	0
05:30 PM	9	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
05:45 PM	10	0	0	0	0	0	1	0	0	0	0	0	1	4	0	0

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	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
02:00 PM	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:30 PM	6	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
02:45 PM	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00 PM	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:15 PM	5	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
03:30 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:45 PM	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:00 PM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0