

APPENDIX

Traffic Engineering and Analysis Report

Golden Gate Bridge Moveable Median Barrier Study

Prepared for the Golden Gate Bridge Highway and Transportation District

Federal Project Number STPL-6003(037)



Appendix A
Model Calibration Analysis Memorandum

Memorandum

Date: January 11, 2013
To: Jeffrey Lee
From: Bill Burton
James Watson
Subject: Golden Gate Bridge Moveable Median Barrier – Traffic Engineering and Analysis:
Model Calibration Analysis

This memorandum presents the model calibration analysis for use in the Golden Gate Bridge Moveable Median Barrier Project in San Francisco, California. The analysis methodology is outlined in Task 6 (Traffic Engineering and Analysis) of the *Golden Gate Bridge Moveable Median Barrier Scope of Work*.⁽¹⁾ This document is herein referred to as the “Moveable Median Barrier Project Scope of Work”.

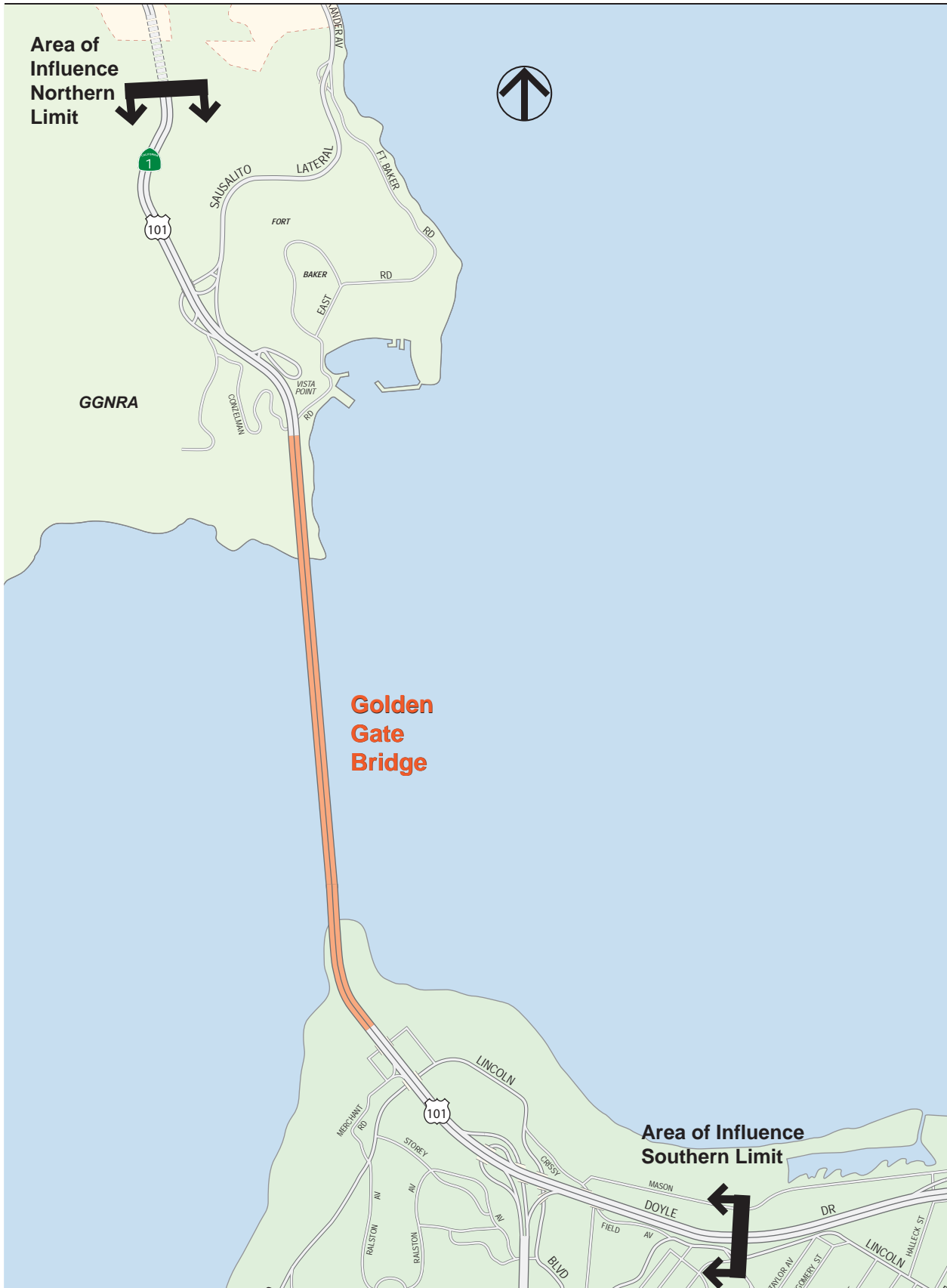
Introduction

The model calibration analysis consists of a comparative evaluation of the simulated freeway results to the observed freeway results. This comparison is conducted at several locations on the US 101 freeway between the Sausalito Lateral Interchange (north) and the Park Presidio Boulevard interchange (south). The project area vicinity map is shown in **Figure 1**.

The model calibration analysis includes an outline of the methodology utilized to develop, calibrate, and validate the traffic simulation model for use in this evaluation. A description of the modeling software and methodology is included in the following sections:

- Model Calibration Analysis Methodology;
- Model Development Procedure;
- Model Development Process;
- Model Calibration Process;
- Model Calibration Results; and
- Model Validation.

⁽¹⁾ Golden Gate Bridge Moveable Median Barrier Scope of Work. November 10, 2008. Prepared for Golden Gate Bridge Highway and Transportation District by AECOM.



Project Vicinity Map.ai

GOLDEN GATE BRIDGE MOVEABLE MEDIAN BARRIER - MODEL CALIBRATION ANALYSIS

Figure 1
Project Vicinity Map

Model Calibration Analysis Methodology

A network simulation model was developed to evaluate the operations of the regional freeway facilities. The simulation model was developed in McTrans' TSIS-CORSIM 6.1 (Build 509) software program. The CORSIM software is a specialized corridor simulation tool that was originally developed by the Federal Highway Administration (FHWA). The model development process was consistent with the methodology presented in the *Traffic Analysis Toolbox Volume IV: Guidelines for Applying CORSIM Microsimulation Modeling Software*.⁽²⁾

The CORSIM model was calibrated based on travel speed and traffic volumes. This calibration methodology is consistent with the procedures recommended by the FHWA.

Travel speed data on the US 101 freeway were utilized as a quantitative calibration parameter. The travel speeds simulated in the CORSIM model were calibrated to replicate observed travel speed within a 20 percent confidence level.⁽³⁾

Traffic volumes were evaluated on a segment by segment basis and were utilized as a quantitative parameter. The traffic volumes were examined by utilizing the following conditional criteria included in **Table 1**.

Table 1: Freeway Traffic Volume Calibration Criteria

| Simulated Segment Traffic Volume | Calibration Target ^(a) |
|----------------------------------|-----------------------------------|
| ≤ 700 vph | ≤ 100 vph |
| > 700 vph and ≤ 2,700 vph | ≤ 15% |
| > 2,700 vph | ≤ 400 vph |

Source: *Traffic Analysis Toolbox Volume IV*, Federal Highway Administration, 2007.

Notes:

- Calibration target in terms of absolute vehicles on the segment.
- vph = Vehicles Per Hour

^(a) Calibration target based on comparison of simulated traffic volumes to observed traffic volumes.

It should be noted that the FHWA does not have a standard of acceptance for the number of calibration criteria that must be met to validate a model. The number of calibration criteria that should be met varies depends on factors such as the size of the model, resources available, purpose and objectives of the analysis, and types of alternatives analyzed. Although not required per the FHWA guidelines, a typical standard of acceptance is 85 percent. That is, at least 85 percent of the calibrated segments should meet the calibration targets.

⁽²⁾ Traffic Analysis Toolbox Volume IV: Guidelines for Applying CORSIM Microsimulation Modeling Software. Section 5.0 – Calibration. U.S. Department of Transportation. Federal Highway Administration, 400 Seventh Street S.W. Room 4410 Washington, DC 20590, Publication No. FHWA-HOP-07-079, January 2007.

⁽³⁾ Advanced CORSIM Training Manual. Minnesota Department of Transportation. SEH No. A-MNDOT0318.00. January 31, 2008.

The regional freeway analysis was developed to evaluate peak period conditions. Typically, on weekdays, vehicles in the vicinity of the US 101 freeway experience congested conditions between 7:00am and 9:00am in the morning peak period and between 4:00pm and 6:00pm in the evening peak period. Herein, these analysis periods are presented as the weekday AM peak period and weekday PM peak period, respectively.

The peak hour of congestion represents the most congested one (1) hour within the corresponding peak period. Typically, on weekdays, vehicles in the vicinity of the US 101 freeway experience the peak hour conditions between 8:00am and 9:00am in the weekday AM peak period and between 5:00pm and 6:00pm in the weekday PM peak period. Herein, these analysis periods are presented as the weekday AM peak hour and weekday PM peak hour, respectively. Unless otherwise noted, the analysis and results presented herein are a representation of the peak hour of congestion.

Model Development Procedure

Micro-simulation tools are typically preferable to more simplistic analyses, such as empirically developed *Highway Capacity Manual* (HCM) evaluations, for complex transportation networks. Micro-simulation tools are preferred because they are designed to model transportation networks temporally and account for interactions with other facilities. For example, micro-simulation tools can model the impacts of fluctuations in traffic characteristics over time and space. Likewise, these tools can model interactive geometric configurations, such as closely spaced intersections in relation to ramp metering. Ultimately, micro-simulation tools can be utilized to model unique conditions over time, whereas simplistic analysis tools are utilized to model an isolated facility for an independent moment.

A flow diagram of the CORSIM modeling process is shown in **Figure 2**. This process was developed by the FHWA and is based on the best practices for simulation modeling. This diagram provides a specific outline of the model development process, the calibration procedure, and the stage at which the model is validated for alternatives analyses.

As shown in the CORSIM modeling process flow diagram, the complete development of a project alternative analysis is a nine (9) step process. The nine (9) step process consists of three (3) sections:

1. Work prior to actual modeling (*Step 1 to Step 3*);
2. Initial modeling (*Step 4 and Step 5*); and
3. Final modeling (*Step 6 to Step 9*).

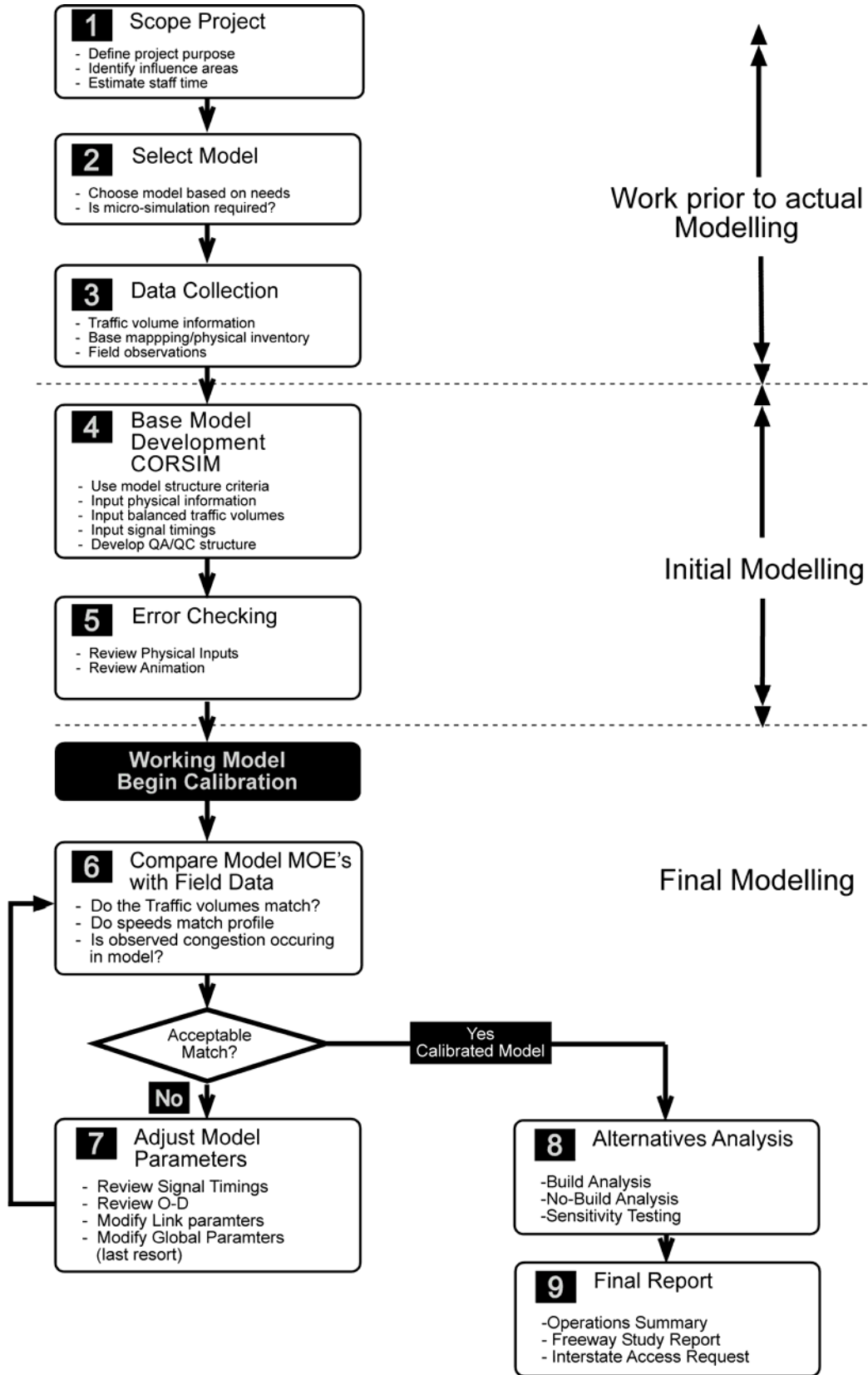
The work prior to actual modeling section of the CORSIM modeling process flow diagram includes project scoping (*Step 1*), model selection (*Step 2*), and data collection (*Step 3*). The project scoping and model selection were conducted as part of the Moveable Median Barrier Project Scope of Work.

Model Development Process

The initial modeling section of the CORSIM modeling process flow diagram includes the base model development (*Step 4*) and error checking (*Step 5*). The development of the base CORSIM model consists of four (4) fundamental components. These components include:

Component 1: Link-Node Diagram Development

The purpose of this component is to create a geometrically accurate representation of the freeway and arterial network. The physical roadway layout is discretized into a network of links and nodes for input into the CORSIM software.



Component 2: Lane Geometry Development

The purpose of this component is to input all of the freeway and arterial roadway lane geometry attributes. These lane geometry attributes include the number of lanes, length of the turn pockets, length of the acceleration and deceleration areas, etc. This information is collected using as-built drawings, aerial photographs, and field measurements. The network geometry is stored in a quality assurance (QA) / quality control (QC) database.

Component 3: Free-Flow Link Speeds Development

The purpose of this component is to input all of the freeway and arterial roadway free-flow link speeds. This information was collected based on posted speed limit signage and design speed throughout the study area. The free-flow link speeds are included in the QA / QC database.

Component 4: Traffic Volumes Database Development

The purpose of this component is to input all of the freeway volumes. The CORSIM model was utilized to simulate traffic conditions for the weekday AM peak period (7:00am to 9:00am) and the weekday PM peak period (4:00pm to 6:00pm).

Traffic volumes throughout the freeway and arterial network were divided into 15-minute time intervals for the two (2) hour simulation periods. Where 15-minute interval traffic volume data were available (e.g., mainline freeway segments), the source data were utilized. Where 15-minute interval traffic volume data were unavailable (e.g., freeway ramps), the 60-minute interval traffic volume source data were disaggregated into 15-minute intervals assuming a 0.95 peak hour factor.

The regional mainline freeway traffic volumes were balanced utilizing one (1) mainline control point and upstream / downstream ramps. Equilibrium was maintained throughout the freeway network.

Error checking (*Step 5*) was conducted by reviewing the physical model inputs and reviewing the animation. Once the inputs and animation were verified, the initial modeling section was completed.

Model Calibration Process

The final modeling section of the CORSIM modeling process flow diagram includes the model comparison to field data (*Step 6*), model parameter adjustments (*Step 7*), alternatives analysis (*Step 8*), and the final report (*Step 9*).

Mainline US 101 freeway travel speed surveys were conducted by “floating vehicles”, or moving observers, on a typical weekday.

The model comparison to field data (*Step 6*) and the model parameter adjustments (*Step 7*) are iterative. That is, the steps must be repeated until the conditional criteria are met. The model calibration methodology is an informed “guess and check” process. Typically, there are best practices for calibrating a model. For example, if observed congestion is caused by tight horizontal curvature, the desired free-flow speed or headway spacing may need to be adjusted. However, every transportation network is unique and the specific calibration parameters must be adjusted accordingly. The calibration process sequentially consists of the following four (4) conditions:

1. No modifications to the default parameters – No adjustments are made to the known global parameters (e.g., vehicle type distribution), local parameters (e.g., headway factors), or unknown global parameters (e.g., car following factors). If the model MOE meet the model calibration criteria, the model calibration is complete. If not, the known global parameters must be modified;
2. Modify the known global parameters – Adjustments are made to the global parameters that can be quantified. Known global parameters include vehicle headway distributions, vehicle type

distribution, and lane biases (for heavy vehicles). If the model MOE meet the model calibration criteria, the model calibration is complete. If not, the local parameters must be modified;

3. Modify the local parameters – Adjustments are made to the local parameters that cannot be quantified but can be observed. Local parameters include warning sign locations for exit ramps / lane drops (for lane changing behavior) and free-flow speeds / headway factors (for geometric features). If the model MOE meet the model calibration criteria, the model calibration is complete. If not, the unknown global parameters must be modified; and
4. Modify the unknown global parameters – Adjustments are made to the global parameters that cannot be quantified or observed. Unknown global parameters include driver behavior, lane change parameters, and model parameters. Modifications to these parameters affect the model logic and should only be pursued if other calibration parameter adjustments are ineffective.

Upon completion of the model comparison to field data (*Step 6*) and model parameter adjustments (*Step 7*), the calibration of the model is complete. The model is only calibrated for the Existing Conditions. Calibration is not applicable to design year or project alternative analyses. The alternatives analysis (*Step 8*) and the final report (*Step 9*) components of the CORSIM modeling process flow diagram are included in this document.

The CORSIM model required several modifications to meet the calibration criteria. Unless otherwise noted, these calibration modifications are consistent for both the weekday AM and PM peak periods. The model calibration process included the following modifications:

Link Travel Speeds

The link travel speeds were adjusted for two (2) freeway segments to represent the typical speed of the vehicles, rather than the posted freeway speed. The link travel speed was changed from 45 mph (posted) to 55 mph (field) at the following locations:

- Southbound US 101 between Sausalito Lateral and Vista Point; and
- Northbound US 101 between Vista Point and Sausalito Lateral.

Throughout the remainder of the US 101 corridor the posted speed was maintained.

Warning Sign Locations

The warning sign locations were adjusted for two (2) ramps to accurately model the anticipatory lane changing behavior of vehicles on the mainline freeway. The warning sign locations were changed from 2,500 feet (default) to 1,000 feet (field) for the following off-ramps:

- Southbound US 101 Off-Ramp at Park Presidio Boulevard; and
- Northbound US 101 Off-Ramp at Merchant Road.

Car Following Factor

The car following factor was adjusted at several locations to represent the driver behavior at horizontal and vertical curves on the mainline freeway. For vertical curves, the car following factor was typically increased from 1.00 (default) to 1.10 (field). For the majority of the horizontal curves, the car following factor was typically increased from 1.00 (default) to 1.25 (field). The only exception was the abrupt horizontal curve at the northbound toll plaza, where the car following factor was increased from 1.00 (default) to 1.50 (field). The mainline freeway location that was calibrated to represent the vertical curve is:

- US 101 Overcrossing at Sausalito Lateral.

The mainline freeway locations that were calibrated to represent the horizontal curves include:

- US 101 between the Park Presidio Boulevard Ramps;
- US 101 between the Toll Plaza and the Golden Gate Bridge (south); and
- US 101 between the Golden Gate Bridge (north) and the Sausalito Lateral Ramps.

Model Calibration Results

An evaluation of the CORSIM simulation model was conducted prior to calibration (default model) and after calibration (calibrated model). Typically, the simulation model required approximately ten (10) minutes to seed, or initialize, the network. For the purposes of this analysis, all results represent the average of five (5) simulation runs. Each simulation run was conducted for the two (2) hour peak period. The mainline traffic volumes data were collected between Saturday, May 19, 2012 and Friday, May 25, 2012. The mainline travel speed data and field observations were all collected on Tuesday, September 25, 2012.

The CORSIM model was calibrated based mainline travel speed and traffic volumes. The results of the model calibration includes the following components:

Travel Speed

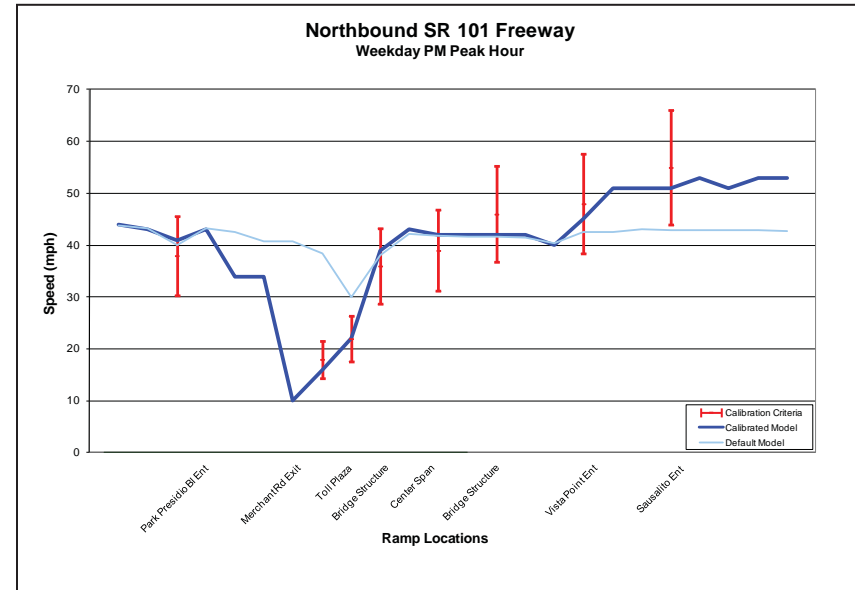
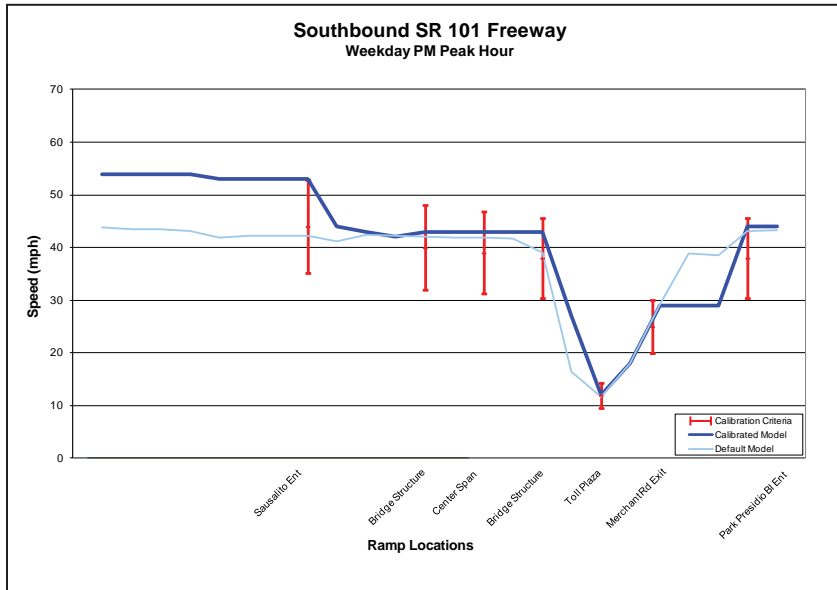
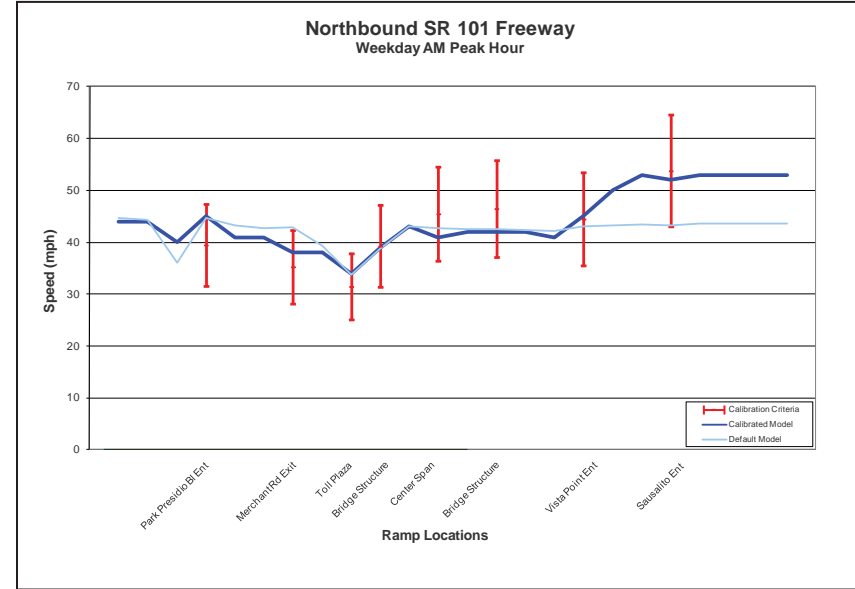
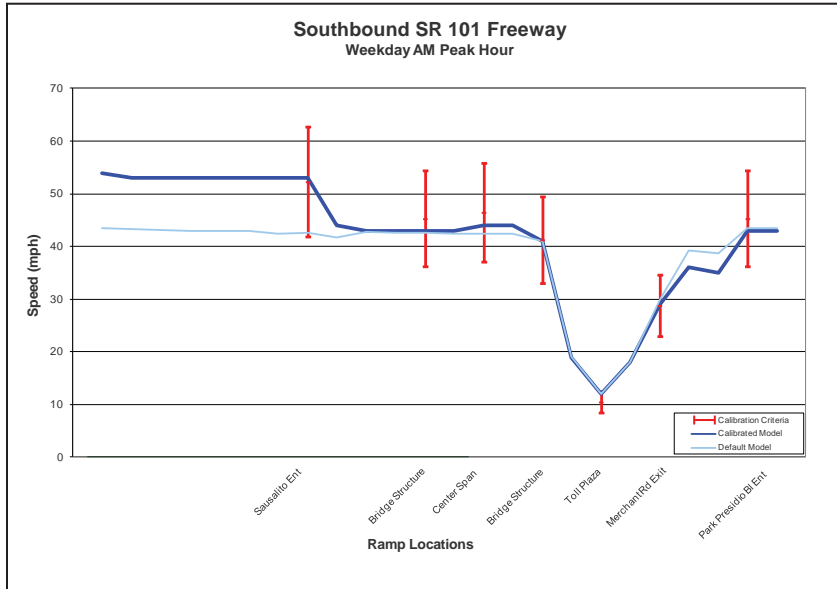
Travel speed data on the US 101 freeway were utilized as a quantitative calibration parameter. The travel speeds simulated in the CORSIM model were calibrated to replicate observed travel speeds within a 20 percent confidence level. Vehicle speed data were collected at the following seven (7) locations in the southbound direction:

1. Southbound US 101 at the Sausalito Lateral On-Ramp;
2. Southbound US 101 at the Golden Gate Bridge Entrance (north);
3. Southbound US 101 at the Golden Gate Bridge Center Span;
4. Southbound US 101 at the Golden Gate Bridge Exit (south);
5. Southbound US 101 at the Golden Gate Bridge Toll Plaza;
6. Southbound US 101 at the Merchant Road Off-Ramp; and
7. Southbound US 101 at the Park Presidio Boulevard On-Ramp.

Vehicle speed data were collected at the following eight (8) locations in the northbound direction:

1. Northbound US 101 at the Park Presidio Boulevard On-Ramp.
2. Northbound US 101 at the Merchant Road Off-Ramp;
3. Northbound US 101 at the Golden Gate Bridge Toll Plaza;
4. Northbound US 101 at the Golden Gate Bridge Entrance (south);
5. Northbound US 101 at the Golden Gate Bridge Center Span;
6. Northbound US 101 at the Golden Gate Bridge Exit (north);
7. Northbound US 101 at the Vista Point On-Ramp; and
8. Northbound US 101 at the Sausalito Lateral On-Ramp.

The calibrated CORSIM simulation travel speeds during the weekday AM peak hour (8:00am to 9:00am) and the weekday PM peak hour (5:00pm to 6:00pm) for the southbound and northbound directions are shown in **Figure 3**. The travel speeds from the CORSIM simulation model prior to the calibration are included (shown as “default model”) to show the impacts of the calibration on the accuracy of the results.



In the weekday AM peak hour simulation, the model meets the travel speed calibration criteria at all seven (7) locations in the southbound direction. The model meets the travel speed calibration criteria at all eight (8) locations in the northbound direction. The travel speed calibration criteria are met at 100 percent of the locations in the weekday AM peak hour simulation.

In the weekday PM peak hour simulation, the model meets the travel speed calibration criteria at all seven (7) locations in the southbound direction. The model meets the travel speed calibration criteria at all eight (8) locations in the northbound direction. The travel speed calibration criteria are met at 100 percent of the locations in the weekday PM peak hour simulation.

Traffic Volumes

Traffic volumes were evaluated on a segment by segment basis and were utilized as a quantitative calibration parameter. A comparison of traffic demand to the traffic simulated in the model was conducted at the seven (7) southbound locations and eight (8) northbound locations on the mainline freeway where the travel speed was collected.

A comparison of calibrated CORSIM simulation volumes to the traffic demand during the weekday AM peak hour (8:00am to 9:00am) and the weekday PM peak hour (5:00pm to 6:00pm) for the US 101 freeway are included in **Table 2**.

In the weekday AM peak hour simulation, the model meets the traffic volume calibration criteria at all seven (7) locations in the southbound direction. On average, the simulation is within one (1) percent of the observed traffic demand. The model meets the traffic volume calibration criteria at all eight (8) locations in the northbound direction. On average, the simulation is within two (2) percent of the observed traffic demand. The traffic volumes calibration criteria is met at 100 percent of the locations in the weekday AM peak hour simulation.

In the weekday PM peak hour simulation, the model meets the traffic volume calibration criteria at all seven (7) locations in the southbound direction. On average, the simulation is within one (1) percent of the observed traffic demand. The model meets the traffic volume calibration criteria at all eight (8) locations in the northbound direction. On average, the simulation is within two (2) percent of the observed traffic demand. The traffic volumes calibration criteria is met at 100 percent of the locations in the weekday PM peak hour simulation.

Table 2: Simulation Model Traffic Volumes

| Freeway Section | | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|----------------------------------|-------------------------------------|----------------------|--------|------------|----------------------|--------|------------|
| | | Demand | Served | Difference | Demand | Served | Difference |
| Southbound US 101 Freeway | | | | | | | |
| 1 | Sausalito Lateral On-Ramp | 4,900 | 4,910 | 10 | 3,150 | 3,155 | 5 |
| 2 | Golden Gate Bridge Entrance (north) | 5,182 | 5,189 | 7 | 3,524 | 3,530 | 6 |
| 3 | Golden Gate Bridge Center Span | 5,182 | 5,190 | 8 | 3,524 | 3,533 | 9 |
| 4 | Golden Gate Bridge Exit (south) | 5,182 | 5,198 | 17 | 3,524 | 3,535 | 11 |
| 5 | Golden Gate Bridge Toll Plaza | 5,182 | 5,197 | 15 | 3,524 | 3,539 | 15 |
| 6 | Merchant Rd Off-Ramp | 4,946 | 5,005 | 59 | 3,408 | 3,431 | 23 |
| 7 | Park Presidio Bl On-Ramp | 3,617 | 3,660 | 43 | 1,964 | 1,956 | 8 |
| Northbound US 101 Freeway | | | | | | | |
| 1 | Park Presidio Bl On-Ramp | 2,787 | 2,798 | 11 | 3,564 | 3,564 | 0 |
| 2 | Merchant Rd Off-Ramp | 2,787 | 2,797 | 10 | 3,564 | 3,567 | 3 |
| 3 | Golden Gate Bridge Toll Plaza | 3,023 | 2,939 | 84 | 5,171 | 5,082 | 89 |
| 4 | Golden Gate Bridge Entrance (south) | 3,023 | 2,942 | 81 | 5,171 | 5,079 | 92 |
| 5 | Golden Gate Bridge Center Span | 3,023 | 2,947 | 76 | 5,171 | 5,076 | 95 |
| 6 | Golden Gate Bridge Exit (north) | 3,023 | 2,953 | 70 | 5,171 | 5,074 | 97 |
| 7 | Vista Point On-Ramp | 3,023 | 2,951 | 72 | 5,171 | 5,071 | 100 |
| 8 | Sausalito Lateral On-Ramp | 2,896 | 2,831 | 65 | 5,044 | 4,947 | 97 |

Source: AECOM – January 2013

Notes:

- Volume in terms of vehicles per hour.
- Demand represents the peak hour mainline traffic volume demand.
- Served represents the peak hour mainline traffic demand volume that is served in the freeway simulation.
- Where the demand volume is greater than 2,700 vph, the difference represents the absolute peak hour mainline traffic volume difference between the demand traffic volume and the served traffic volume (400 vph criteria).
- Where the demand volume is less than or equal to 2,700 vph, the difference represents the percentage difference between the demand traffic volume and the served traffic volume (15 percent criteria).
- **Bold** denotes calibration target not met.

Model Validation

The CORSIM simulation model was developed based on the procedure provided by the FHWA and is based on the best practices for simulation modeling. The process consisted of work prior to modeling, initial modeling, and final modeling.

The initial model development process consisted of the development of a link-node diagram, lane geometry, free-flow link speeds, a traffic volumes database, and traffic control devices. Error checking was conducted by reviewing the physical model inputs and reviewing the animation.

The model calibration process conditionally consisted of modifying the known global parameters, modifying the local parameters, and modifying the unknown global parameters. The model was calibrated by modifying the link travel speeds, the warning sign locations, and the car following factor.

Travel speeds were utilized as a quantitative calibration parameter for the CORSIM model. In the weekday AM peak hour simulation, the travel speed calibration criteria is met at 100 percent of the locations. In the weekday PM peak hour simulation, the travel speed calibration criteria is met at 100 percent of the locations.

Traffic volumes were utilized as a quantitative calibration parameter for the CORSIM model. In the weekday AM peak hour simulation, the traffic volumes calibration criteria is met at 100 percent of the locations. In the weekday PM peak hour simulation, the traffic volumes calibration criteria is met at 100 percent of the locations.

The development and calibration of the Existing Conditions CORSIM model is consistent with the methodology and procedure recommended by the FHWA. Based on the results of the regional freeway calibration analysis, the CORSIM model meets the recommended calibration criteria. The Existing Conditions CORSIM model is therefore valid for design year alternatives analyses and the final report.

Appendix B
Median Barrier Warrant Analysis Memorandum

Memorandum

| | | | |
|---------|---|------|---|
| To | Mr. Jeffrey Lee | Page | 1 |
| CC | Project file | | |
| Subject | Golden Gate Bridge Moveable Median Barrier Project Federal Project No: STPL-6003(037), GGBHTD Contract No: 2008-B-5 Median Barrier Warrants | | |
| From | Bill Burton, PE Joy Villafranca, PE | | |
| Date | September 25, 2012 | | |

This memorandum has been prepared to summarize the results of our evaluation of median barrier study warrants prepared as part of the Golden Gate Bridge Moveable Median Barrier project.

Background

This memorandum has been prepared to demonstrate that the project meets median barrier warrants in accordance with Chapter 7 of the Caltrans Traffic Manual.

The project proposes to install a Moveable Median Barrier (MMB) along Route 101 that extends across the 1.7-mile-long Golden Gate Bridge (GGB) between the City and County of San Francisco (SF) and Marin County (MRN) for a total length of about 13,750 feet. The purpose of this project is to enhance safety and minimize the potential for crossover collisions by installing a physical barrier to separate opposing directions of traffic on the Golden Gate Bridge. It should be noted that the project is conforming to the north and the south in areas that have/will have concrete median barrier.

Existing Highway

The existing highway is an access controlled highway that traverses through an urban environment on the San Francisco side of the bridge and hilly terrain on the Marin side. Toll booths and an approach curve are located on the south side of the bridge which limits speeds. There are a series of reverse curves on the north side of the bridge which also limits speeds.

Existing highway characteristics vary along the Route 101 corridor. Below is a description of the existing highway characteristics specific to each segment north and south of the bridge:

- Route 101, South of the GGB at the right of way boundary - At the south project limit and within District right of way, Route 101 is currently a 9-lane highway with lane widths that vary from 10 to 11.5 feet and outside shoulder width of 2.5 feet in both directions. The roadway widens as it approaches to the Toll Plaza to the north. Existing manually placed plastic pylons currently

separate opposing traffic, extend south beyond the right of way boundary and are used to delineate lane drops depending on the lane configuration.

The Presidio Parkway Project (EA#1637U1), which is currently under construction, includes the construction of a new Route 1/ 19th Avenue connector on ramp which would merge onto the Golden Gate Bridge approach and Route 101 within the District right of way and proposed project limits. The Presidio Parkway Project's north construction limit is at the southern end of the Lincoln Blvd. Undercrossing structure (PM 9.8) and just south of the Toll Plaza. Four SB and five (three lanes from Route 101, two lanes from Route 1) NB lanes are proposed at the construction limits. South of the District right of way, median barriers would separate opposing directions of traffic along Route 101 and would terminate at the District right of way boundary. The proposed lane widths of the interchange are as follows:

- NB Route 101 Mainline Lanes 1, 2 and 3: 11 ft
- NB Route 1/19th Avenue Lane 1: 11 ft
- NB Route /19th Avenue Lane 2: 12 ft
- SB Route 101 Mainline Lanes 1, 2 and 3: 11 ft
- SB Route 101 Mainline Lane 4: 12 ft

The outside shoulder widths in both directions will range from 10 feet to 4 feet at the northern conform.

- Golden Gate Bridge (portion of Route 101) – The GGB, constructed in 1937, is a 6 lane bridge that can be configured to 2 lanes NB/4 lanes SB (2N/4S), 3 lanes NB/3 lanes SB (3N/3S), or 4 lanes NB/2 lanes SB (4N/2S). The GGB connects San Francisco and Marin Counties. The GGB is under the jurisdiction of the Golden Gate Bridge Highway and Transportation District (District). The District changes the lane configurations on the bridge and its approaches using plastic delineators that are manually placed in pre-drilled holes in the roadway. The outside lanes are 11 ft wide, and the remaining 4 lanes are each 10 ft wide. The bridge does not have a permanent barrier or separation between opposing directions of travel. There is no inside shoulder (in both directions). The outside lanes are adjacent to a curb so there are no outside shoulders in either direction. The Bridge spans approximately 9,000 ft from the San Francisco abutment to the Marin abutment.
- Route 101, North of the GGB – The segment of Route 101 north of the GGB is an 8 lane freeway (4 lanes in each direction). The SB direction has 4 lanes, but drops to 3 lanes during the 3N/3S configuration, and drops to 2 lanes during the 4N/2S configuration. Within the project limits, there are two existing interchanges: Vista Point (NB on- and off-ramps) and the Alexander Avenue interchange (NB and SB on and off-ramps). The distance between these two interchanges is approximately 1,200 ft, which is nonstandard.

At the District/Caltrans right of way limit, the freeway is 6 lanes wide. Over a distance of 350 ft, the freeway widens to 9 lanes to accommodate 4 lanes in

each direction and one NB exit lane to the Vista Point. Depending on the bridge configuration, the 4 SB lanes can be reduced to 3 or 2 at this location. The existing lane widths are nonstandard in this area and range from 11 ft to 12 ft 6 in. Within this same 350 ft, there is no permanent barrier or separation between opposing directions of travel. Existing plastic pylons currently provide a separation or “buffer” between opposing directions of travel. Existing lanes, adjacent to this separation, vary between 10 ft and 11.5 ft.

After the first 350 ft within Caltrans right of way, there is an existing Type 60C concrete barrier that separates opposing directions of travel. This barrier continues through the north limit of the project. The inside shoulder width in the NB and SB direction varies between 2 ft to 3 ft along the existing median barrier for a total existing median width of 7 ft to 8 ft. In the SB direction, the existing lane tapers from a 4 to 3 lane configuration and from a 4 to 2 lane configuration via temporary plastic pylons. During the times when these lane tapers occur, the inside shoulder increases when the pylons divert vehicles away from the median barrier.

The outside shoulder widths in the NB and SB directions range from about 0 ft to 10 ft within the project limits.

Barrier Warrants

For freeways, the median width, ADT and number/severity of cross-median type accidents are used to determine if the warrants for median barrier installation are met (See Topic 7-04- Median Barrier of the Traffic Manual). Each segment of the project was evaluated for barrier warrants. These segments, from Post Mile to Post Mile, are the following:

- Route 101 (divided), from 04 SF 101 009.300 to 04 SF 101 009.399
- Route 101 (undivided), from 04 SF 101 009.400 to 04 SF 101 011.181
- Route 101 (undivided), from 04 MRN 101 L000.000 to 04 MRN 101 L000.494
- Route 101 (divided), from 04 MRN 000.000 to 04 MRN 000.600

It should be noted that 04 SF 101 011.181 is equivalent to 04 MRN 101 L000.000, and 04 MRN 101 L000.494 is equivalent to 04 MRN 101 000.000.

Freeway Traffic Volume/Width Study Warrant

Traffic Data

In 1989, the Average Daily Traffic (ADT) on the GGB was 120,000. The 2009 ADT was 110,000 and it is forecast to increase to 138,000 by 2030.

Figure 7-12 of the Traffic Manual indicates the need for median barrier based on median width and ADT (See Attachment 1). According to Figure 7-12, the need for a median barrier should be considered on freeways whenever the volume and median width plot in the gray area. The following **Table 1** shows the values utilized for median width and ADT for each segment of the project and indicates “Yes” or “No” for meeting barrier study warrants when the parameters were plotted onto Figure 7-12.

Table 1: Volume and Median Width Warrant per Segment

| Freeway Segment (Post Mile to Post Mile) | ADT (veh per day) | Median Width (ft) | Meets Warrant? Y/N |
|--|--|----------------------|--------------------|
| 04 SF 101 009.300 to 04 SF 101 009.399 (long-term) | 110,000 (existing) 138,000 (design year) | 15-42, 0 15-42, 0 | Y Y |
| 04 SF 101 009.400 to 04 SF 101 011.181, and 04 MRN 101 L000.000 to 04 MRN 101 L000.494 ^(a) | 110,000 138,000 | 0 0 | Y Y |
| 04 MRN 101 000.000 to 04 MRN 101 000.600 | 110,000 138,000 | 0-8 0-8 | Y Y |

Source: AECOM – August 2012. Caltrans – 2012.

Notes:

^(a) 04 MRN 101 L000.494 = 04 MRN 101 000.000

Collision Study Warrant

According to Section 7-04.04 of the Traffic Manual, the locations with cross-median accident rate data that exceed either 0.50 total collisions/per mile/per year (cpmpy) or 0.12 fatal collisions/per mile/per year should be identified for improvements that would reduce the severity of accidents.

Accidents

Traffic Accident Surveillance and Analysis System (TASAS) and collision data from the Statewide Integrated Traffic Records System (SWITRS) were obtained for freeway facilities along Route 101. TASAS collision data was reviewed for a five (5) year period, from January 1, 2006 to December 31, 2010.

Of the 304 collisions that occurred on the undivided highway segment of the Golden Gate Bridge between 04 SF 101 009.400 and 04 SF 101 011.181, eight (8) of the collisions were cross-median collisions, which resulted in five (5) injuries and no fatalities. Of the 17 collisions that occurred on the undivided highway segment of Route 101 between 04 MRN 101 L000.000 and 04 MRN 101 L000.494, none of the collisions were cross-median collisions.

Crossover collision rates in terms of total accidents/per mile/per year and fatal accidents/per mile/per year for the undivided freeway segments are summarized below.

Total Crossover Collision Rate

- Route 101, from 04 SF 101 009.400 to 04 SF 101 011.181 – 0.90 total cpmpy
- Route 101, from 04 MRN 101 L000.000 to 04 MRN 101 L000.494 – 0.00 total cpmpy
- Total Undivided Segment of Route 101, from 04 SF 101 009.400 to 04 MRN 101 L000.494 – 0.70 total cpmpy

Fatal Crossover Collision Rate

- Route 101, from 04 SF 101 009.400 to 04 SF 101 011.181 – 0.00 fatal cpmpy

- Route 101, from 04 MRN 101 L000.000 to 04 MRN 101 L000.494 – 0.00 fatal cpmly
- Total Undivided Segment of Route 101, from 04 SF 101 009.400 to 04 MRN 101 L000.494 – 0.00 fatal cpmly

The Total Crossover Collision Rate on the undivided highway segment of Route 101 from 04 SF 101 009.400 to 04 MRN 101 000.494 is 0.70, which exceeds the accident criteria warrant of 0.50 total crossover collisions/per mile/per year.

Recommendations

Based on the results of the traffic volume/width and collision study warrants, the installation of a median barrier within the proposed project area is warranted.

Attachments

Attachment 1 – Figure 7-12: Freeway Median Barrier Study Warrant

All studies must document the decision to install or not to install a median barrier on the freeway system, and the District Traffic Safety Engineer must approve the decision to install or not install median barrier, and the decision must be documented in the project files.

2. *Expressways*: An expressway is defined as an arterial highway with at least partial control of access, and which may or may not be divided. Expressways normally do not have grade separations at intersections.

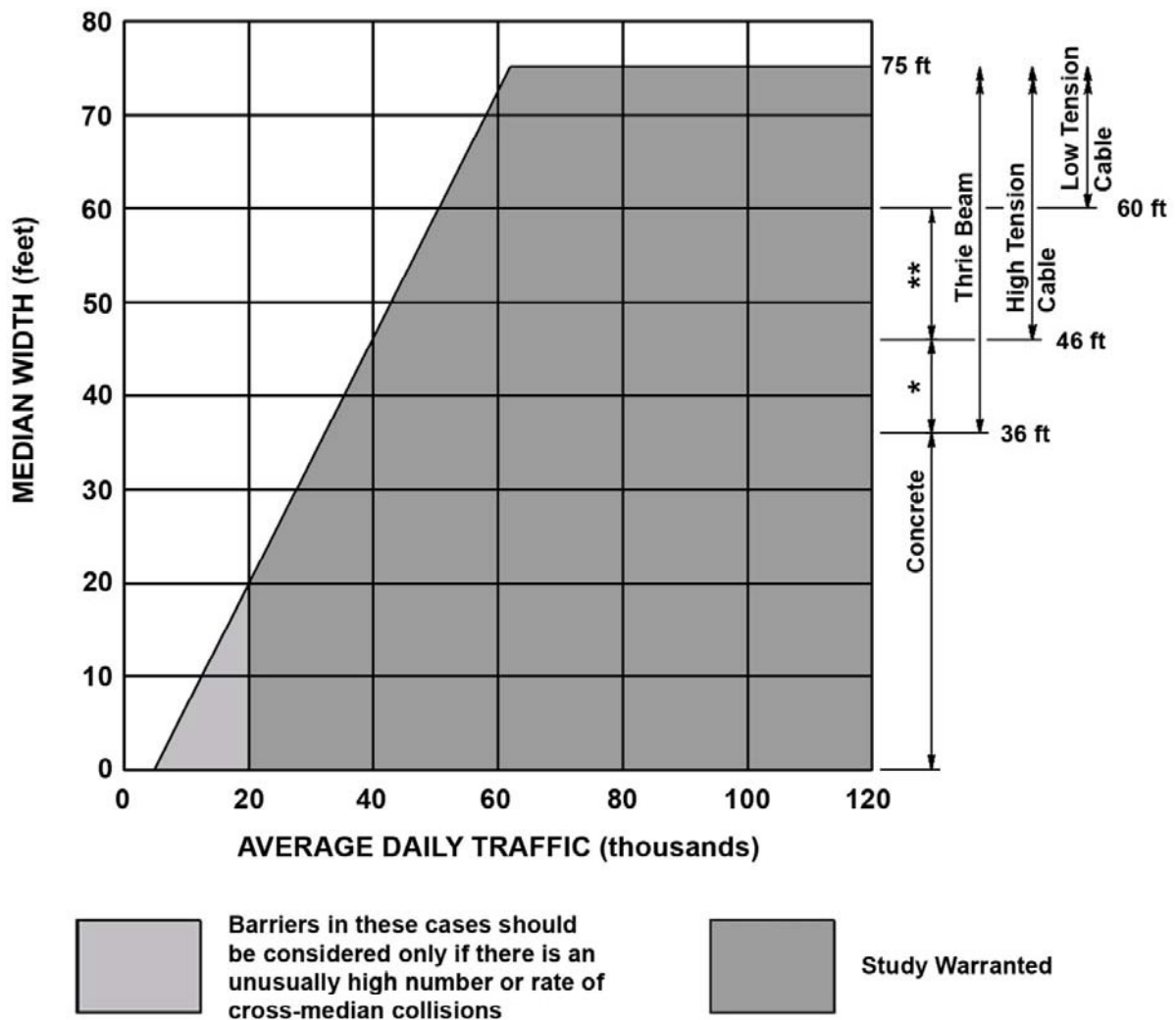
Expressway locations are to be reviewed when the collision study warrant is met. The freeway volume/width study warrant, although developed for freeways, may be used for studying expressways for the installation of median barrier.

For new construction and when upgrading

from a conventional highway to an expressway, if there are less than five years of existing collision data the District Traffic Safety Engineer must be consulted to determine if a study should be conducted to install median barrier. Any decision to install or not to install a median barrier must be documented in the study.

Note: Access openings on expressways, multilane conventional highways and two-lane and three-lane conventional highway facilities present sight distance issues with respect to installation of a median barrier. All access openings must be studied to maintain both corner sight distance at approach intersections and stopping sight distance on the specific facility types themselves (see the *Highway Design Manual* for sight distance standards).

Figure 7-12: Freeway Median Barrier Study Warrant



* Consult with the Headquarters Traffic Liaison

** Offset up to 17 ft from the ETW and pave up to the barrier face

Appendix C
Lane Capacity Analysis Calculations

GGB MMB
LANE CAPACITY ANALYSIS CALCULATIONS

Lane Capacities

| Configuration | 3 Lanes | | | | 4 Lanes | | | | | 2 Lanes | | | 2 x 4 |
|-------------------------|---------|--------|--------|---------------|---------|----------|----------|--------|---------------|---------|--------|---------------|---------------|
| | Curb | Middle | Inside | Total | Curb | Middle R | Middle L | Inside | Total | Inside | Curb | Total | Total |
| Existing | 11' 0" | 10' 0" | 10' 0" | 31' 0" | 11' 0" | 10' 0" | 10' 0" | 10' 0" | 41' 0" | 10' 0" | 11' 0" | 21' 0" | 62' 0" |
| Lane Width | 1,780 | 1,760 | 1,630 | 5,170 | 1,790 | 1,770 | 1,770 | 1,640 | 6,970 | 1,590 | 1,680 | 3,270 | 10,240 |
| Capacity | 11' 0" | 9' 4" | 10' 2" | 30' 6" | 11' 0" | 9' 4" | 10' 8" | 9' 8" | 40' 8" | 9' 4" | 11' 0" | 20' 4" | 61' 0" |
| Proposed Project | 1,780 | 1,600 | 1,810 | 5,190 | 1,790 | 1,630 | 1,840 | 1,770 | 7,030 | 1,600 | 1,680 | 3,280 | 10,310 |
| Lane Width | 11' 0" | 9' 6" | 10' 0" | 30' 6" | 11' 0" | 10' 0" | 10' 0" | 9' 6" | 40' 6" | 9' 6" | 11' 0" | 20' 6" | 61' 0" |
| Capacity | 1,780 | 1,610 | 1,800 | 5,190 | 1,790 | 1,770 | 1,770 | 1,770 | 7,100 | 1,590 | 1,680 | 3,270 | 10,370 |

Capacity Calculation $Flw * Fhv * Fe * C + Sd$
Shy distance factor added to inside lane (lane closest to barrier) under project conditions

Adjustment Factors

Flw lane width / lateral clearance
Fhv heavy vehicles
Fe type of highway
C existing conditions calibration
Sd shy distance

Flw Lane Width and Lateral Clearance Factors

| Facility Type | Lateral Clearance | Lane Width (ft) | | | | | | | |
|-----------------|-------------------|-----------------|------|-------|------|------|------|------|------|
| | | 12 | 11 | 10.75 | 10.5 | 10 | 9.75 | 9.5 | 9 |
| 8 Lane Facility | >6 | 1.00 | 0.98 | 0.97 | 0.96 | 0.93 | 0.91 | 0.89 | 0.84 |
| | 0 | 1.00 | 0.95 | 0.93 | 0.92 | 0.88 | 0.85 | 0.82 | 0.75 |
| 6 Lane Facility | >6 | 1.00 | 0.97 | 0.96 | 0.94 | 0.91 | 0.89 | 0.86 | 0.81 |
| | 0 | 0.94 | 0.91 | 0.90 | 0.88 | 0.85 | 0.82 | 0.80 | 0.74 |
| 4 Lane Facility | >6 | 1.00 | 0.95 | 0.94 | 0.92 | 0.89 | 0.86 | 0.83 | 0.77 |
| | 0 | 0.90 | 0.85 | 0.84 | 0.83 | 0.80 | 0.78 | 0.75 | 0.70 |

Source: 1994 HCM

Notes:

- Lateral clearance adjustment factors for the 3 lane configuration analyzed as a 6 lane facility, 4 lane configuration analyzed as 8 lane facility, 2 lane configuration analyzed as 4 lane facility
- Lateral clearance adjustment factors linearly extrapolation for 9.75 and 10.75 lane widths

Fhv Heavy Vehicle Factor $Fhv = 1/(1+Phv(Ehv-1))$
Ehv 1.7

Percent Heavy Vehicles (Phv)

| | 3 Lanes | | | | 4 Lanes | | | | 2 Lanes | | | |
|----------------|---------|--------|--------|-------------|---------|----------|----------|--------|-------------|--------|------|-------------|
| | Curb | Middle | Inside | Avg | Curb | Middle R | Middle L | Inside | Avg | Inside | Curb | Avg |
| Average | 6.3% | 0.3% | 0.0% | 2.2% | 9.4% | 0.7% | 0.1% | 0.0% | 2.5% | 0.1% | 5.9% | 3.0% |

Source: Feasibility Studies - Phase 2 of GGB MMB Project. PB 2002.

Notes:

- Avg. = heavy vehicle percent per lane

Fe Type of Highway
Undivided 1

C Existing Conditions Calibration
Capacity 2012 passenger cars per hour per lane

Observed Max Weekday Hourly Traffic Volumes by Lane

| | 3 Lanes | | | |
|-----------|---------|--------|--------|-------------|
| | Curb | Middle | Inside | Total |
| NB | 1780 | 1760 | 1630 | 5170 |

Source: Feasibility Studies - Phase 2 of GGB MMB Project. PB 2002.

Notes:

- Existing capacities calibrated to the existing maximum weekday hourly traffic volume observed in the 3 lane northbound configuration
- Shy distance is equal to the difference in vehicles per hour per lane between the middle and inside lanes
- Shy distance factor added to inside lane

Sd Shy Distance Factor
Sd 130

Appendix D
Toll Plaza Analysis Calculations

GGB MMB
TOLL PLAZA ANALYSIS CALCULATIONS

Volumes

| Peak Hour | Existing (2012) | Design (2035) |
|------------------------------|-----------------|---------------|
| Weekday AM Peak Hour (8-9am) | 5,182 | 6,567 |
| Weekday PM Peak Hour (5-6pm) | 3,524 | 5,097 |
| Saturday Peak Hour (4-5pm) | 3,589 | 5,403 |
| Sunday Peak Hour (4-5pm) | 3,987 | 5,188 |

Toll Plaza Types - Capacities per Hour

| Toll Plaza Type | Capacity | | |
|---------------------|----------|----------------|-------------------|
| | FasTrak | Cash / Carpool | Carpool / Transit |
| FasTrak Lane | 1,100 | - | - |
| Cash Only Lane | - | 380 | - |
| Cash / FasTrak Lane | 30 | 370 | - |
| Transit Lane | - | - | 1,100 |

Payment Type Splits

| Peak Hour | Existing (2012) Conditions | | | Design (2035) Conditions | | |
|------------------------------|----------------------------|-------|-------------------|--------------------------|------|-------------------|
| | FasTrak | Cash | Carpool / Transit | FasTrak | Cash | Carpool / Transit |
| Weekday AM Peak Hour (8-9am) | 75.0% | 20.4% | 4.6% | 95.4% | 0.0% | 4.6% |
| Weekday PM Peak Hour (5-6pm) | 66.0% | 29.4% | 4.6% | 95.4% | 0.0% | 4.6% |
| Saturday Peak Hour (4-5pm) | 48.0% | 51.5% | 0.5% | 99.5% | 0.0% | 0.5% |
| Sunday Peak Hour (4-5pm) | 48.0% | 51.5% | 0.5% | 99.5% | 0.0% | 0.5% |

Demand - By Payment Type

| Peak Hour | Existing (2012) Conditions | | | Design (2035) Conditions | | |
|------------------------------|----------------------------|-------|-------------------|--------------------------|------|-------------------|
| | FasTrak | Cash | Carpool / Transit | FasTrak | Cash | Carpool / Transit |
| Weekday AM Peak Hour (8-9am) | 3,887 | 1,057 | 238 | 6,265 | 0 | 302 |
| Weekday PM Peak Hour (5-6pm) | 2,326 | 1,036 | 162 | 4,863 | 0 | 234 |
| Saturday Peak Hour (4-5pm) | 1,723 | 1,848 | 18 | 5,376 | 0 | 27 |
| Sunday Peak Hour (4-5pm) | 1,914 | 2,054 | 20 | 5,162 | 0 | 26 |

Toll Plaza - Proposed Operations

| Peak Hour | Existing (2012) Conditions | | | Cash / FasTrak | Design (2035) |
|------------------------------|----------------------------|---------|-------|----------------|---------------|
| | Toll Booths Required | | | | |
| | FasTrak | General | Total | FasTrak | FasTrak |
| Weekday AM Peak Hour (8-9am) | 3.7 | 2.9 | 7 | 3 | 7 |
| Weekday PM Peak Hour (5-6pm) | 2.2 | 2.8 | 5 | 3 | 6 |
| Saturday Peak Hour (4-5pm) | 1.5 | 5.0 | 7 | 5 | 6 |
| Sunday Peak Hour (4-5pm) | 1.6 | 5.6 | 8 | 6 | 6 |

Toll Plaza - Proposed Throughput

| Peak Hour | Existing (2012) Conditions | | | Design (2035) Conditions | | |
|------------------------------|----------------------------|---------|-------|--------------------------|---------|-------|
| | Toll Booths Proposed | | | Toll Booths Proposed | | |
| | FasTrak | General | Total | FasTrak | General | Total |
| Weekday AM Peak Hour (8-9am) | 5.0 | 3.0 | 8 | 7.0 | 1.0 | 8 |
| Weekday PM Peak Hour (5-6pm) | 5.0 | 3.0 | 8 | 7.0 | 1.0 | 8 |
| Saturday Peak Hour (4-5pm) | 3.0 | 5.0 | 8 | 7.0 | 1.0 | 8 |
| Sunday Peak Hour (4-5pm) | 3.0 | 6.0 | 9 | 7.0 | 1.0 | 8 |

Toll Plaza Capacity

| Peak Hour | Existing (2012) Conditions | | | | | |
|------------------------------|----------------------------|---------|-------|-----------------|---------|-------|
| | Existing Demand | | | Excess Capacity | | |
| | FasTrak | General | Total | FasTrak | General | Total |
| Weekday AM Peak Hour (8-9am) | 4,125 | 1,057 | 5,182 | 1,375 | 83 | 1,458 |
| Weekday PM Peak Hour (5-6pm) | 2,488 | 1,036 | 3,524 | 3,012 | 104 | 3,116 |
| Saturday Peak Hour (4-5pm) | 1,741 | 1,848 | 3,589 | 1,559 | 52 | 1,611 |
| Sunday Peak Hour (4-5pm) | 1,934 | 2,054 | 3,988 | 1,366 | 226 | 1,592 |

Toll Plaza Capacity

| Peak Hour | Design (2035) Conditions | | | | | |
|------------------------------|--------------------------|---------|-------|-----------------|---------|-------|
| | Demand | | | Excess Capacity | | |
| | FasTrak | General | Total | FasTrak | General | Total |
| Weekday AM Peak Hour (8-9am) | 6,265 | 302 | 6,567 | 1,435 | 78 | 1,513 |
| Weekday PM Peak Hour (5-6pm) | 4,863 | 234 | 5,097 | 2,837 | 146 | 2,983 |
| Saturday Peak Hour (4-5pm) | 5,376 | 27 | 5,403 | 2,324 | 353 | 2,677 |
| Sunday Peak Hour (4-5pm) | 5,162 | 26 | 5,188 | 2,538 | 354 | 2,892 |

Appendix E
Simulation Modeling Workbook

Link-Node Diagram



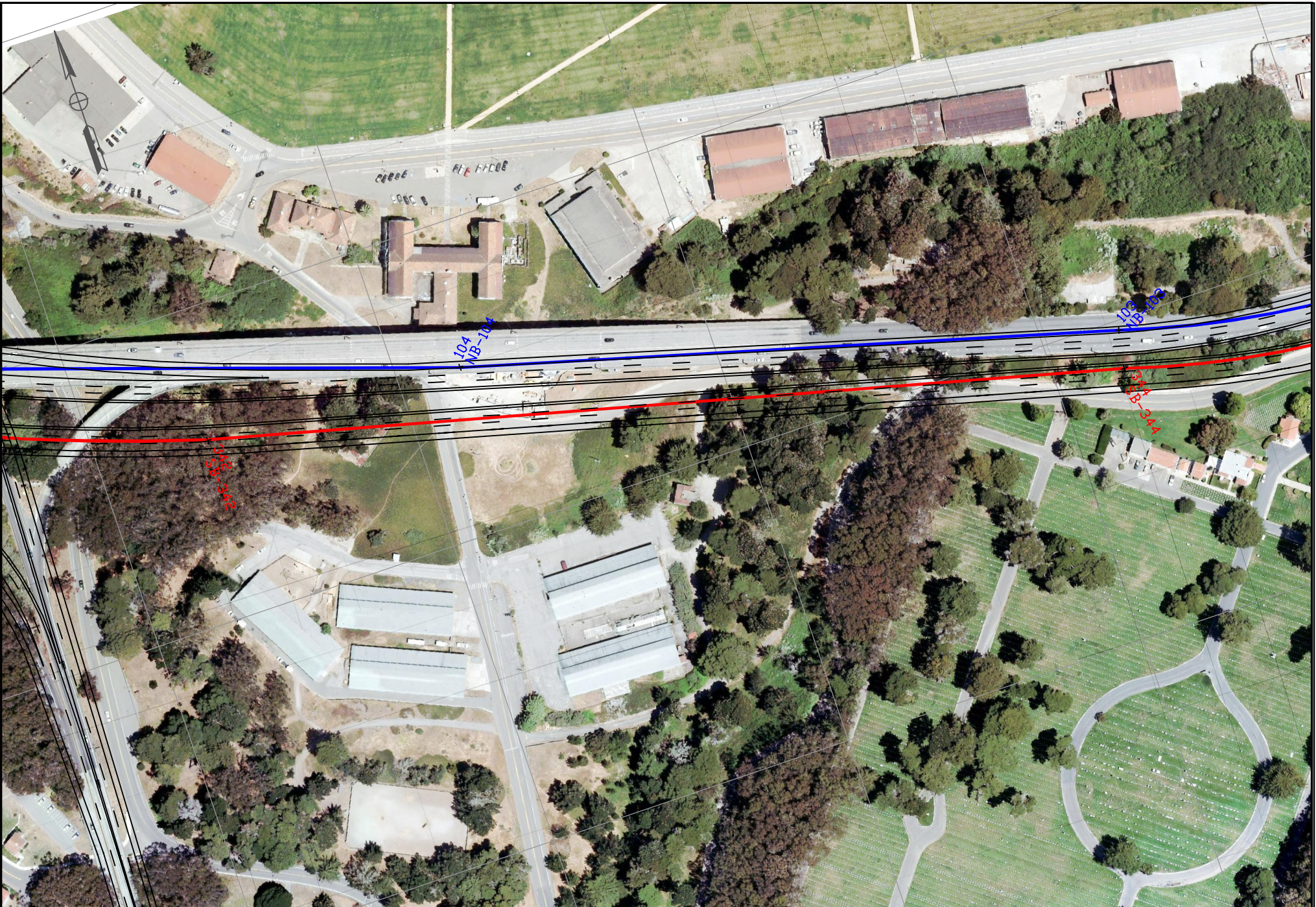
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GOLDEN GATE BRIDGE
 MOVEABLE MEDIAN BARRIER
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 CORSIM LINK-NODE DIAGRAM

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 SHEET NO.
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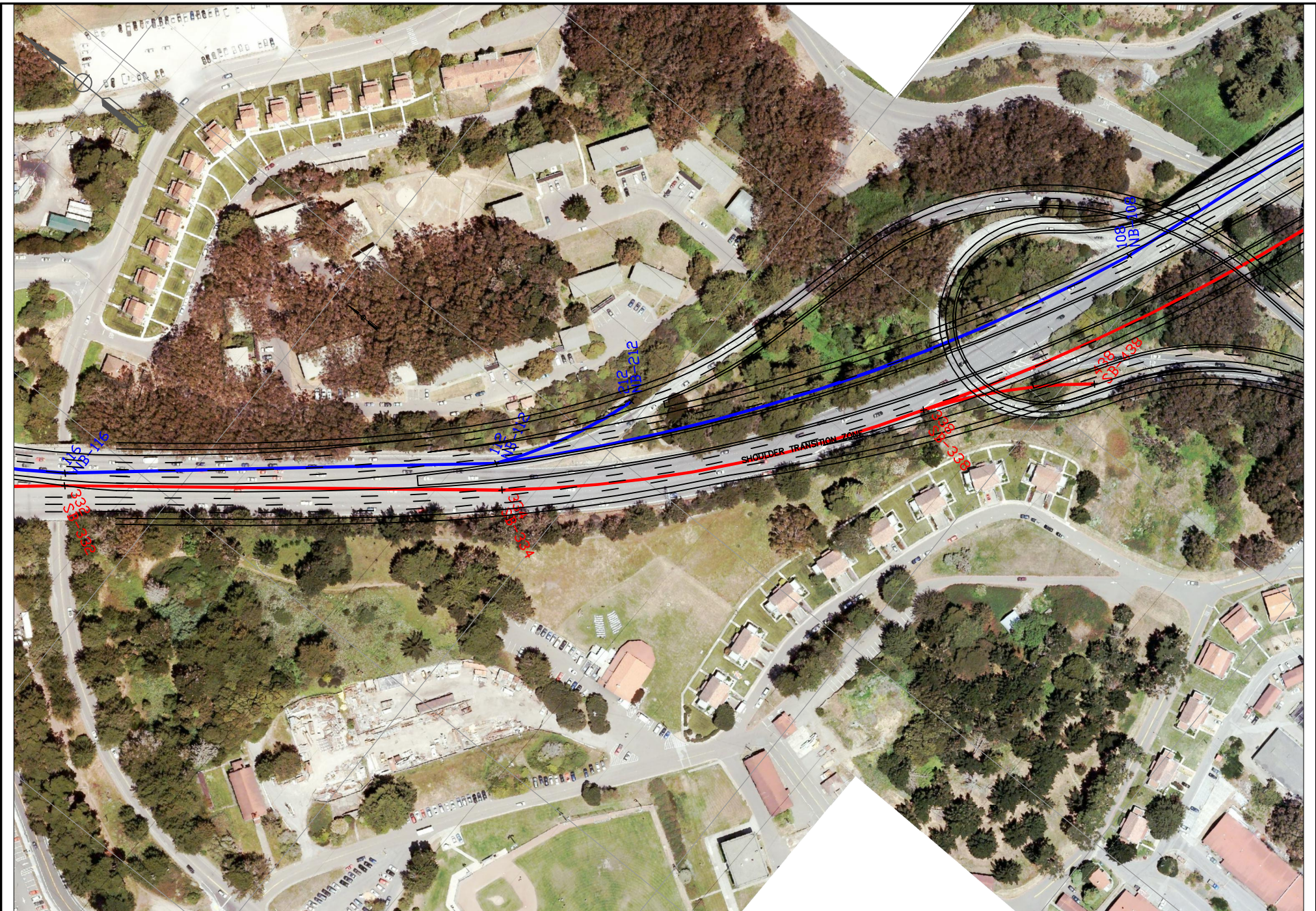
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 3 OF 11



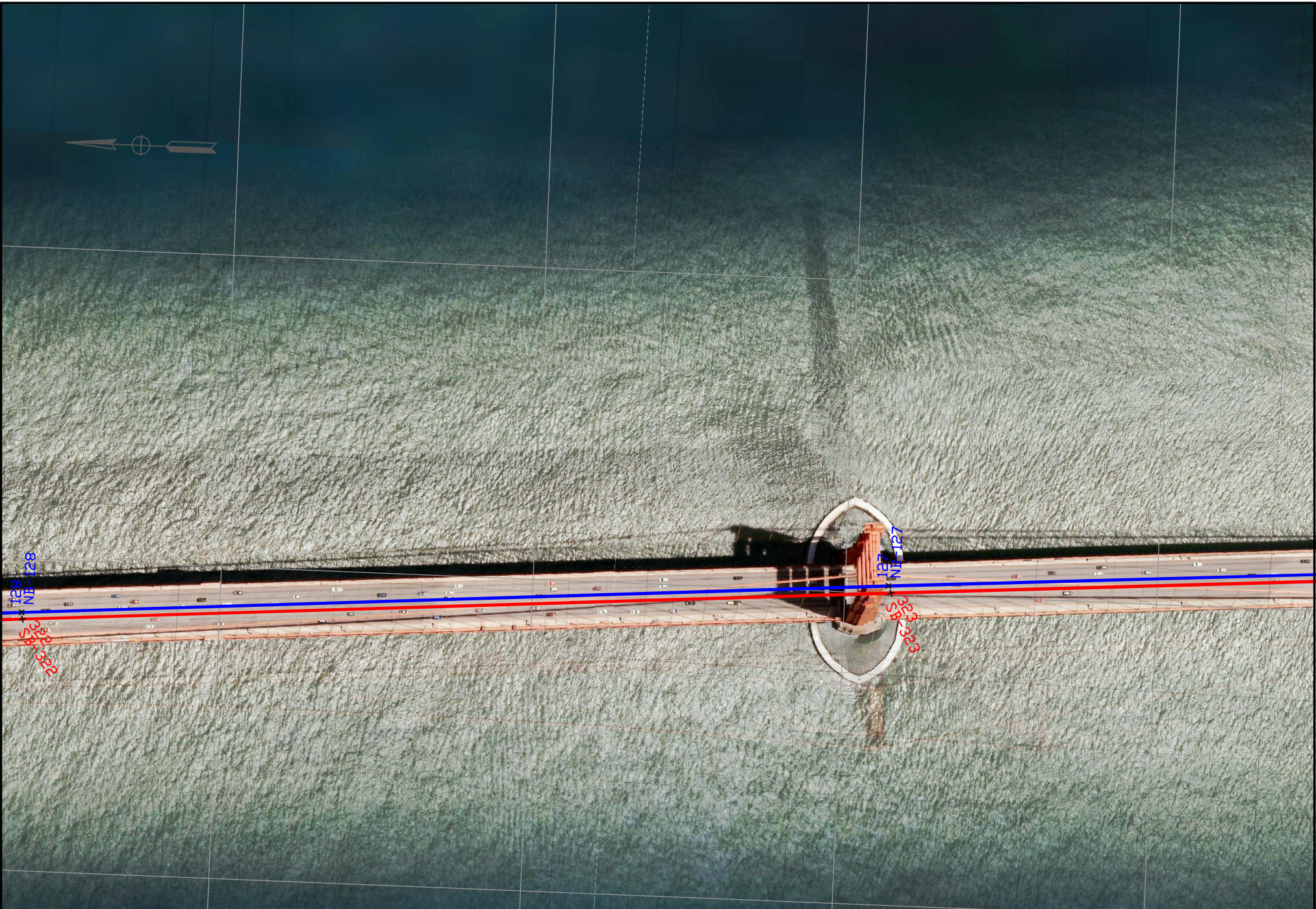
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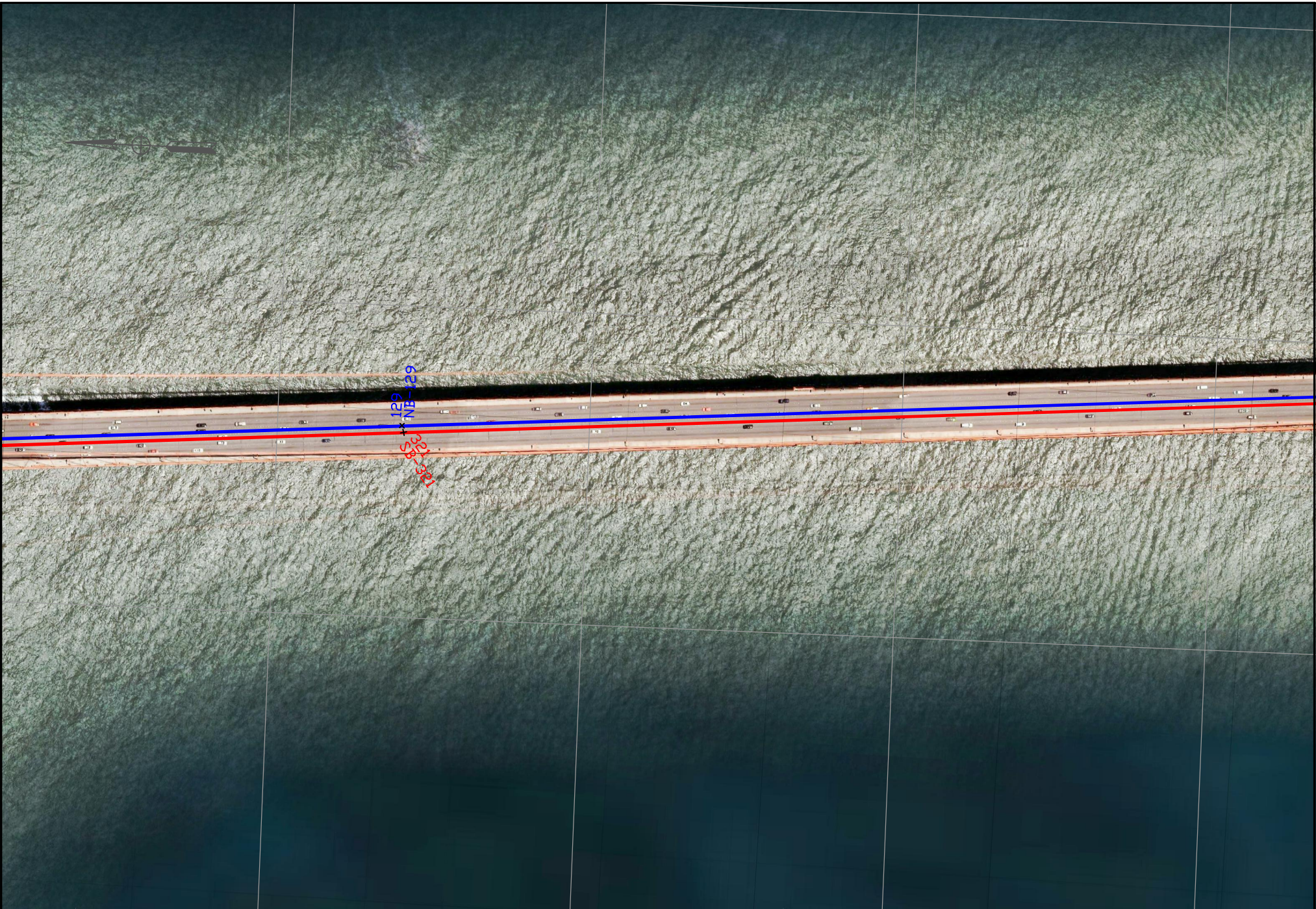
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6 OF 11



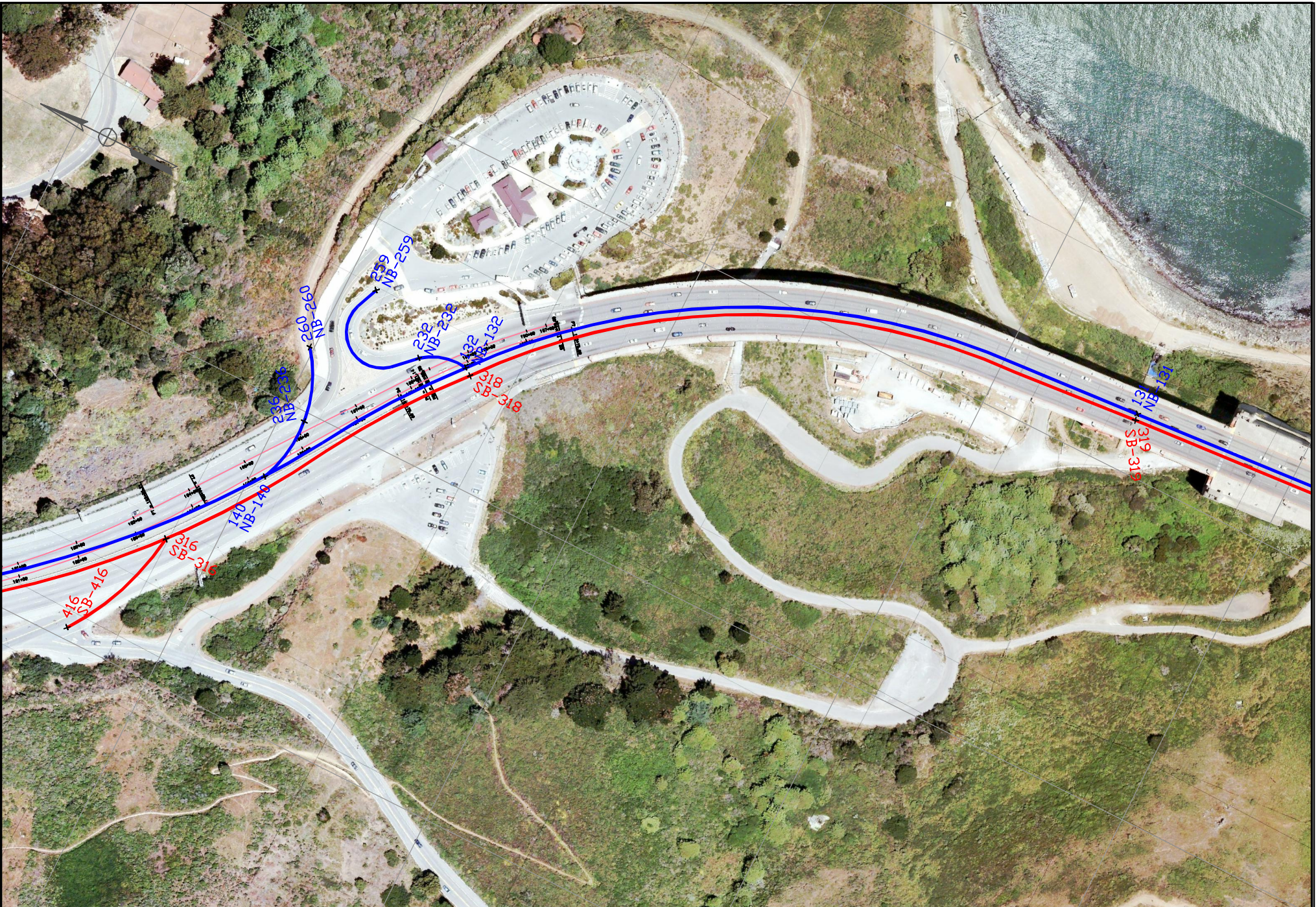
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GOLDEN GATE BRIDGE
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SCALE: 1:200
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 8 OF 11



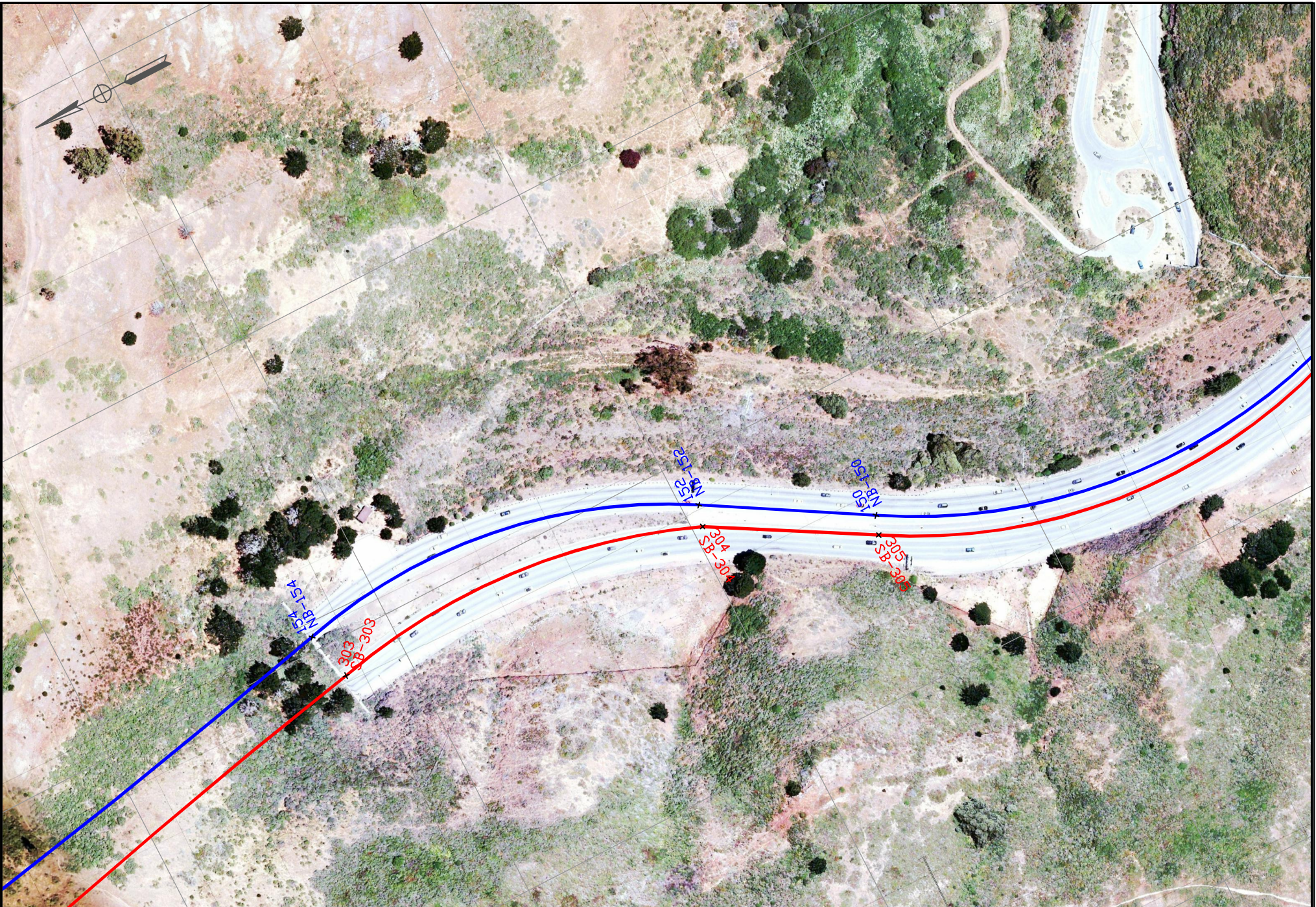
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GOLDEN GATE BRIDGE
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GOLDEN GATE BRIDGE
 MOVEABLE MEDIAN BARRIER
 TRAFFIC ENGINEERING AND ANALYSIS
 CORSIM LINK-NODE DIAGRAM

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 11 OF 11

Quality Assurance / Quality Control Database
Existing Conditions

Quality Assurance / Quality Control Database
Existing Plus Project Conditions

Quality Assurance / Quality Control Database
Design Year Conditions

Quality Assurance / Quality Control Database
Design Year Plus Project Conditions

Quality Assurance / Quality Control Database
Existing Conditions

FRESIM QA/QC

Record & entry:

| Link Description | | Link Geometrics | | | | | | | | | | | | Car Following Factor | Warning Sign Distance | Anticipatory Chg. | | 1st Aux. Lane | | | 2nd Aux. Lane | | | 3rd Aux. Lane | | Barrier | | Node coordinates | | |
|----------------------|-----------------------|-----------------|---------|----------------|--------|------|--------------|-------|-------------|--------|-------|-----------------------|--------------------|----------------------|-----------------------|-------------------|------|---------------|-----|------|---------------|-----|------|---------------|----------------|----------------|---------|------------------|---------|--|
| | | Node From | Node To | Receiving Node | Length | Type | No. of lanes | Grade | Super-Elev. | Radius | Speed | Min. Speed to Trigger | Distance to Rx Pt. | | | No. | Type | Length | No. | Type | Length | No. | Type | Length | Rt. Lane ID #1 | Rt. Lane ID #2 | Node | X | Y | |
| US 101 NB Mainline | US 101 Northbound | 101 | 102 | 103 | 835 | 0 | 2 | | | | | 45 | 100 | | | | | | | | | | | | 101 | 996,307 | 120,707 | | | |
| | | 102 | 103 | 104 | 1041 | 0 | 2 | | | | | | 45 | 100 | | | | | | | | | | | | 102 | 995,516 | 120,439 | | |
| | | 103 | 104 | 108 | 1064 | 0 | 2 | | | | | | 45 | 100 | | | | | | | | | | | | 103 | 994,491 | 120,393 | | |
| | | 104 | 108 | 112 | 874 | 0 | 2 | | | | | | 45 | 125 | 2500 | | | 9 | 2 | 100 | | | | | | 104 | 993,473 | 120,702 | | |
| | Park Presidio Bt Exi | 108 | 112 | 116 | 1095 | 0 | 2 | | | | | | 45 | 125 | | | | | | | | | | | | 108 | 992,634 | 120,948 | | |
| | Park Presidio Bt Ent | 112 | 116 | 118 | 694 | 0 | 2 | | | | | | 45 | 100 | | | | | | | | | | | | 112 | 991,724 | 121,522 | | |
| | Merchant Rd Exi | 118 | 120 | 122 | 142 | 0 | 4 | | | | | | 45 | 150 | 800 | 43 | 1500 | 9 | 3 | 694 | 10 | 3 | 694 | | | 118 | 991,293 | 122,066 | | |
| | Merchant Rd Ent | 118 | 120 | 122 | 96 | 0 | 2 | | | | | | 45 | 150 | | | | | | | | | | | | 118 | 991,214 | 122,184 | | |
| | | 120 | 122 | 124 | 285 | 0 | 2 | | | | | | 45 | 150 | 43 | 1500 | 9 | 1 | 100 | | | | | | | 120 | 991,163 | 122,253 | | |
| | | 122 | 124 | 126 | 364 | 0 | 2 | | | | | | 28 | 150 | | | | | | | | | | | | 122 | 990,980 | 122,472 | | |
| | | 124 | 126 | 127 | 731 | 0 | 2 | | | | | | 45 | 125 | | | | | | | | | | | | 124 | 990,727 | 122,734 | | |
| | | 126 | 127 | 128 | 1432 | 0 | 2 | | | | | | 45 | 100 | | | | | | | | | | | | 126 | 990,475 | 123,410 | | |
| | | 127 | 128 | 129 | 1389 | 0 | 2 | | | | | | 45 | 100 | | | | | | | | | | | | 127 | 990,379 | 124,839 | | |
| | | 128 | 129 | 130 | 1486 | 0 | 2 | | | | | | 45 | 100 | | | | | | | | | | | | 128 | 990,281 | 126,225 | | |
| | | 129 | 130 | 131 | 1487 | 0 | 2 | | | | | | 45 | 100 | | | | | | | | | | | | 129 | 990,175 | 127,705 | | |
| | | 130 | 131 | 132 | 1509 | 0 | 2 | | | | | | 45 | 100 | | | | | | | | | | | | 130 | 990,069 | 129,172 | | |
| | | 131 | 132 | 136 | 1132 | 0 | 2 | | | | | | 45 | 125 | 2500 | | | 9 | 2 | 100 | | | | | | 131 | 989,961 | 130,677 | | |
| | Vista Point Exi | 132 | 136 | 140 | 260 | 0 | 4 | | | | | | 55 | 125 | | | | | | | | | | | | 132 | 989,546 | 131,676 | | |
| Vista Point Ent | 136 | 140 | 144 | 588 | 0 | 4 | | | | | | 55 | 125 | 2500 | 43 | 1500 | 9 | 3 | 588 | | | | | | 136 | 989,335 | 131,828 | | | |
| Sausalito Exi | 140 | 144 | 148 | 572 | 0 | 4 | | | | | | 55 | 125 | | | | | | | | | | | | 140 | 988,879 | 132,196 | | | |
| Sausalito Ent | 144 | 148 | 150 | 984 | 0 | 4 | | | | | | 55 | 125 | 43 | 1500 | 9 | 1 | 100 | | | | | | | 144 | 988,619 | 132,703 | | | |
| | 148 | 150 | 152 | 1048 | 0 | 4 | | | | | | 55 | 110 | | | | | | | | | | | | 148 | 988,191 | 133,589 | | | |
| | 150 | 152 | 154 | 285 | 0 | 4 | | | | | | 55 | 110 | | | | | | | | | | | | 150 | 988,146 | 134,636 | | | |
| | 152 | 154 | 158 | 856 | 0 | 4 | | | | | | 55 | 110 | | | | | | | | | | | | 152 | 988,292 | 134,881 | | | |
| | 154 | 158 | 160 | 1033 | 0 | 4 | | | | | | 55 | 110 | | | | | | | | | | | | 154 | 988,389 | 135,530 | | | |
| | 158 | 160 | 8960 | 804 | 0 | 4 | | | | | | 55 | 110 | | | | | | | | | | | | 158 | 988,192 | 136,544 | | | |
| US 101 NB Ramps | Park Presidio Bt Exi | 108 | 208 | 8208 | 139 | 1 | 1 | | | | | 25 | 100 | | | | | | | | | | | | 108 | 992,634 | 120,948 | | | |
| | Park Presidio Bt Ent | 212 | 112 | 116 | 231 | 1 | 2 | | | | | 45 | 100 | | | | | | | | | | | | 212 | 991,948 | 121,471 | | | |
| | Merchant Rd Exi | 118 | 218 | 224 | 129 | 1 | 1 | | | | | 20 | 100 | | | | | | | | | | | | 118 | 991,214 | 122,184 | | | |
| | Merchant Rd Ent | 218 | 224 | 8224 | 133 | 1 | 1 | | | | | 20 | 100 | | | | | | | | | | | | | 218 | 991,296 | 122,284 | | |
| | Vista Point Exi | 220 | 120 | 122 | 133 | 1 | 1 | | | | | 20 | 100 | | | | | | | | | | | | | 220 | 991,289 | 122,295 | | |
| | Vista Point Ent | 222 | 220 | 120 | 133 | 1 | 1 | | | | | 20 | 100 | | | | | | | | | | | | | 222 | 991,405 | 122,361 | | |
| | Sausalito Exi | 132 | 232 | 259 | 78 | 1 | 1 | | | | | 25 | 100 | | | | | | | | | | | | | 132 | 989,546 | 131,676 | | |
| | Sausalito Ent | 232 | 259 | 8259 | 129 | 1 | 1 | | | | | 25 | 100 | | | | | | | | | | | | | | 232 | 989,526 | 131,751 | |
| | Sausalito Lateral Exi | 236 | 136 | 140 | 184 | 1 | 1 | | | | | 25 | 100 | | | | | | | | | | | | | 236 | 989,507 | 131,894 | | |
| | Sausalito Lateral Ent | 260 | 236 | 136 | 120 | 1 | 1 | | | | | 25 | 100 | | | | | | | | | | | | | 260 | 989,627 | 131,893 | | |
| | | 140 | 240 | 8240 | 208 | 1 | 1 | | | | | 35 | 100 | | | | | | | | | | | | | 140 | 988,879 | 132,196 | | |
| | 244 | 144 | 148 | 138 | 1 | 1 | | | | | 20 | 100 | | | | | | | | | | | | | 244 | 988,756 | 132,723 | | | |
| US 101 SB Mainline | US 101 Southbound | 301 | 302 | 303 | 768 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | 301 | 987,693 | 137,201 | | | |
| | | 302 | 303 | 304 | 1055 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | 302 | 988,088 | 136,542 | | |
| | | 303 | 304 | 305 | 621 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | 303 | 988,309 | 135,510 | | |
| | | 304 | 305 | 306 | 283 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | 304 | 988,258 | 134,891 | | |
| | | 305 | 306 | 307 | 1066 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | 305 | 988,116 | 134,646 | | |
| | | 306 | 307 | 308 | 449 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | 306 | 988,177 | 133,582 | | |
| | | 307 | 308 | 312 | 365 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | 307 | 988,382 | 133,183 | | |
| | Sausalito Exi | 308 | 312 | 316 | 437 | 0 | 4 | | | | | 55 | 125 | 2500 | | | | 9 | 2 | 100 | | | | | | 308 | 988,533 | 132,851 | | |
| | Sausalito Ent | 312 | 316 | 318 | 567 | 0 | 4 | | | | | 55 | 125 | | | | | | | | | | | | | 312 | 988,712 | 132,452 | | |
| | | 316 | 318 | 319 | 596 | 0 | 4 | | | | | 45 | 125 | 43 | 1500 | 9 | 1 | 100 | | | | | | | | 316 | 989,052 | 132,011 | | |
| | | 318 | 319 | 320 | 1107 | 0 | 4 | | | | | 45 | 125 | | | | | | | | | | | | | 318 | 989,537 | 131,665 | | |
| | | 319 | 320 | 321 | 1499 | 0 | 4 | | | | | 45 | 100 | | | | | | | | | | | | | 319 | 989,951 | 130,676 | | |
| | | 320 | 321 | 322 | 1479 | 0 | 4 | | | | | 45 | 100 | | | | | | | | | | | | | 320 | 990,057 | 129,181 | | |
| | | 321 | 322 | 323 | 1486 | 0 | 4 | | | | | 45 | 100 | | | | | | | | | | | | | 321 | 990,164 | 127,706 | | |
| | | 322 | 323 | 324 | 1393 | 0 | 4 | | | | | 45 | 100 | | | | | | | | | | | | | 322 | 990,270 | 126,224 | | |
| | | 323 | 324 | 326 | 1428 | 0 | 4 | | | | | 45 | 100 | | | | | | | | | | | | | 323 | 990,368 | 124,834 | | |
| | | 324 | 326 | 328 | 739 | 0 | 4 | | | | | 45 | 100 | | | | | | | | | | | | | 324 | 990,465 | 123,409 | | |
| | | 326 | 328 | 329 | 370 | 0 | 5 | | | | | 19 | 75 | | | | | | | | | | | | | 326 | 990,716 | 122,725 | | |
| | Merchant Rd Exi | 328 | 329 | 330 | 282 | 0 | 5 | | | | | 13 | 75 | 1000 | | | | 9 | 2 | 100 | | | | | | 328 | 990,948 | 122,436 | | |
| | Merchant Rd Ent | 329 | 330 | 332 | 87 | 0 | 5 | | | | | 45 | 100 | | | | | | | | | | | | | 329 | 991,135 | 122,224 | | |
| | 330 | 332 | 334 | 136 | 0 | 5 | | | | | 45 | 100 | 43 | 1500 | 9 | 1 | 100 | | | | | | | | 330 | 991,191 | 122,158 | | | |
| | 332 | 334 | 338 | 700 | 0 | 5 | | | | | 45 | 100 | | | | | | | | | | | | | 332 | 991,277 | 122,053 | | | |
| | 334 | 338 | 342 | 690 | 0 | 4 | | | | | 45 | 125 | 2000 | | | | 9 | 3 | 690 | | | | | | 334 | 991,711 | 121,504 | | | |
| Park Presidio Bt Exi | 338 | 342 | 344 | 866 | 0 | 4 | | | | | 45 | 125 | | | | | | | | | | | | | 338 | 992,243 | 121,075 | | | |
| Park Presidio Bt Ent | 342 | 344 | 348 | 1485 | 0 | 3 | | | | | 45 | 125 | 43 | 1500 | 9 | 3 | 1485 | | | | | | | | 342 | 993,067 | 120,815 | | | |
| | 344 | 348 | 350 | 1048 | 0 | 4 | | | | | 45 | 100 | | | | | | | | | | | | | 344 | 994,488 | 120,384 | | | |
| | 348 | 350 | 8350 | 836 | 0 | 4 | | | | | 45 | 100 | | | | | | | | | | | | | 348 | 995,516 | 120,425 | | | |
| Sausalito Exi | 312 | 412 | 8412 | 283 | 1 | 1 | | | | | 20 | 100 | | | | | | | | | | | | | 312 | 988,712 | 132,452 | | | |
| Sausalito Ent | 416 | 316 | 318 | 138 | 1 | 1 | | | | | 35 | 100 | | | | | | | | | | | | | 416 | 988,914 | 132,003 | | | |
| Merchant Rd Exi | 329 | 429 | 432 | 138 | 1 | 1 | | | | | 20 | 100 | | | | | | | | | | | | | 329 | 991,135 | 122,224 | | | |
| Merchant Rd Ent | 429 | 432 | 8432 | 171 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |

Record & Entry: 19-1 19-2 19-3 19-4 19-5 19-6 20-3 20-4 20-5 20-6 20-7 20-12 20-15 20-16 19-7 19-8 19-9 19-10 19-11 19-12 19-13 19-14 19-15 19-16 19-19 19-1 19-2 19-5

| Link Description | From | To | Link Geometrics | | | | | | | | Car Following Factor | Warning Sign Distance | Anticipatory Chg. | | 1st Aux. Lane | | | 2nd Aux. Lane | | | 3rd Aux. Lane | | | Barrier | | Node coordinates | | | | | |
|-----------------------|----------------------|----------------------|-----------------------|-------------------|----------------|--------|------|--------------|-------|-------------|----------------------|-----------------------|-------------------|-------|-----------------------|--------------------|------|---------------|--------|-----|---------------|--------|-----|---------|--------|------------------|----------------|---------|---------|---------|---------|
| | | | Node From | Node To | Receiving Node | Length | Type | No. of lanes | Grade | Super-Elev. | | | Radius | Speed | Min. Speed to Trigger | Distance to Rx Pt. | No. | Type | Length | No. | Type | Length | No. | Type | Length | Rt. Lane ID #1 | Rt. Lane ID #2 | Node | X | Y | |
| US 101 NB Mainline | US 101 Northbound | | 101 | 102 | 103 | 835 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | 101 | 996,307 | 120,707 | | | |
| | | | 102 | 103 | 104 | 1041 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | 102 | 995,516 | 120,439 | | |
| | Park Presidio Bl Exi | Park Presidio Bl Ent | 103 | 104 | 108 | 1064 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | 103 | 994,491 | 120,393 | | |
| | | | 104 | 108 | 112 | 874 | 0 | 3 | | | | 45 | 125 | 2500 | | | 9 | 2 | 100 | | | | | | | 104 | 993,473 | 120,702 | | | |
| | Park Presidio Bl Ent | Merchant Rd Exi | 108 | 112 | 116 | 1095 | 0 | 3 | | | | 45 | 125 | | | | | | | | | | | | | | 108 | 992,634 | 120,948 | | |
| | | | 112 | 116 | 118 | 694 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | 112 | 991,724 | 121,522 | | |
| | Merchant Rd Exi | Merchant Rd Ent | 118 | 120 | 122 | 96 | 0 | 4 | | | | 45 | 155 | 800 | | 43 | 1500 | 9 | 3 | 694 | 10 | 3 | 694 | | | | 118 | 991,214 | 122,184 | | |
| | | | 120 | 122 | 124 | 285 | 0 | 4 | | | | 45 | 155 | | | 43 | 1500 | 9 | 1 | 100 | | | | | | | 120 | 991,163 | 122,253 | | |
| | Merchant Rd Ent | | 122 | 124 | 126 | 364 | 0 | 3 | | | | 28 | 155 | | | | | | | | | | | | | | 122 | 990,980 | 122,472 | | |
| | | | 124 | 126 | 127 | 731 | 0 | 3 | | | | 45 | 125 | | | | | | | | | | | | | | 124 | 990,727 | 122,734 | | |
| | | | 126 | 127 | 128 | 1432 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | 126 | 990,475 | 123,410 | | |
| | | | 127 | 128 | 129 | 1389 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | 127 | 990,379 | 124,839 | | |
| | | | 128 | 129 | 130 | 1488 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | 128 | 990,281 | 126,225 | | |
| | | | 129 | 130 | 131 | 1487 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | 129 | 990,176 | 127,705 | | |
| | | | 130 | 131 | 132 | 1509 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | 130 | 990,069 | 129,172 | | |
| | | | 131 | 132 | 136 | 1132 | 0 | 3 | | | | 45 | 125 | 2500 | | | 9 | 2 | 100 | | | | | | | | 131 | 989,961 | 130,677 | | |
| | | | Vista Point Exi | Vista Point Ent | 132 | 136 | 140 | 260 | 0 | 4 | | | | 55 | 125 | | | | | | | | | | | | | 132 | 989,548 | 131,676 | |
| | | | Vista Point Ent | Sausalito Exi | 136 | 140 | 144 | 588 | 0 | 4 | | | | 55 | 125 | 2500 | 43 | 1500 | 9 | 3 | 588 | | | | | | | 136 | 989,335 | 131,828 | |
| | | | Sausalito Exi | Sausalito Ent | 140 | 144 | 148 | 572 | 0 | 4 | | | | 55 | 125 | | | | | | | | | | | | | 140 | 988,879 | 132,196 | |
| | | | Sausalito Ent | US 101 Northbound | 144 | 148 | 150 | 984 | 0 | 4 | | | | 55 | 125 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | | 144 | 988,619 | 132,703 |
| | 148 | 150 | | | 152 | 1048 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | 148 | 988,191 | 133,589 | | | |
| | 150 | 152 | | | 154 | 285 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | 150 | 988,146 | 134,630 | | | |
| | 152 | 154 | | | 158 | 856 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | | 152 | 988,292 | 134,881 | | |
| | 154 | 158 | | | 160 | 1033 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | | 154 | 988,389 | 135,530 | | |
| | 158 | 160 | | | 8960 | 804 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | | 158 | 988,192 | 136,544 | | |
| | US 101 NB Ramps | | | | 108 | 208 | 8208 | 139 | 1 | 1 | | | | | 25 | 100 | | | | | | | | | | | | | 108 | 992,634 | 120,948 |
| | | | | | 212 | 112 | 116 | 231 | 1 | 2 | | | | 45 | 100 | | | | | | | | | | | | | | 212 | 991,948 | 121,471 |
| 118 | | | | | 218 | 224 | 129 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | 118 | 991,214 | 122,184 | |
| 218 | | | | | 224 | 8224 | 133 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | 218 | 991,296 | 122,284 | |
| 220 | | | 120 | 122 | 133 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | 220 | 991,289 | 122,295 | | | |
| 222 | | | 220 | 120 | 133 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | 222 | 991,405 | 122,361 | | | |
| 132 | | | 232 | 259 | 78 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | 132 | 989,548 | 131,676 | | | |
| 232 | | | 259 | 8259 | 129 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | | 232 | 989,526 | 131,751 | | |
| 236 | | | 136 | 140 | 184 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | | 236 | 989,507 | 131,894 | | |
| 260 | | | 236 | 136 | 120 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | | 260 | 989,627 | 131,893 | | |
| Sausalito Lateral Exi | | | Sausalito Lateral Ent | 140 | 240 | 8240 | 208 | 1 | 1 | | | | 35 | 100 | | | | | | | | | | | | | 140 | 988,879 | 132,196 | | |
| 244 | | | 144 | 148 | 138 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | | 244 | 988,756 | 132,723 | | |
| US 101 SB Mainline | US 101 Southbound | | 301 | 302 | 303 | 768 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | 301 | 987,693 | 137,201 | | | |
| | | | 302 | 303 | 304 | 1055 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | 302 | 988,088 | 136,542 | | | |
| | 303 | 304 | 305 | 621 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | 303 | 988,309 | 135,510 | | | | |
| | 304 | 305 | 306 | 283 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | 304 | 988,258 | 134,891 | | | | |
| | 305 | 306 | 307 | 1066 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | 305 | 988,116 | 134,646 | | | | |
| | 306 | 307 | 308 | 449 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | 306 | 988,177 | 133,582 | | | | |
| | 307 | 308 | 312 | 365 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | 307 | 988,382 | 133,183 | | | | |
| | 308 | 312 | 316 | 437 | 0 | 3 | | | | 55 | 125 | 2500 | | | | 9 | 2 | 100 | | | | | | | 308 | 988,533 | 132,851 | | | | |
| | Sausalito Exi | Sausalito Ent | 312 | 316 | 318 | 567 | 0 | 3 | | | | 55 | 125 | | | | | | | | | | | | | 312 | 988,712 | 132,452 | | | |
| | 316 | 318 | 319 | 596 | 0 | 3 | | | | 45 | 125 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | | 316 | 989,052 | 132,011 | | | | |
| | 318 | 319 | 320 | 1107 | 0 | 3 | | | | 45 | 125 | | | | | | | | | | | | | | 318 | 989,537 | 131,665 | | | | |
| | 319 | 320 | 321 | 1499 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | | 319 | 989,951 | 130,676 | | | |
| | 320 | 321 | 322 | 1479 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | | 320 | 990,057 | 129,181 | | | |
| | 321 | 322 | 323 | 1486 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | | 321 | 990,164 | 127,706 | | | |
| | 322 | 323 | 324 | 1393 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | | 322 | 990,270 | 126,224 | | | |
| | 323 | 324 | 326 | 1428 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | | 323 | 990,368 | 124,834 | | | |
| | 324 | 326 | 328 | 739 | 0 | 3 | | | | 45 | 100 | | | | | | | | | | | | | | | 324 | 990,465 | 123,409 | | | |
| | 326 | 328 | 329 | 370 | 0 | 4 | | | | 19 | 75 | | | | | | | | | | | | | | | 326 | 990,716 | 122,725 | | | |
| | 328 | 329 | 330 | 282 | 0 | 4 | | | | 13 | 75 | 1000 | | | | | 9 | 2 | 100 | | | | | | | 328 | 990,948 | 122,436 | | | |
| | 329 | 330 | 332 | 87 | 0 | 4 | | | | 45 | 100 | | | | | | | | | | | | | | | 329 | 991,135 | 122,224 | | | |
| | Merchant Rd Exi | Merchant Rd Ent | 330 | 332 | 334 | 136 | 0 | 4 | | | | 45 | 100 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | 330 | 991,191 | 122,158 | | | |
| | 332 | 334 | 338 | 700 | 0 | 4 | | | | 45 | 100 | | | | | | | | | | | | | | | 332 | 991,277 | 122,053 | | | |
| | 334 | 338 | 342 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Quality Assurance / Quality Control Database
Existing Plus Project Conditions

FRESIM QA/QC

Record & entry

| Link Description | From | To | Link Geometrics | | | | | | | | | | | | | | | | Car Following Factor | Warning Sign Distance | Anticipatory Chg. | | 1st Aux. Lane | | | 2nd Aux. Lane | | | 3rd Aux. Lane | | | Barrier | | Node coordinates | | |
|--------------------|-----------------------|-----------------------|------------------|---------|----------------|--------|------|--------------|-------|-------------|--------|-------|-----------------------|--------------------|-------|-------|--------|------|----------------------|-----------------------|-------------------|--------|---------------|-------|--------|----------------|----------------|---------|---------------|---------|---------|---------|--|------------------|--|--|
| | | | Node From | Node To | Receiving Node | Length | Type | No. of lanes | Grade | Super-Elev. | Radius | Speed | Min. Speed to Trigger | Distance to Rx Pl. | No. | Type | Length | No. | | | Type | Length | No. | Type | Length | Rt. Lane ID #1 | Rt. Lane ID #2 | Node | X | Y | | | | | | |
| | | | 19-1 | 19-2 | 19-3 | 19-4 | 19-5 | 19-6 | 20-3 | 20-4 | 20-5 | 20-8 | 20-17 | 20-12 | 20-15 | 20-16 | 19-7 | 19-8 | | | 19-9 | 19-10 | 19-11 | 19-12 | 19-13 | 19-14 | 19-15 | 19-16 | 19-19 | 19-1 | 19-2 | 19-3 | | | | |
| US 101 NB Mainline | US 101 Northbound | Park Presidio BI Ent | 101 | 102 | 103 | 835 | 0 | 2 | | | | 45 | 100 | | | | | | | | | | | | | | 101 | 996.307 | 120.707 | | | | | | | |
| | | | 102 | 103 | 104 | 1041 | 0 | 2 | | | | 45 | 100 | | | | | | | | | | | | | | | 102 | 995.516 | 120.439 | | | | | | |
| | Park Presidio BI Ent | 103 | 104 | 108 | 1064 | 0 | 2 | | | | 45 | 100 | | | | | | | | | | | | | | | 103 | 994.491 | 120.393 | | | | | | | |
| | | 104 | 108 | 112 | 874 | 0 | 2 | | | | 45 | 125 | 2500 | | | 9 | 2 | 100 | | | | | | | | | 104 | 993.473 | 120.702 | | | | | | | |
| | Park Presidio BI Exit | 108 | 112 | 116 | 1095 | 0 | 2 | | | | 45 | 125 | | | | | | | | | | | | | | | 108 | 992.634 | 120.948 | | | | | | | |
| | | 112 | 116 | 118 | 694 | 0 | 2 | | | | 45 | 100 | | 43 | 1500 | 9 | 3 | 694 | 10 | 3 | 694 | | | | | | 112 | 991.724 | 121.522 | | | | | | | |
| | Merchant Rd Exit | 118 | 120 | 122 | 96 | 0 | 2 | | | | 45 | 150 | 800 | | | 9 | 2 | 100 | | | | | | | | | 118 | 991.214 | 122.184 | | | | | | | |
| | | 120 | 122 | 124 | 285 | 0 | 2 | | | | 45 | 125 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | | | 120 | 991.163 | 122.253 | | | | | | | |
| | US 101 NB Mainline | US 101 Northbound | 122 | 124 | 126 | 364 | 0 | 2 | | | | 38 | 125 | | | | | | | | | | | | | | 122 | 990.980 | 122.472 | | | | | | | |
| | | | 124 | 126 | 127 | 731 | 0 | 2 | | | | 42 | 125 | | | | | | | | | | | | | | | 124 | 990.727 | 122.734 | | | | | | |
| | | | 126 | 127 | 128 | 1432 | 0 | 2 | | | | 42 | 100 | | | | | | | | | | | | | | | 126 | 990.475 | 123.410 | | | | | | |
| | | | 127 | 128 | 129 | 1389 | 0 | 2 | | | | 42 | 100 | | | | | | | | | | | | | | | | 127 | 990.379 | 124.839 | | | | | |
| | | | 128 | 129 | 130 | 1488 | 0 | 2 | | | | 42 | 100 | | | | | | | | | | | | | | | | 128 | 990.281 | 126.225 | | | | | |
| | | | 129 | 130 | 131 | 1487 | 0 | 2 | | | | 42 | 100 | | | | | | | | | | | | | | | | 129 | 990.175 | 127.705 | | | | | |
| | | | 130 | 131 | 132 | 1509 | 0 | 2 | | | | 42 | 100 | | | | | | | | | | | | | | | | 130 | 990.069 | 129.172 | | | | | |
| | | | 131 | 132 | 136 | 1132 | 0 | 2 | | | | 42 | 125 | 2500 | | | 9 | 2 | 100 | | | | | | | | | | 131 | 989.961 | 130.677 | | | | | |
| | | | Vista Point Exit | 132 | 136 | 140 | 368 | 0 | 2 | | | | 55 | 125 | 2500 | | | 9 | 2 | 100 | | | | | | | | | 132 | 989.548 | 131.676 | | | | | |
| | | | Sausalito Ent | 136 | 140 | 144 | 473 | 0 | 2 | | | | 55 | 125 | | | | | | | | | | | | | | | 136 | 989.335 | 131.828 | | | | | |
| | | | Sausalito Exit | 140 | 144 | 148 | 572 | 0 | 2 | | | | 55 | 125 | | 37 | 1500 | 9 | 1 | 100 | | | | | | | | | 140 | 988.879 | 132.196 | | | | | |
| | | | Sausalito Ent | 144 | 148 | 150 | 984 | 0 | 2 | | | | 55 | 125 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | | | 144 | 988.619 | 132.703 | | | | | |
| | | | 148 | 150 | 152 | 1048 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | | | | 148 | 988.191 | 133.589 | | | | | |
| | | | 150 | 152 | 154 | 285 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | | | | 150 | 988.146 | 134.636 | | | | | |
| | | | 152 | 154 | 158 | 856 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | | | | 152 | 988.292 | 134.881 | | | | | |
| | | | 154 | 158 | 160 | 1033 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | | | | 154 | 988.389 | 135.530 | | | | | |
| 158 | 160 | 8960 | 804 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | | | | 158 | 988.192 | 136.544 | | | | | | | | |
| US 101 NB Ramps | Park Presidio BI Exit | 108 | 208 | 8208 | 139 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | 108 | 992.634 | 120.948 | | | | | | | | |
| | Park Presidio BI Ent | 212 | 112 | 116 | 231 | 1 | 2 | | | | 45 | 100 | | | | | | | | | | | | | | 212 | 991.949 | 121.471 | | | | | | | | |
| | Merchant Rd Exit | 118 | 218 | 224 | 129 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | 118 | 991.214 | 122.184 | | | | | | | | |
| | Merchant Rd Ent | 218 | 224 | 8224 | 133 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | | 218 | 991.296 | 122.284 | | | | | | | |
| | Vista Point Exit | 220 | 120 | 122 | 133 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | | 220 | 991.289 | 122.295 | | | | | | | |
| | Vista Point Ent | 222 | 220 | 120 | 133 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | | 222 | 991.405 | 122.361 | | | | | | | |
| | Vista Point Exit | 132 | 232 | 259 | 78 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | | 132 | 989.548 | 131.676 | | | | | | | |
| | Vista Point Ent | 232 | 259 | 8259 | 129 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | | 232 | 989.526 | 131.751 | | | | | | | |
| | Sausalito Exit | 260 | 236 | 140 | 105 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | | 260 | 989.080 | 132.092 | | | | | | | |
| | Sausalito Ent | 236 | 140 | 144 | 121 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | | 236 | 988.988 | 132.143 | | | | | | | |
| US 101 SB Mainline | US 101 Southbound | 301 | 302 | 303 | 768 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | 301 | 987.693 | 137.201 | | | | | | | | |
| | | 302 | 303 | 304 | 1055 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | | 302 | 988.088 | 136.542 | | | | | | | |
| | | 303 | 304 | 305 | 621 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | | 303 | 988.309 | 135.510 | | | | | | | |
| | | 304 | 305 | 306 | 283 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | | | 304 | 988.258 | 134.891 | | | | | | |
| | | 305 | 306 | 307 | 1066 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | | | 305 | 988.116 | 134.646 | | | | | | |
| | | 306 | 307 | 308 | 425 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | | | 306 | 988.177 | 133.582 | | | | | | |
| | | 307 | 308 | 312 | 373 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | | | 307 | 988.322 | 133.183 | | | | | | |
| | | Sausalito Exit | 308 | 312 | 316 | 455 | 0 | 4 | | | | 55 | 110 | 2500 | | | 9 | 2 | 100 | | | | | | | | 308 | 988.493 | 132.851 | | | | | | | |
| | | Sausalito Ent | 312 | 316 | 318 | 567 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | | | 312 | 988.712 | 132.452 | | | | | | |
| | | 316 | 318 | 319 | 596 | 0 | 4 | | | | 42 | 110 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | | | 316 | 989.052 | 132.011 | | | | | | | |
| | | 318 | 319 | 320 | 1107 | 0 | 4 | | | | 42 | 110 | | | | | | | | | | | | | | | | 318 | 989.537 | 131.665 | | | | | | |
| | | 319 | 320 | 321 | 1499 | 0 | 4 | | | | 42 | 100 | | | | | | | | | | | | | | | | 319 | 989.951 | 130.676 | | | | | | |
| | | 320 | 321 | 322 | 1479 | 0 | 4 | | | | 42 | 100 | | | | | | | | | | | | | | | | 320 | 990.057 | 129.181 | | | | | | |
| | | 321 | 322 | 323 | 1486 | 0 | 4 | | | | 42 | 100 | | | | | | | | | | | | | | | | 321 | 990.164 | 127.706 | | | | | | |
| | | 322 | 323 | 324 | 1393 | 0 | 4 | | | | 42 | 100 | | | | | | | | | | | | | | | | 322 | 990.270 | 126.224 | | | | | | |
| | | 323 | 324 | 326 | 1428 | 0 | 4 | | | | 42 | 100 | | | | | | | | | | | | | | | | 323 | 990.368 | 124.834 | | | | | | |
| | | 324 | 326 | 328 | 739 | 0 | 4 | | | | 42 | 100 | | | | | | | | | | | | | | | | 324 | 990.465 | 123.409 | | | | | | |
| | | 326 | 328 | 329 | 370 | 0 | 5 | | | | 13 | 75 | | | | | | | | | | | | | | | | 326 | 990.716 | 122.725 | | | | | | |
| | | Merchant Rd Exit | 328 | 329 | 330 | 292 | 0 | 5 | | | | 13 | 75 | 1000 | | | 9 | 2 | 100 | | | | | | | | | 328 | 990.949 | 122.436 | | | | | | |
| | | Merchant Rd Ent | 329 | 330 | 332 | 87 | 0 | 5 | | | | 45 | 100 | | | | | | | | | | | | | | | 329 | 991.135 | 122.224 | | | | | | |
| | | 330 | 332 | 334 | 136 | 0 | 5 | | | | 45 | 100 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | | | 330 | 991.191 | 122.158 | | | | | | | |
| | | 332 | 334 | 338 | 700 | 0 | 5 | | | | 45 | 100 | | | | | | | | | | | | | | | | 332 | 991.277 | 122.053 | | | | | | |
| | | Park Presidio BI Exit | 334 | 338 | 342 | 690 | 0 | 4 | | | | 45 | 125 | 2000 | | | 9 | 3 | 690 | | | | | | | | 334 | 991.711 | 121.504 | | | | | | | |
| | | Park Presidio BI Ent | 338 | 342 | 344 | 866 | 0 | 4 | | | | 45 | 125 | | | | | | | | | | | | | | | 338 | 992.243 | 121.075 | | | | | | |
| | | 342 | 344 | 348 | 1485 | 0 | 3 | | | | 45 | 125 | | 43 | 1500 | 9 | 3 | 1485 | | | | | | | | | 342 | 993.067 | 120.815 | | | | | | | |
| | | 344 | 348 | 350 | 1048 | 0 | 4 | | | | 45 | 100 | | | | | | | | | | | | | | | | 344 | 994.488 | 120.384 | | | | | | |
| | | 348 | 350 | 8350 | 838 | 0 | 4 | | | | 45 | 100 | | | | | | | | | | | | | | | | 348 | 995.516 | 120.423 | | | | | | |
| | | Sausalito Exit | 312 | 412 | 8412 | 283 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | | 312 | 988.712 | 132.452 | | | | | | |
| Sausalito Ent | 416 | 316 | 318 | 138 | 1 | 1 | | | | 35 | 100 | | | | | | | | | | | | | | | 416 | 988.914 | 132.003 | | | | | | | | |
| Merchant Rd Exit | 329 | 429 | 432 | 138 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | | 329 | 991.135 | 122.224 | | | | | | | | |
| Merchant Rd Ent | 429 | 432 | 8432 | 171 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Quality Assurance / Quality Control Database
Design Year Conditions

FRESIM QA/QC

Record & entry:

Table with columns: Link Description, Link Geometrics (Node From, Node To, Receiving Node, Length, Type, No. of lanes, Grade, Super-Elev., Radius, Speed), Car Following Factor, Warning Sign Distance, Anticipatory Chg. (Min. Speed to Trigger, Distance to Rx Pl.), 1st Aux. Lane, 2nd Aux. Lane, 3rd Aux. Lane, Barrier (Rt. Lane ID #1, Rt. Lane ID #2), and Node coordinates (Node, X, Y). Rows are categorized by US 101 NB Mainline, US 101 NB Ramps, US 101 SB Mainline, US 101 SB Ramps, and Entry Links.

Quality Assurance / Quality Control Database
Design Year Plus Project Conditions

FRESIM QA/QC

| Link Description | Record & entry | | | | | | | | | | | | | | | | | | | Node From | Node To | Receiving Node | Length | Type | No. of lanes | Grade | Super-Elev. | Radius | Speed | Car Following Factor | Warning Sign Distance | Anticipatory Chg. | | 1st Aux. Lane | | | 2nd Aux. Lane | | | 3rd Aux. Lane | | | Barrier | | Node coordinates | | |
|--------------------|----------------------|----------------------|----------------------|---------|------|------|--------------|-------|-------------|--------|-------|----------------------|-----------------------|-----------------------|--------------------|-----|------|--------|-----|-----------|---------|----------------|--------|------|--------------|-------|-------------|---------|---------|----------------------|-----------------------|-------------------|--------|---------------|------|--------|----------------|----------------|------|---------------|---|--|---------|--|------------------|--|--|
| | From | To | Node From | Node To | Node | Type | No. of lanes | Grade | Super-Elev. | Radius | Speed | Car Following Factor | Warning Sign Distance | Min. Speed to Trigger | Distance to Rx Pl. | No. | Type | Length | No. | | | | | | | | | | | | | Type | Length | No. | Type | Length | Rt. Lane ID #1 | Rt. Lane ID #2 | Node | X | Y | | | | | | |
| US 101 NB Mainline | US 101 Northbound | | 101 | 102 | 103 | 835 | 0 | 3 | | | | | 45 | 100 | | | | | | | | | | | | | | | 101 | 996.307 | 120.707 | | | | | | | | | | | | | | | | |
| | | | 102 | 103 | 104 | 1041 | 0 | 3 | | | | | | 45 | 100 | | | | | | | | | | | | | | 102 | 995.516 | 120.439 | | | | | | | | | | | | | | | | |
| | | 103 | 104 | 108 | 1064 | 0 | 3 | | | | | | 45 | 100 | | | | | | | | | | | | | | 103 | 994.491 | 120.393 | | | | | | | | | | | | | | | | | |
| | | 104 | 108 | 112 | 874 | 0 | 3 | | | | | | 45 | 125 | 2500 | | | | | 9 | 2 | 100 | | | | | | 104 | 993.473 | 120.702 | | | | | | | | | | | | | | | | | |
| | | Park Presidio BI Exi | Park Presidio BI Ent | 108 | 112 | 116 | 1095 | 0 | 3 | | | | 45 | 125 | | | | | | | | | | | | | | 108 | 992.634 | 120.948 | | | | | | | | | | | | | | | | | |
| | | Park Presidio BI Ent | Merchant Rd Exi | 112 | 116 | 118 | 694 | 0 | 3 | | | | 45 | 100 | | 43 | 1500 | 9 | 3 | 694 | 10 | 1 | 100 | | | | 112 | 991.724 | 121.522 | | | | | | | | | | | | | | | | | | |
| | | Merchant Rd Exi | Merchant Rd Ent | 118 | 120 | 122 | 86 | 0 | 4 | | | | 45 | 150 | | 800 | | | | | 9 | 2 | 100 | | | | 118 | 991.214 | 122.184 | | | | | | | | | | | | | | | | | | |
| | | Merchant Rd Ent | | 120 | 122 | 124 | 285 | 0 | 4 | | | | 45 | 183 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | 120 | 991.163 | 122.253 | | | | | | | | | | | | | | | | | | |
| | | | | 122 | 124 | 126 | 364 | 0 | 4 | | | | 38 | 183 | | | | | | | | | | | | | 122 | 990.980 | 122.472 | | | | | | | | | | | | | | | | | | |
| | | | | 124 | 126 | 127 | 731 | 0 | 3 | | | | 42 | 183 | | | | | | | | | | | | | 124 | 990.727 | 122.734 | | | | | | | | | | | | | | | | | | |
| | | | | 126 | 127 | 128 | 1432 | 0 | 3 | | | | 42 | 183 | | | | | | | | | | | | | 126 | 990.475 | 123.410 | | | | | | | | | | | | | | | | | | |
| | | | | 127 | 128 | 129 | 1389 | 0 | 3 | | | | 42 | 183 | | | | | | | | | | | | | 127 | 990.379 | 124.839 | | | | | | | | | | | | | | | | | | |
| | | | | 128 | 129 | 130 | 1488 | 0 | 3 | | | | 42 | 183 | | | | | | | | | | | | | 128 | 990.281 | 126.225 | | | | | | | | | | | | | | | | | | |
| | | | | 129 | 130 | 131 | 1487 | 0 | 3 | | | | 42 | 183 | | | | | | | | | | | | | 129 | 990.175 | 127.705 | | | | | | | | | | | | | | | | | | |
| | | | | 130 | 131 | 132 | 1509 | 0 | 3 | | | | 42 | 183 | | | | | | | | | | | | | 130 | 990.069 | 129.172 | | | | | | | | | | | | | | | | | | |
| | | | Vista Point Exi | 131 | 132 | 136 | 1132 | 0 | 3 | | | | 42 | 125 | 2500 | | | | | 9 | 2 | 100 | | | | | 131 | 989.961 | 130.677 | | | | | | | | | | | | | | | | | | |
| | | Vista Point Exi | Vista Point Ent | 132 | 136 | 140 | 368 | 0 | 3 | | | | 55 | 125 | 2500 | | | | | | | | | | | | 132 | 989.546 | 131.676 | | | | | | | | | | | | | | | | | | |
| | | Vista Point Ent | Sausalito Exi | 136 | 140 | 144 | 473 | 0 | 3 | | | | 55 | 125 | | | | | | | | | | | | | 136 | 989.335 | 131.828 | | | | | | | | | | | | | | | | | | |
| | | Sausalito Exi | Sausalito Ent | 140 | 144 | 148 | 572 | 0 | 3 | | | | 55 | 125 | | 37 | 1500 | 9 | 1 | 100 | | | | | | | 140 | 988.879 | 132.196 | | | | | | | | | | | | | | | | | | |
| | | Sausalito Ent | | 144 | 148 | 150 | 984 | 0 | 3 | | | | 55 | 125 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | 144 | 988.619 | 132.703 | | | | | | | | | | | | | | | | | | |
| | | | | 148 | 150 | 152 | 1048 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | 148 | 988.191 | 133.589 | | | | | | | | | | | | | | | | | | |
| | | | | 150 | 152 | 154 | 285 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | 150 | 988.146 | 134.636 | | | | | | | | | | | | | | | | | | |
| | | | | 152 | 154 | 158 | 856 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | 152 | 988.292 | 134.881 | | | | | | | | | | | | | | | | | | |
| | | | | 154 | 158 | 160 | 1033 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | 154 | 988.389 | 135.530 | | | | | | | | | | | | | | | | | | |
| | | US 101 Northbound | 158 | 160 | 8960 | 804 | 0 | 4 | | | | 55 | 110 | | | | | | | | | | | | | 158 | 988.192 | 136.544 | | | | | | | | | | | | | | | | | | | |
| US 101 NB Ramps | Park Presidio BI Exi | | 108 | 208 | 8208 | 139 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | 108 | 992.634 | 120.948 | | | | | | | | | | | | | | | | | | |
| | Park Presidio BI Ent | | 212 | 112 | 116 | 231 | 1 | 2 | | | | 45 | 100 | | | | | | | | | | | | | | 212 | 991.948 | 121.471 | | | | | | | | | | | | | | | | | | |
| | Merchant Rd Exi | | 118 | 218 | 224 | 129 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | 118 | 991.214 | 122.184 | | | | | | | | | | | | | | | | | | |
| | Merchant Rd Ent | | 218 | 224 | 8224 | 133 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | 218 | 991.296 | 122.284 | | | | | | | | | | | | | | | | | | |
| | Vista Point Exi | | 220 | 120 | 122 | 133 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | 220 | 991.289 | 122.295 | | | | | | | | | | | | | | | | | | |
| | Vista Point Ent | | 222 | 220 | 120 | 133 | 1 | 1 | | | | 20 | 100 | | | | | | | | | | | | | | 222 | 991.405 | 122.361 | | | | | | | | | | | | | | | | | | |
| | Sausalito Exi | | 132 | 232 | 259 | 78 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | 132 | 989.546 | 131.676 | | | | | | | | | | | | | | | | | | |
| | Sausalito Ent | | 232 | 259 | 8259 | 129 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | | 232 | 989.526 | 131.751 | | | | | | | | | | | | | | | | | | |
| | | | | 260 | 236 | 140 | 105 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | 260 | 989.080 | 132.092 | | | | | | | | | | | | | | | | | | |
| | | | | 236 | 140 | 144 | 121 | 1 | 1 | | | | 25 | 100 | | | | | | | | | | | | | 236 | 988.988 | 132.143 | | | | | | | | | | | | | | | | | | |
| US 101 SB Mainline | US 101 Southbound | | 301 | 302 | 303 | 768 | 0 | 4 | | | | 55 | 100 | | | | | | | | | | | | | | 301 | 987.693 | 137.201 | | | | | | | | | | | | | | | | | | |
| | | | 302 | 303 | 304 | 1055 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | 302 | 988.088 | 136.542 | | | | | | | | | | | | | | | | | | |
| | | 303 | 304 | 305 | 621 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | | 303 | 988.309 | 135.510 | | | | | | | | | | | | | | | | | | |
| | | 304 | 305 | 306 | 283 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | | 304 | 988.258 | 134.891 | | | | | | | | | | | | | | | | | | |
| | | 305 | 306 | 307 | 1066 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | | 305 | 988.116 | 134.646 | | | | | | | | | | | | | | | | | | |
| | | 306 | 307 | 308 | 425 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | | 306 | 988.177 | 133.582 | | | | | | | | | | | | | | | | | | |
| | | 307 | 308 | 312 | 373 | 0 | 4 | | | | | 55 | 100 | | | | | | | | | | | | | | 307 | 988.322 | 133.183 | | | | | | | | | | | | | | | | | | |
| | | Sausalito Exi | Sausalito Ent | 308 | 312 | 316 | 455 | 0 | 3 | | | | 55 | 125 | 2500 | | | | | 9 | 2 | 100 | | | | | 308 | 988.493 | 132.851 | | | | | | | | | | | | | | | | | | |
| | | Sausalito Ent | | 312 | 316 | 318 | 567 | 0 | 3 | | | | 55 | 125 | | | | | | | | | | | | | 312 | 988.712 | 132.452 | | | | | | | | | | | | | | | | | | |
| | | | | 316 | 318 | 319 | 596 | 0 | 3 | | | | 40 | 125 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | 316 | 989.052 | 132.011 | | | | | | | | | | | | | | | | | | |
| | | | | 318 | 319 | 320 | 1107 | 0 | 3 | | | | 40 | 125 | | | | | | | | | | | | | 318 | 989.537 | 131.665 | | | | | | | | | | | | | | | | | | |
| | | | | 319 | 320 | 321 | 1499 | 0 | 3 | | | | 40 | 100 | | | | | | | | | | | | | 319 | 989.951 | 130.676 | | | | | | | | | | | | | | | | | | |
| | | | | 320 | 321 | 322 | 1479 | 0 | 3 | | | | 40 | 100 | | | | | | | | | | | | | 320 | 990.057 | 129.181 | | | | | | | | | | | | | | | | | | |
| | | | | 321 | 322 | 323 | 1486 | 0 | 3 | | | | 40 | 100 | | | | | | | | | | | | | 321 | 990.164 | 127.706 | | | | | | | | | | | | | | | | | | |
| | | | | 322 | 323 | 324 | 1393 | 0 | 3 | | | | 40 | 100 | | | | | | | | | | | | | 322 | 990.270 | 126.224 | | | | | | | | | | | | | | | | | | |
| | | | | 323 | 324 | 326 | 1428 | 0 | 3 | | | | 40 | 100 | | | | | | | | | | | | | 323 | 990.368 | 124.834 | | | | | | | | | | | | | | | | | | |
| | | | | 324 | 326 | 328 | 739 | 0 | 3 | | | | 40 | 100 | | | | | | | | | | | | | 324 | 990.465 | 123.409 | | | | | | | | | | | | | | | | | | |
| | | | | 326 | 328 | 329 | 370 | 0 | 4 | | | | 19 | 75 | | | | | | | | | | | | | 326 | 990.716 | 122.725 | | | | | | | | | | | | | | | | | | |
| | | | Merchant Rd Exi | 328 | 329 | 330 | 292 | 0 | 4 | | | | 13 | 75 | 1000 | | | | | 9 | 2 | 100 | | | | | 328 | 990.948 | 122.436 | | | | | | | | | | | | | | | | | | |
| | | | Merchant Rd Ent | 329 | 330 | 332 | 87 | 0 | 4 | | | | 45 | 100 | | | | | | | | | | | | | | 329 | 991.135 | 122.224 | | | | | | | | | | | | | | | | | |
| | | | | 330 | 332 | 334 | 136 | 0 | 4 | | | | 45 | 100 | | 43 | 1500 | 9 | 1 | 100 | | | | | | | 330 | 991.191 | 122.158 | | | | | | | | | | | | | | | | | | |
| | | | | 332 | 334 | 338 | 700 | 0 | 4 | | | | 45 | 100 | | | | | | | | | | | | | 332 | 991.277 | 122.053 | | | | | | | | | | | | | | | | | | |
| | | | Park Presidio BI Exi | 334 | 338 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Traffic Volumes Database
Existing Conditions

Existing Conditions - Weekday AM Peak Period

| Description | Type | Start Time Station | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------|------|--------------------|------|------|------|------|------|------|------|------|
| | | | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 |
| Begin US-101 NB | m | 1000 | 322 | 410 | 456 | 480 | 435 | 340 | 324 | 340 |
| Park Presidio Blvd | exit | 200 | 69 | 72 | 75 | 77 | 80 | 89 | 89 | 80 |
| US-101 NB | | 1004 | 253 | 338 | 381 | 403 | 355 | 251 | 235 | 260 |
| Park Presidio Blvd | ent | 205 | 317 | 329 | 341 | 353 | 399 | 444 | 444 | 399 |
| US-101 NB | | 1005 | 570 | 667 | 722 | 756 | 754 | 695 | 679 | 659 |
| Merchant Road | exit | 210 | 32 | 33 | 34 | 35 | 35 | 39 | 39 | 35 |
| US-101 NB | | 1010 | 538 | 634 | 688 | 721 | 719 | 656 | 640 | 624 |
| Merchant Road | ent | 215 | 54 | 56 | 58 | 60 | 91 | 101 | 101 | 91 |
| US-101 NB | | 1015 | 592 | 690 | 746 | 781 | 810 | 757 | 741 | 715 |
| Vista Point | exit | 220 | 5 | 5 | 5 | 5 | 9 | 9 | 9 | 10 |
| US-101 NB | | 1020 | 587 | 685 | 741 | 776 | 801 | 748 | 732 | 705 |
| Vista Point | ent | 225 | 11 | 11 | 11 | 12 | 11 | 12 | 12 | 13 |
| US-101 NB | | 1025 | 598 | 696 | 752 | 788 | 812 | 760 | 744 | 718 |
| Sausalito Lateral | exit | 230 | 29 | 31 | 32 | 33 | 56 | 62 | 62 | 56 |
| US-101 NB | | 1030 | 569 | 665 | 720 | 755 | 756 | 698 | 682 | 662 |
| Sausalito Lateral | ent | 235 | 15 | 16 | 17 | 17 | 23 | 24 | 25 | 26 |
| END US-101 NB | | 1035 | 584 | 681 | 737 | 772 | 779 | 722 | 707 | 688 |
| Begin US-101 SB | | 3000 | 1302 | 1344 | 1368 | 1324 | 1339 | 1306 | 1235 | 1202 |
| Sausalito Lateral | exit | 400 | 32 | 33 | 34 | 36 | 43 | 45 | 46 | 48 |
| US-101 SB | | 3005 | 1270 | 1311 | 1334 | 1288 | 1296 | 1261 | 1189 | 1154 |
| Sausalito Lateral | ent | 405 | 53 | 55 | 56 | 58 | 67 | 74 | 74 | 67 |
| US-101 SB | | 3010 | 1323 | 1366 | 1390 | 1346 | 1363 | 1335 | 1263 | 1221 |
| Merchant Drive | exit | 410 | 80 | 83 | 86 | 89 | 92 | 103 | 103 | 92 |
| US-101 SB | | 3015 | 1243 | 1283 | 1304 | 1257 | 1271 | 1232 | 1160 | 1129 |
| Merchant Drive | ent | 415 | 44 | 49 | 49 | 44 | 41 | 39 | 38 | 36 |
| US-101 SB | | 3020 | 1287 | 1332 | 1353 | 1301 | 1312 | 1271 | 1198 | 1165 |
| Park Presidio Blvd | exit | 420 | 478 | 496 | 514 | 532 | 497 | 552 | 552 | 497 |
| US-101 SB | | 3025 | 809 | 836 | 839 | 769 | 815 | 719 | 646 | 668 |
| Park Presidio Blvd | ent | 425 | 192 | 213 | 213 | 192 | 202 | 196 | 189 | 182 |
| US-101 SB | | 3030 | 1001 | 1049 | 1052 | 961 | 1017 | 915 | 835 | 850 |

Existing Conditions - Weekday PM Peak Hour

| Description | Type | Start Time Station | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------|------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 |
| Begin US-101 NB | m | 1000 | 692 | 802 | 881 | 927 | 893 | 872 | 881 | 918 |
| Park Presidio Blvd | exit | 200 | 180 | 200 | 200 | 180 | 153 | 148 | 143 | 137 |
| US-101 NB | | 1004 | 512 | 602 | 681 | 747 | 740 | 724 | 738 | 781 |
| Park Presidio Blvd | ent | 205 | 479 | 463 | 447 | 431 | 472 | 456 | 440 | 425 |
| US-101 NB | | 1005 | 991 | 1065 | 1128 | 1178 | 1212 | 1180 | 1178 | 1206 |
| Merchant Road | exit | 210 | 59 | 57 | 55 | 53 | 45 | 43 | 42 | 41 |
| US-101 NB | | 1010 | 932 | 1008 | 1073 | 1125 | 1167 | 1137 | 1136 | 1165 |
| Merchant Road | ent | 215 | 139 | 125 | 125 | 139 | 134 | 149 | 149 | 134 |
| US-101 NB | | 1015 | 1071 | 1133 | 1198 | 1264 | 1301 | 1286 | 1285 | 1299 |
| Vista Point | exit | 220 | 45 | 43 | 42 | 40 | 27 | 25 | 25 | 27 |
| US-101 NB | | 1020 | 1026 | 1090 | 1156 | 1224 | 1274 | 1261 | 1260 | 1272 |
| Vista Point | ent | 225 | 37 | 41 | 41 | 37 | 32 | 30 | 29 | 28 |
| US-101 NB | | 1025 | 1063 | 1131 | 1197 | 1261 | 1306 | 1291 | 1289 | 1300 |
| Sausalito Lateral | exit | 230 | 67 | 61 | 61 | 67 | 76 | 85 | 85 | 76 |
| US-101 NB | | 1030 | 996 | 1070 | 1136 | 1194 | 1230 | 1206 | 1204 | 1224 |
| Sausalito Lateral | ent | 235 | 54 | 52 | 51 | 49 | 47 | 46 | 44 | 43 |
| END US-101 NB | | 1035 | 1050 | 1122 | 1187 | 1243 | 1277 | 1252 | 1248 | 1267 |
| Begin US-101 SB | | 3000 | 735 | 756 | 777 | 825 | 857 | 851 | 822 | 754 |
| Sausalito Lateral | exit | 400 | 33 | 30 | 30 | 33 | 32 | 35 | 35 | 32 |
| US-101 SB | | 3005 | 702 | 726 | 747 | 792 | 825 | 816 | 787 | 722 |
| Sausalito Lateral | ent | 405 | 72 | 75 | 78 | 80 | 89 | 98 | 98 | 89 |
| US-101 SB | | 3010 | 774 | 801 | 825 | 872 | 914 | 914 | 885 | 811 |
| Merchant Drive | exit | 410 | 73 | 76 | 79 | 81 | 85 | 95 | 95 | 85 |
| US-101 SB | | 3015 | 701 | 725 | 746 | 791 | 829 | 819 | 790 | 726 |
| Merchant Drive | ent | 415 | 52 | 47 | 47 | 52 | 58 | 64 | 64 | 58 |
| US-101 SB | | 3020 | 753 | 772 | 793 | 843 | 887 | 883 | 854 | 784 |
| Park Presidio Blvd | exit | 420 | 418 | 433 | 448 | 464 | 499 | 555 | 555 | 499 |
| US-101 SB | | 3025 | 335 | 339 | 345 | 379 | 388 | 328 | 299 | 285 |
| Park Presidio Blvd | ent | 425 | 130 | 135 | 140 | 145 | 157 | 175 | 175 | 157 |
| US-101 SB | | 3030 | 465 | 474 | 485 | 524 | 545 | 503 | 474 | 442 |

Traffic Volumes Database
Existing Plus Project Conditions

Existing plus Project Conditions - Weekday AM Peak Hour

| Description | Type | Start Time Station | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------|------|--------------------|------|------|------|------|------|------|------|------|
| | | | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 |
| Begin US-101 NB | m | 1000 | 322 | 410 | 456 | 480 | 435 | 340 | 324 | 340 |
| Park Presidio Blvd | exit | 200 | 69 | 72 | 75 | 77 | 80 | 89 | 89 | 80 |
| US-101 NB | | 1004 | 253 | 338 | 381 | 403 | 355 | 251 | 235 | 260 |
| Park Presidio Blvd | ent | 205 | 317 | 329 | 341 | 353 | 399 | 444 | 444 | 399 |
| US-101 NB | | 1005 | 570 | 667 | 722 | 756 | 754 | 695 | 679 | 659 |
| Merchant Road | exit | 210 | 32 | 33 | 34 | 35 | 35 | 39 | 39 | 35 |
| US-101 NB | | 1010 | 538 | 634 | 688 | 721 | 719 | 656 | 640 | 624 |
| Merchant Road | ent | 215 | 54 | 56 | 58 | 60 | 91 | 101 | 101 | 91 |
| US-101 NB | | 1015 | 592 | 690 | 746 | 781 | 810 | 757 | 741 | 715 |
| Vista Point | exit | 220 | 5 | 5 | 5 | 5 | 9 | 9 | 9 | 10 |
| US-101 NB | | 1020 | 587 | 685 | 741 | 776 | 801 | 748 | 732 | 705 |
| Vista Point | ent | 225 | 11 | 11 | 11 | 12 | 11 | 12 | 12 | 13 |
| US-101 NB | | 1025 | 598 | 696 | 752 | 788 | 812 | 760 | 744 | 718 |
| Sausalito Lateral | exit | 230 | 29 | 31 | 32 | 33 | 56 | 62 | 62 | 56 |
| US-101 NB | | 1030 | 569 | 665 | 720 | 755 | 756 | 698 | 682 | 662 |
| Sausalito Lateral | ent | 235 | 15 | 16 | 17 | 17 | 23 | 24 | 25 | 26 |
| END US-101 NB | | 1035 | 584 | 681 | 737 | 772 | 779 | 722 | 707 | 688 |
| Begin US-101 SB | | 3000 | 1302 | 1344 | 1368 | 1324 | 1339 | 1306 | 1235 | 1202 |
| Sausalito Lateral | exit | 400 | 32 | 33 | 34 | 36 | 43 | 45 | 46 | 48 |
| US-101 SB | | 3005 | 1270 | 1311 | 1334 | 1288 | 1296 | 1261 | 1189 | 1154 |
| Sausalito Lateral | ent | 405 | 53 | 55 | 56 | 58 | 67 | 74 | 74 | 67 |
| US-101 SB | | 3010 | 1323 | 1366 | 1390 | 1346 | 1363 | 1335 | 1263 | 1221 |
| Merchant Drive | exit | 410 | 80 | 83 | 86 | 89 | 92 | 103 | 103 | 92 |
| US-101 SB | | 3015 | 1243 | 1283 | 1304 | 1257 | 1271 | 1232 | 1160 | 1129 |
| Merchant Drive | ent | 415 | 44 | 49 | 49 | 44 | 41 | 39 | 38 | 36 |
| US-101 SB | | 3020 | 1287 | 1332 | 1353 | 1301 | 1312 | 1271 | 1198 | 1165 |
| Park Presidio Blvd | exit | 420 | 478 | 496 | 514 | 532 | 497 | 552 | 552 | 497 |
| US-101 SB | | 3025 | 809 | 836 | 839 | 769 | 815 | 719 | 646 | 668 |
| Park Presidio Blvd | ent | 425 | 192 | 213 | 213 | 192 | 202 | 196 | 189 | 182 |
| US-101 SB | | 3030 | 1001 | 1049 | 1052 | 961 | 1017 | 915 | 835 | 850 |

Existing plus Project Conditions - Weekday PM Peak Hour

| Description | Type | Start Time Station | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------|------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 |
| Begin US-101 NB | m | 1000 | 692 | 802 | 881 | 927 | 893 | 872 | 881 | 918 |
| Park Presidio Blvd | exit | 200 | 180 | 200 | 200 | 180 | 153 | 148 | 143 | 137 |
| US-101 NB | | 1004 | 512 | 602 | 681 | 747 | 740 | 724 | 738 | 781 |
| Park Presidio Blvd | ent | 205 | 479 | 463 | 447 | 431 | 472 | 456 | 440 | 425 |
| US-101 NB | | 1005 | 991 | 1065 | 1128 | 1178 | 1212 | 1180 | 1178 | 1206 |
| Merchant Road | exit | 210 | 59 | 57 | 55 | 53 | 45 | 43 | 42 | 41 |
| US-101 NB | | 1010 | 932 | 1008 | 1073 | 1125 | 1167 | 1137 | 1136 | 1165 |
| Merchant Road | ent | 215 | 139 | 125 | 125 | 139 | 134 | 149 | 149 | 134 |
| US-101 NB | | 1015 | 1071 | 1133 | 1198 | 1264 | 1301 | 1286 | 1285 | 1299 |
| Vista Point | exit | 220 | 45 | 43 | 42 | 40 | 27 | 25 | 25 | 27 |
| US-101 NB | | 1020 | 1026 | 1090 | 1156 | 1224 | 1274 | 1261 | 1260 | 1272 |
| Vista Point | ent | 225 | 37 | 41 | 41 | 37 | 32 | 30 | 29 | 28 |
| US-101 NB | | 1025 | 1063 | 1131 | 1197 | 1261 | 1306 | 1291 | 1289 | 1300 |
| Sausalito Lateral | exit | 230 | 67 | 61 | 61 | 67 | 76 | 85 | 85 | 76 |
| US-101 NB | | 1030 | 996 | 1070 | 1136 | 1194 | 1230 | 1206 | 1204 | 1224 |
| Sausalito Lateral | ent | 235 | 54 | 52 | 51 | 49 | 47 | 46 | 44 | 43 |
| END US-101 NB | | 1035 | 1050 | 1122 | 1187 | 1243 | 1277 | 1252 | 1248 | 1267 |
| Begin US-101 SB | | 3000 | 735 | 756 | 777 | 825 | 857 | 851 | 822 | 754 |
| Sausalito Lateral | exit | 400 | 33 | 30 | 30 | 33 | 32 | 35 | 35 | 32 |
| US-101 SB | | 3005 | 702 | 726 | 747 | 792 | 825 | 816 | 787 | 722 |
| Sausalito Lateral | ent | 405 | 72 | 75 | 78 | 80 | 89 | 98 | 98 | 89 |
| US-101 SB | | 3010 | 774 | 801 | 825 | 872 | 914 | 914 | 885 | 811 |
| Merchant Drive | exit | 410 | 73 | 76 | 79 | 81 | 85 | 95 | 95 | 85 |
| US-101 SB | | 3015 | 701 | 725 | 746 | 791 | 829 | 819 | 790 | 726 |
| Merchant Drive | ent | 415 | 52 | 47 | 47 | 52 | 58 | 64 | 64 | 58 |
| US-101 SB | | 3020 | 753 | 772 | 793 | 843 | 887 | 883 | 854 | 784 |
| Park Presidio Blvd | exit | 420 | 418 | 433 | 448 | 464 | 499 | 555 | 555 | 499 |
| US-101 SB | | 3025 | 335 | 339 | 345 | 379 | 388 | 328 | 299 | 285 |
| Park Presidio Blvd | ent | 425 | 130 | 135 | 140 | 145 | 157 | 175 | 175 | 157 |
| US-101 SB | | 3030 | 465 | 474 | 485 | 524 | 545 | 503 | 474 | 442 |

Traffic Volumes Database
Design Year Conditions

Mainline Volume Data

Design Year Conditions - Weekday AM Peak Hour

| Description | Type | Start Time Station | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------|------|--------------------|------|------|------|------|------|------|------|------|
| | | | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 |
| Begin US-101 NB | m | 1000 | 555 | 700 | 776 | 819 | 768 | 621 | 595 | 614 |
| Park Presidio Blvd | exit | 200 | 79 | 82 | 85 | 88 | 91 | 101 | 101 | 91 |
| US-101 NB | | 1004 | 476 | 618 | 691 | 731 | 677 | 520 | 494 | 523 |
| Park Presidio Blvd | ent | 205 | 462 | 479 | 496 | 513 | 581 | 646 | 646 | 581 |
| US-101 NB | | 1005 | 938 | 1097 | 1187 | 1244 | 1258 | 1166 | 1140 | 1104 |
| Merchant Road | exit | 210 | 33 | 34 | 35 | 37 | 37 | 41 | 41 | 37 |
| US-101 NB | | 1010 | 905 | 1063 | 1152 | 1207 | 1221 | 1125 | 1099 | 1067 |
| Merchant Road | ent | 215 | 57 | 59 | 61 | 63 | 95 | 106 | 106 | 95 |
| US-101 NB | | 1015 | 962 | 1122 | 1213 | 1270 | 1316 | 1231 | 1205 | 1162 |
| Vista Point | exit | 220 | 5 | 5 | 5 | 5 | 9 | 10 | 10 | 10 |
| US-101 NB | | 1020 | 957 | 1117 | 1208 | 1265 | 1307 | 1221 | 1195 | 1152 |
| Vista Point | ent | 225 | 11 | 12 | 12 | 12 | 12 | 12 | 13 | 13 |
| US-101 NB | | 1025 | 968 | 1129 | 1220 | 1277 | 1319 | 1233 | 1208 | 1165 |
| Sausalito Lateral | exit | 230 | 35 | 37 | 38 | 39 | 67 | 74 | 74 | 67 |
| US-101 NB | | 1030 | 933 | 1092 | 1182 | 1238 | 1252 | 1159 | 1134 | 1098 |
| Sausalito Lateral | ent | 235 | 18 | 19 | 20 | 20 | 28 | 29 | 30 | 31 |
| END US-101 NB | | 1035 | 951 | 1111 | 1202 | 1258 | 1280 | 1188 | 1164 | 1129 |
| Begin US-101 SB | | 3000 | 1545 | 1610 | 1650 | 1610 | 1644 | 1638 | 1587 | 1580 |
| Sausalito Lateral | exit | 400 | 38 | 40 | 41 | 43 | 52 | 54 | 56 | 58 |
| US-101 SB | | 3005 | 1507 | 1570 | 1609 | 1567 | 1592 | 1584 | 1531 | 1522 |
| Sausalito Lateral | ent | 405 | 63 | 65 | 67 | 70 | 80 | 89 | 89 | 80 |
| US-101 SB | | 3010 | 1570 | 1635 | 1676 | 1637 | 1672 | 1673 | 1620 | 1602 |
| Merchant Drive | exit | 410 | 84 | 87 | 90 | 93 | 97 | 108 | 108 | 97 |
| US-101 SB | | 3015 | 1486 | 1548 | 1586 | 1544 | 1575 | 1565 | 1512 | 1505 |
| Merchant Drive | ent | 415 | 46 | 52 | 52 | 46 | 43 | 41 | 40 | 38 |
| US-101 SB | | 3020 | 1532 | 1600 | 1638 | 1590 | 1618 | 1606 | 1552 | 1543 |
| Park Presidio Blvd | exit | 420 | 478 | 496 | 514 | 532 | 497 | 552 | 552 | 497 |
| US-101 SB | | 3025 | 1054 | 1104 | 1124 | 1058 | 1121 | 1054 | 1000 | 1046 |
| Park Presidio Blvd | ent | 425 | 159 | 176 | 176 | 159 | 168 | 162 | 156 | 151 |
| US-101 SB | | 3030 | 1213 | 1280 | 1300 | 1217 | 1289 | 1216 | 1156 | 1197 |

Mainline Volume Data

Design Year Conditions - Weekday PM Peak Hour

| Description | Type | Start Time Station | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------|------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 |
| Begin US-101 NB | m | 1000 | 938 | 1077 | 1178 | 1237 | 1193 | 1171 | 1179 | 1223 |
| Park Presidio Blvd | exit | 200 | 245 | 272 | 272 | 245 | 208 | 201 | 194 | 187 |
| US-101 NB | | 1004 | 693 | 805 | 906 | 992 | 985 | 970 | 985 | 1036 |
| Park Presidio Blvd | ent | 205 | 588 | 569 | 549 | 530 | 580 | 560 | 541 | 522 |
| US-101 NB | | 1005 | 1281 | 1374 | 1455 | 1522 | 1565 | 1530 | 1526 | 1558 |
| Merchant Road | exit | 210 | 62 | 60 | 58 | 56 | 47 | 46 | 44 | 43 |
| US-101 NB | | 1010 | 1219 | 1314 | 1397 | 1466 | 1518 | 1484 | 1482 | 1515 |
| Merchant Road | ent | 215 | 146 | 131 | 131 | 146 | 141 | 156 | 156 | 141 |
| US-101 NB | | 1015 | 1365 | 1445 | 1528 | 1612 | 1659 | 1640 | 1638 | 1656 |
| Vista Point | exit | 220 | 47 | 45 | 44 | 42 | 29 | 26 | 26 | 29 |
| US-101 NB | | 1020 | 1318 | 1400 | 1484 | 1570 | 1630 | 1614 | 1612 | 1627 |
| Vista Point | ent | 225 | 39 | 43 | 43 | 39 | 33 | 32 | 31 | 30 |
| US-101 NB | | 1025 | 1357 | 1443 | 1527 | 1609 | 1663 | 1646 | 1643 | 1657 |
| Sausalito Lateral | exit | 230 | 81 | 72 | 72 | 81 | 91 | 101 | 101 | 91 |
| US-101 NB | | 1030 | 1276 | 1371 | 1455 | 1528 | 1572 | 1545 | 1542 | 1566 |
| Sausalito Lateral | ent | 235 | 65 | 63 | 60 | 58 | 57 | 55 | 53 | 51 |
| END US-101 NB | | 1035 | 1341 | 1434 | 1515 | 1586 | 1629 | 1600 | 1595 | 1617 |
| Begin US-101 SB | | 3000 | 989 | 1034 | 1082 | 1166 | 1231 | 1238 | 1212 | 1128 |
| Sausalito Lateral | exit | 400 | 40 | 36 | 36 | 40 | 38 | 42 | 42 | 38 |
| US-101 SB | | 3005 | 949 | 998 | 1046 | 1126 | 1193 | 1196 | 1170 | 1090 |
| Sausalito Lateral | ent | 405 | 86 | 90 | 93 | 96 | 106 | 118 | 118 | 106 |
| US-101 SB | | 3010 | 1035 | 1088 | 1139 | 1222 | 1299 | 1314 | 1288 | 1196 |
| Merchant Drive | exit | 410 | 77 | 80 | 83 | 85 | 90 | 100 | 100 | 90 |
| US-101 SB | | 3015 | 958 | 1008 | 1056 | 1137 | 1209 | 1214 | 1188 | 1106 |
| Merchant Drive | ent | 415 | 55 | 49 | 49 | 55 | 61 | 68 | 68 | 61 |
| US-101 SB | | 3020 | 1013 | 1057 | 1105 | 1192 | 1270 | 1282 | 1256 | 1167 |
| Park Presidio Blvd | exit | 420 | 425 | 441 | 456 | 472 | 508 | 565 | 565 | 508 |
| US-101 SB | | 3025 | 588 | 616 | 649 | 720 | 762 | 717 | 691 | 659 |
| Park Presidio Blvd | ent | 425 | 130 | 135 | 139 | 144 | 157 | 174 | 174 | 157 |
| US-101 SB | | 3030 | 718 | 751 | 788 | 864 | 919 | 891 | 865 | 816 |

Traffic Volumes Database
Design Year Plus Project Conditions

Mainline Volume Data

Design Year plus Project Conditions - Weekday AM Peak Hour

| Description | Type | Start Time Station | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------|------|--------------------|------|------|------|------|------|------|------|------|
| | | | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 |
| Begin US-101 NB | m | 1000 | 555 | 700 | 776 | 819 | 768 | 621 | 595 | 614 |
| Park Presidio Blvd | exit | 200 | 79 | 82 | 85 | 88 | 91 | 101 | 101 | 91 |
| US-101 NB | | 1004 | 476 | 618 | 691 | 731 | 677 | 520 | 494 | 523 |
| Park Presidio Blvd | ent | 205 | 462 | 479 | 496 | 513 | 581 | 646 | 646 | 581 |
| US-101 NB | | 1005 | 938 | 1097 | 1187 | 1244 | 1258 | 1166 | 1140 | 1104 |
| Merchant Road | exit | 210 | 33 | 34 | 35 | 37 | 37 | 41 | 41 | 37 |
| US-101 NB | | 1010 | 905 | 1063 | 1152 | 1207 | 1221 | 1125 | 1099 | 1067 |
| Merchant Road | ent | 215 | 57 | 59 | 61 | 63 | 95 | 106 | 106 | 95 |
| US-101 NB | | 1015 | 962 | 1122 | 1213 | 1270 | 1316 | 1231 | 1205 | 1162 |
| Vista Point | exit | 220 | 5 | 5 | 5 | 5 | 9 | 10 | 10 | 10 |
| US-101 NB | | 1020 | 957 | 1117 | 1208 | 1265 | 1307 | 1221 | 1195 | 1152 |
| Sausalito Lateral | exit | 225 | 11 | 12 | 12 | 12 | 12 | 12 | 13 | 13 |
| US-101 NB | | 1025 | 968 | 1129 | 1220 | 1277 | 1319 | 1233 | 1208 | 1165 |
| Vista Point | ent | 230 | 35 | 37 | 38 | 39 | 67 | 74 | 74 | 67 |
| US-101 NB | | 1030 | 933 | 1092 | 1182 | 1238 | 1252 | 1159 | 1134 | 1098 |
| Sausalito Lateral | ent | 235 | 18 | 19 | 20 | 20 | 28 | 29 | 30 | 31 |
| END US-101 NB | | 1035 | 951 | 1111 | 1202 | 1258 | 1280 | 1188 | 1164 | 1129 |
| Begin US-101 SB | | 3000 | 1545 | 1610 | 1650 | 1610 | 1644 | 1638 | 1587 | 1580 |
| Sausalito Lateral | exit | 400 | 38 | 40 | 41 | 43 | 52 | 54 | 56 | 58 |
| US-101 SB | | 3005 | 1507 | 1570 | 1609 | 1567 | 1592 | 1584 | 1531 | 1522 |
| Sausalito Lateral | ent | 405 | 63 | 65 | 67 | 70 | 80 | 89 | 89 | 80 |
| US-101 SB | | 3010 | 1570 | 1635 | 1676 | 1637 | 1672 | 1673 | 1620 | 1602 |
| Merchant Drive | exit | 410 | 84 | 87 | 90 | 93 | 97 | 108 | 108 | 97 |
| US-101 SB | | 3015 | 1486 | 1548 | 1586 | 1544 | 1575 | 1565 | 1512 | 1505 |
| Merchant Drive | ent | 415 | 46 | 52 | 52 | 46 | 43 | 41 | 40 | 38 |
| US-101 SB | | 3020 | 1532 | 1600 | 1638 | 1590 | 1618 | 1606 | 1552 | 1543 |
| Park Presidio Blvd | exit | 420 | 478 | 496 | 514 | 532 | 497 | 552 | 552 | 497 |
| US-101 SB | | 3025 | 1054 | 1104 | 1124 | 1058 | 1121 | 1054 | 1000 | 1046 |
| Park Presidio Blvd | ent | 425 | 159 | 176 | 176 | 159 | 168 | 162 | 156 | 151 |
| US-101 SB | | 3030 | 1213 | 1280 | 1300 | 1217 | 1289 | 1216 | 1156 | 1197 |

Mainline Volume Data

Design Year plus Project Conditions - Weekday PM Peak Hour

| Description | Type | Start Time Station | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------|------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 |
| Begin US-101 NB | m | 1000 | 938 | 1077 | 1178 | 1237 | 1193 | 1171 | 1179 | 1223 |
| Park Presidio Blvd | exit | 200 | 245 | 272 | 272 | 245 | 208 | 201 | 194 | 187 |
| US-101 NB | | 1004 | 693 | 805 | 906 | 992 | 985 | 970 | 985 | 1036 |
| Park Presidio Blvd | ent | 205 | 588 | 569 | 549 | 530 | 580 | 560 | 541 | 522 |
| US-101 NB | | 1005 | 1281 | 1374 | 1455 | 1522 | 1565 | 1530 | 1526 | 1558 |
| Merchant Road | exit | 210 | 62 | 60 | 58 | 56 | 47 | 46 | 44 | 43 |
| US-101 NB | | 1010 | 1219 | 1314 | 1397 | 1466 | 1518 | 1484 | 1482 | 1515 |
| Merchant Road | ent | 215 | 146 | 131 | 131 | 146 | 141 | 156 | 156 | 141 |
| US-101 NB | | 1015 | 1365 | 1445 | 1528 | 1612 | 1659 | 1640 | 1638 | 1656 |
| Vista Point | exit | 220 | 47 | 45 | 44 | 42 | 29 | 26 | 26 | 29 |
| US-101 NB | | 1020 | 1318 | 1400 | 1484 | 1570 | 1630 | 1614 | 1612 | 1627 |
| Vista Point | ent | 225 | 39 | 43 | 43 | 39 | 33 | 32 | 31 | 30 |
| US-101 NB | | 1025 | 1357 | 1443 | 1527 | 1609 | 1663 | 1646 | 1643 | 1657 |
| Sausalito Lateral | exit | 230 | 81 | 72 | 72 | 81 | 91 | 101 | 101 | 91 |
| US-101 NB | | 1030 | 1276 | 1371 | 1455 | 1528 | 1572 | 1545 | 1542 | 1566 |
| Sausalito Lateral | ent | 235 | 65 | 63 | 60 | 58 | 57 | 55 | 53 | 51 |
| END US-101 NB | | 1035 | 1341 | 1434 | 1515 | 1586 | 1629 | 1600 | 1595 | 1617 |
| Begin US-101 SB | | 3000 | 989 | 1034 | 1082 | 1166 | 1231 | 1238 | 1212 | 1128 |
| Sausalito Lateral | exit | 400 | 40 | 36 | 36 | 40 | 38 | 42 | 42 | 38 |
| US-101 SB | | 3005 | 949 | 998 | 1046 | 1126 | 1193 | 1196 | 1170 | 1090 |
| Sausalito Lateral | ent | 405 | 86 | 90 | 93 | 96 | 106 | 118 | 118 | 106 |
| US-101 SB | | 3010 | 1035 | 1088 | 1139 | 1222 | 1299 | 1314 | 1288 | 1196 |
| Merchant Drive | exit | 410 | 77 | 80 | 83 | 85 | 90 | 100 | 100 | 90 |
| US-101 SB | | 3015 | 958 | 1008 | 1056 | 1137 | 1209 | 1214 | 1188 | 1106 |
| Merchant Drive | ent | 415 | 55 | 49 | 49 | 55 | 61 | 68 | 68 | 61 |
| US-101 SB | | 3020 | 1013 | 1057 | 1105 | 1192 | 1270 | 1282 | 1256 | 1167 |
| Park Presidio Blvd | exit | 420 | 425 | 441 | 456 | 472 | 508 | 565 | 565 | 508 |
| US-101 SB | | 3025 | 588 | 616 | 649 | 720 | 762 | 717 | 691 | 659 |
| Park Presidio Blvd | ent | 425 | 130 | 135 | 139 | 144 | 157 | 174 | 174 | 157 |
| US-101 SB | | 3030 | 718 | 751 | 788 | 864 | 919 | 891 | 865 | 816 |

Appendix F
Freeway Simulation Output

Freeway Network Output
Existing Conditions

Existing Conditions - Weekday AM Peak Period
 Freeway Measures of Effectiveness
 Golden Gate Bridge - Moveable Median Barrier

Select Hour Interval:
 8:00 AM-9:00 AM

- LOS A <10 vplph
- LOS B 10<20 vplph
- LOS C 20<28 vplph
- LOS D 28<35 vplph
- LOS E 35<43 vplph
- LOS F >43 vplph

| Location | Node | Length (ft) | Hourly Volumes | | | Link Statistics | | | Aggregate Statistics | | | Total Thruput | | | | | | | | | | | |
|------------------------|-----------------------|----------------------|----------------|---------------|---------|-----------------|------------|-------------|----------------------|--------|-------------|-----------------|--------|--------|-----------|------------|------------|-----------------|--------|-------|-------|-------|-------|
| | | | From | To | Actual | Simulated | Difference | Speed (mph) | Density (vplpm) | LOS | Speed (mph) | Density (vplpm) | LOS | Actual | Simulated | Difference | % Vol diff | Peak % Vol diff | | | | | |
| US 101 NB Mainline | US 101 Northbound | 101 102 | 835 | 1,439 | 1,443 | 4 | 45 | 17 | B | 43 | 17 | B | 3,107 | 3,107 | 0 | 0.00 | 0.28 | | | | | | |
| | | 102 103 | 1,041 | 1,439 | 1,444 | 5 | 44 | 17 | B | | | | 3,107 | 3,105 | -2 | -0.06 | 0.35 | | | | | | |
| | | 103 104 | 1,064 | 1,439 | 1,446 | 7 | 44 | 17 | B | | | | 3,107 | 3,104 | -3 | -0.10 | 0.49 | | | | | | |
| | Park Presidio BI Exit | Park Presidio BI Ent | 104 108 | 874 | 1,439 | 1,447 | 8 | 40 | 17 | B | 3,107 | 3,103 | -4 | -0.13 | 0.56 | | | | | | | | |
| | | | 108 112 | 1,095 | 1,101 | 1,110 | 9 | 45 | 12 | B | 45 | 12 | B | 2,476 | 2,468 | -8 | -0.32 | 0.82 | | | | | |
| | Park Presidio BI Ent | Merchant Rd Exit | 112 116 | 694 | 2,787 | 2,798 | 11 | 41 | 17 | B | 41 | 17 | B | 5,502 | 5,492 | -10 | -0.18 | 0.39 | | | | | |
| | | | 116 118 | 142 | 2,787 | 2,797 | 10 | 41 | 17 | B | | | | 5,502 | 5,490 | -12 | -0.22 | 0.36 | | | | | |
| | Merchant Rd Exit | Merchant Rd Ent | 118 120 | 86 | 2,639 | 2,548 | -91 | 38 | 34 | D | 38 | 34 | D | 5,220 | 5,028 | -192 | -3.68 | -3.45 | | | | | |
| | | | 120 122 | 285 | 3,023 | 2,935 | -88 | 38 | 34 | D | | | | 5,832 | 5,639 | -193 | -3.31 | -2.91 | | | | | |
| | Vista Point Exit | US 101 Northbound | 122 124 | 364 | 3,023 | 2,937 | -86 | 34 | 36 | E | 40 | 35 | E | 5,832 | 5,637 | -195 | -3.34 | -2.84 | | | | | |
| | | | 124 126 | 731 | 3,023 | 2,939 | -84 | 39 | 37 | E | | | | 5,832 | 5,635 | -197 | -3.38 | -2.78 | | | | | |
| | | | 126 127 | 1,432 | 3,023 | 2,942 | -81 | 43 | 35 | E | | | | 5,832 | 5,632 | -200 | -3.43 | -2.68 | | | | | |
| | | | 127 128 | 1,389 | 3,023 | 2,947 | -76 | 41 | 35 | E | | | | 5,832 | 5,631 | -201 | -3.45 | -2.51 | | | | | |
| | | | 128 129 | 1,488 | 3,023 | 2,949 | -74 | 39 | 38 | E | | | | 5,832 | 5,628 | -204 | -3.50 | -2.45 | | | | | |
| | | | 129 130 | 1,467 | 3,023 | 2,953 | -70 | 40 | 37 | E | | | | 5,832 | 5,624 | -208 | -3.57 | -2.32 | | | | | |
| | | | 130 131 | 1,509 | 3,023 | 2,953 | -70 | 42 | 34 | D | | | | 5,832 | 5,624 | -208 | -3.57 | -2.32 | | | | | |
| | | | 131 132 | 1,132 | 3,023 | 2,951 | -72 | 41 | 31 | D | | | | 5,832 | 5,619 | -213 | -3.65 | -2.38 | | | | | |
| | | | 132 136 | 260 | 2,986 | 2,914 | -72 | 45 | 15 | B | | | | 45 | 15 | B | 5,775 | 5,558 | -217 | -3.76 | -2.41 | | |
| | | | 136 140 | 588 | 3,034 | 2,964 | -70 | 50 | 12 | B | | | | 50 | 12 | B | 5,868 | 5,649 | -219 | -3.73 | -2.31 | | |
| | | | Sausalito Exit | Sausalito Ent | 140 144 | 572 | 2,798 | 2,728 | -70 | 53 | | | | 12 | B | 53 | 12 | B | 5,507 | 5,284 | -223 | -4.05 | -2.50 |
| | | | Sausalito Ent | | 144 148 | 984 | 2,896 | 2,825 | -71 | 52 | | | | 14 | B | 53 | 14 | B | 5,670 | 5,444 | -226 | -3.99 | -2.45 |
| | 148 150 | 1,048 | 2,896 | 2,829 | -67 | 53 | 14 | B | 5,670 | 5,446 | -224 | -3.95 | -2.31 | | | | | | | | | | |
| | 150 152 | 285 | 2,896 | 2,830 | -66 | 53 | 14 | B | 5,670 | 5,447 | -223 | -3.93 | -2.28 | | | | | | | | | | |
| | 152 154 | 656 | 2,896 | 2,833 | -63 | 53 | 14 | B | 5,670 | 5,449 | -221 | -3.90 | -2.18 | | | | | | | | | | |
| | 154 158 | 1,033 | 2,896 | 2,831 | -65 | 53 | 14 | B | 5,670 | 5,446 | -224 | -3.95 | -2.24 | | | | | | | | | | |
| | 158 160 | 804 | 2,896 | 2,833 | -63 | 53 | 14 | B | 5,670 | 5,441 | -229 | -4.04 | -2.18 | | | | | | | | | | |
| | Park Presidio BI Exit | | 108 208 | 139 | 338 | 341 | 3 | 24 | 14 | B | 24 | 14 | B | 631 | 637 | | | | 6 | 0.95 | 0.89 | | |
| | Park Presidio BI Ent | | 212 112 | 231 | 1,686 | 1,686 | 0 | 44 | 20 | C | 44 | 20 | C | 3,026 | 3,025 | | | | -1 | -0.03 | 0.00 | | |
| | US 101 NB Ramps | Merchant Rd Exit | 118 218 | 129 | 148 | 249 | 101 | 36 | 6 | A | 33 | 8 | A | 282 | 462 | 180 | 63.83 | 68.24 | | | | | |
| | | | 218 224 | 133 | 148 | 249 | 101 | 30 | 9 | A | | | | 282 | 462 | 180 | 63.83 | 68.24 | | | | | |
| | | Merchant Rd Ent | 220 120 | 133 | 384 | 385 | 1 | 20 | 17 | B | 20 | 19 | B | 612 | 611 | -1 | -0.16 | 0.26 | | | | | |
| | | | 222 220 | 133 | 384 | 385 | 1 | 20 | 20 | C | | | | 612 | 611 | -1 | -0.16 | 0.26 | | | | | |
| Vista Point Exit | | 132 232 | 78 | 37 | 38 | 1 | 25 | 1 | A | 25 | 1 | A | 57 | 59 | 2 | 3.51 | 2.70 | | | | | | |
| | | 232 259 | 129 | 37 | 38 | 1 | 25 | 1 | A | | | | 57 | 59 | 2 | 3.51 | 2.70 | | | | | | |
| Vista Point Ent | | 236 136 | 184 | 48 | 48 | 0 | 25 | 2 | A | 25 | 2 | A | 93 | 92 | -1 | -1.08 | 0.00 | | | | | | |
| | | 260 236 | 120 | 48 | 48 | 0 | 25 | 2 | A | | | | 93 | 92 | -1 | -1.08 | 0.00 | | | | | | |
| Sausalito Lateral Exit | | | 140 240 | 208 | 236 | 238 | 2 | 35 | 6 | A | 35 | 6 | A | 361 | 363 | 2 | 0.55 | 0.85 | | | | | |
| Sausalito Lateral Ent | | | 244 144 | 138 | 98 | 98 | 0 | 20 | 5 | A | 20 | 5 | A | 163 | 162 | -1 | -0.61 | 0.00 | | | | | |
| US 101 SB Mainline | | US 101 Southbound | 301 302 | 768 | 5,082 | 5,085 | 3 | 54 | 25 | C | 53 | 24 | C | 10,420 | 10,418 | -2 | -0.02 | 0.06 | | | | | |
| | | | 302 303 | 1,055 | 5,082 | 5,087 | 5 | 54 | 23 | C | | | | 10,420 | 10,419 | -1 | -0.01 | 0.10 | | | | | |
| | | | 303 304 | 621 | 5,082 | 5,086 | 4 | 53 | 25 | C | | | | 10,420 | 10,417 | -3 | -0.03 | 0.08 | | | | | |
| | 304 305 | | 283 | 5,082 | 5,088 | 6 | 53 | 25 | C | 10,420 | | | | 10,418 | -2 | -0.02 | 0.12 | | | | | | |
| | 305 306 | | 1,066 | 5,082 | 5,089 | 7 | 53 | 25 | C | 10,420 | | | | 10,417 | -3 | -0.03 | 0.14 | | | | | | |
| | 306 307 | | 449 | 5,082 | 5,093 | 11 | 53 | 25 | C | 10,420 | | | | 10,424 | 4 | 0.04 | 0.22 | | | | | | |
| | 307 308 | | 365 | 5,082 | 5,093 | 11 | 53 | 25 | C | 10,420 | | | | 10,424 | 4 | 0.04 | 0.22 | | | | | | |
| | 308 312 | | 437 | 5,082 | 5,095 | 13 | 53 | 23 | C | 10,420 | | | | 10,425 | 5 | 0.05 | 0.26 | | | | | | |
| | Sausalito Exit | | Sausalito Ent | 312 316 | 567 | 4,900 | 4,910 | 10 | 53 | 23 | | | | C | 53 | 23 | C | 10,103 | 10,099 | -4 | -0.04 | 0.20 | |
| | Sausalito Ent | | | 316 318 | 596 | 5,182 | 5,189 | 7 | 44 | 29 | | | | D | 41 | 32 | D | 10,607 | 10,604 | -3 | -0.03 | 0.14 | |
| | 318 319 | 1,107 | 5,182 | 5,190 | 8 | 43 | 30 | D | 10,607 | 10,603 | -4 | -0.04 | 0.15 | | | | | | | | | | |
| | 319 320 | 1,499 | 5,182 | 5,198 | 16 | 43 | 30 | D | 10,607 | 10,607 | 0 | 0.00 | 0.31 | | | | | | | | | | |
| | 320 321 | 1,479 | 5,182 | 5,197 | 15 | 43 | 30 | D | 10,607 | 10,606 | -1 | -0.01 | 0.29 | | | | | | | | | | |
| | 321 322 | 1,486 | 5,182 | 5,204 | 22 | 43 | 30 | D | 10,607 | 10,612 | 5 | 0.05 | 0.42 | | | | | | | | | | |
| | 322 323 | 1,393 | 5,182 | 5,210 | 28 | 44 | 30 | D | 10,607 | 10,618 | 11 | 0.10 | 0.54 | | | | | | | | | | |
| | 323 324 | 1,428 | 5,182 | 5,215 | 33 | 44 | 30 | D | 10,607 | 10,616 | 9 | 0.08 | 0.64 | | | | | | | | | | |
| | 324 326 | 739 | 5,182 | 5,220 | 38 | 41 | 26 | C | 10,607 | 10,624 | 17 | 0.16 | 0.73 | | | | | | | | | | |
| | 326 328 | 370 | 5,182 | 5,224 | 42 | 19 | 56 | F | 10,607 | 10,627 | 20 | 0.19 | 0.81 | | | | | | | | | | |
| | 328 329 | 282 | 5,182 | 5,223 | 41 | 12 | 79 | F | 10,607 | 10,621 | 14 | 0.13 | 0.79 | | | | | | | | | | |
| | Merchant Rd Exit | Merchant Rd Ent | 329 330 | 87 | 4,792 | 4,852 | 60 | 18 | 52 | F | 18 | 52 | F | 9,879 | | | | 9,926 | 47 | 0.48 | 1.25 | | |
| | | | 330 332 | 136 | 4,946 | 5,005 | 59 | 29 | 28 | D | | | | 10,219 | 10,265 | 46 | 0.45 | 1.19 | | | | | |
| Merchant Rd Ent | Park Presidio BI Exit | 332 334 | 700 | 4,946 | 5,009 | 63 | 36 | 28 | D | 35 | 29 | D | 10,219 | 10,269 | 50 | 0.49 | 1.27 | | | | | | |
| | | 334 338 | 690 | 4,946 | 5,014 | 68 | 35 | 30 | D | | | | 10,219 | 10,271 | 52 | 0.51 | 1.37 | | | | | | |
| Park Presidio BI Ent | Park Presidio BI Ent | 338 342 | 866 | 2,848 | 2,890 | 42 | 43 | 21 | C | 43 | 21 | C | 6,101 | 6,155 | 54 | 0.89 | 1.47 | | | | | | |
| | | 342 344 | 1,485 | 3,617 | 3,660 | 43 | 43 | 21 | C | 43 | 21 | C | 7,680 | 7,734 | 54 | 0.70 | 1.19 | | | | | | |
| US 101 Southbound | | 344 348 | 1,048 | 3,617 | 3,665 | 48 | 44 | 21 | C | 43 | 21 | C | 7,680 | 7,739 | 59 | 0.77 | 1.33 | | | | | | |
| | | 348 350 | 836 | 3,617 | 3,667 | 50 | 43 | 21 | C | | | | 7,680 | 7,739 | 59 | 0.77 | 1.38 | | | | | | |
| | | 312 412 | 283 | 182 | 186 | 4 | 29 | 7 | A | | | | 29 | 7 | A | 317 | 328 | 11 | 3.47 | 2.20 | | | |
| US 101 SB Ramps | Sausalito Ent | 416 316 | 138 | 282 | 281 | -1 | 32 | 10 | B | 32 | 10 | B | 504 | 502 | -2 | -0.40 | -0.35 | | | | | | |
| | | 329 429 | 138 | 390 | 372 | -18 | 18 | 20 | C | | | | 19 | 20 | C | 728 | 694 | -34 | -4.67 | -4.62 | | | |
| | Merchant Rd Exit | | 429 432 | 171 | 390 | 373 | -17 | 20 | 20 | C | 20 | 20 | C | 728 | 695 | -33 | -4.53 | -4.36 | | | | | |
| | | | 430 330 | 144 | 154 | 153 | -1 | 20 | 9 | A | | | | 20 | 8 | A | 340 | 339 | -1 | -0.29 | -0.65 | | |
| | Merchant Rd Ent | | 434 430 | 176 | 154 | 154 | 0 | 20 | 8 | A | 20 | 8 | A | 340 | 340 | 0 | 0.00 | 0.00 | | | | | |
| | | | 338 438 | 229 | 2,098 | 2,127 | 29 | 33 | 64 | F | | | | 33 | 64 | F | 4,118 | 4,118 | 0 | 0.00 | 1.38 | | |
| | Park Presidio BI Ent | | 442 342 | 212 | 769 | 768 | -1 | 35 | 23 | C | 35 | 23 | C | 1,579 | 1,577 | -2 | -0.13 | -0.13 | | | | | |

Existing Conditions - Weekday PM Peak Period
Freeway Measures of Effectiveness
Golden Gate Bridge - Moveable Median Barrier

Select Hour Interval:
5:00 PM-6:00 PM

LOS A <10 vplph
LOS B 10<20 vplph
LOS C 20<28 vplph
LOS D 28<35 vplph
LOS E 35<43 vplph
LOS F >43 vplph

| | Location | | Node | | Length (ft) | Hourly Volumes | | | Link Statistics | | | Aggregate Statistics | | | Total Thruput | | | | | |
|-----------------------|-----------------------|------------------------|------------------|-----------------|-------------|----------------|-----------|------------|-----------------|-----------------|------|----------------------|-----------------|-------|---------------|-----------|------------|------------|-----------------|-------|
| | From | To | From | To | | Actual | Simulated | Difference | Speed (mph) | Density (vplpm) | LOS | Speed (mph) | Density (vplpm) | LOS | Actual | Simulated | Difference | % Vol diff | Peak % Vol diff | |
| US 101 NB Mainline | US 101 Northbound | | 101 | 102 | 835 | 3,564 | 3,564 | 0 | 44.0 | 27.0 | C | | | 6,866 | 6,863 | -3 | -0.04 | 0.00 | | |
| | | | 102 | 103 | 1,041 | 3,564 | 3,566 | 2 | 44.0 | 27.0 | C | | | 6,866 | 6,858 | -8 | -0.12 | 0.06 | | |
| | | | 103 | 104 | 1,064 | 3,564 | 3,564 | 0 | 43.0 | 27.0 | C | 43 | 27 | C | 6,866 | 6,850 | -16 | -0.23 | 0.00 | |
| | Park Presidio BI Exit | Park Presidio BI Ent | | 104 | 108 | 874 | 3,564 | 3,567 | 3 | 41.0 | 29.0 | D | | | 6,866 | 6,846 | -20 | -0.29 | 0.08 | |
| | | | | 108 | 112 | 1,095 | 2,983 | 2,984 | 1 | 43.0 | 22.0 | C | 43 | 22 | C | 5,525 | 5,528 | 3 | 0.05 | 0.03 |
| | Park Presidio BI Ent | Merchant Rd Exit | | 112 | 116 | 694 | 4,776 | 4,767 | -9 | 34.0 | 32.0 | D | | | 9,138 | 9,126 | -12 | -0.13 | -0.19 | |
| | | | | 116 | 118 | 142 | 4,776 | 4,761 | -15 | 34.0 | 32.0 | D | 34 | 32 | D | 9,138 | 9,120 | -18 | -0.20 | -0.31 |
| | Merchant Rd Exit | Merchant Rd Ent | | 118 | 120 | 86 | 4,605 | 4,517 | -88 | 10.0 | 69.0 | F | | | 8,743 | 8,543 | -200 | -2.29 | -1.91 | |
| | | | | 120 | 122 | 285 | 5,171 | 5,082 | -89 | 16.0 | 70.0 | F | 10 | 69 | F | 9,837 | 9,625 | -212 | -2.16 | -1.72 |
| | US 101 NB Mainline | US 101 Northbound | | 122 | 124 | 364 | 5,171 | 5,079 | -92 | 22.0 | 75.0 | F | | | 9,837 | 9,617 | -220 | -2.24 | -1.78 | |
| | | | | 124 | 126 | 731 | 5,171 | 5,079 | -92 | 39.0 | 43.0 | F | | | 9,837 | 9,612 | -225 | -2.29 | -1.78 | |
| | | | | 126 | 127 | 1,432 | 5,171 | 5,076 | -95 | 43.0 | 39.0 | F | | | 9,837 | 9,604 | -233 | -2.37 | -1.84 | |
| | | | | 127 | 128 | 1,389 | 5,171 | 5,076 | -95 | 42.0 | 40.0 | E | | | 9,837 | 9,596 | -241 | -2.45 | -1.84 | |
| | | | | 128 | 129 | 1,488 | 5,171 | 5,076 | -95 | 42.0 | 40.0 | E | 40 | 42 | E | 9,837 | 9,589 | -248 | -2.52 | -1.84 |
| | | | | 129 | 130 | 1,467 | 5,171 | 5,074 | -97 | 42.0 | 40.0 | E | | | 9,837 | 9,583 | -254 | -2.58 | -1.88 | |
| | | | | 130 | 131 | 1,509 | 5,171 | 5,074 | -97 | 42.0 | 40.0 | E | | | 9,837 | 9,578 | -259 | -2.63 | -1.88 | |
| | | | | 131 | 132 | 1,132 | 5,171 | 5,071 | -100 | 40.0 | 38.0 | E | | | 9,837 | 9,571 | -266 | -2.70 | -1.93 | |
| | | | Vista Point Exit | Vista Point Ent | 132 | 136 | 260 | 5,067 | 4,965 | -102 | 45.0 | 28.0 | D | 45 | 28 | D | 9,563 | 9,295 | -268 | -2.80 |
| Vista Point Ent | | | Sausalito Exit | 136 | 140 | 588 | 5,186 | 5,086 | -100 | 51.0 | 20.0 | C | 51 | 20 | C | 9,838 | 9,567 | -271 | -2.75 | -1.93 |
| Sausalito Exit | | | Sausalito Ent | 140 | 144 | 572 | 4,864 | 4,766 | -98 | 51.0 | 22.0 | C | 51 | 22 | C | 9,260 | 8,970 | -290 | -3.13 | -2.01 |
| Sausalito Ent | | | | 144 | 148 | 984 | 5,044 | 4,947 | -97 | 51.0 | 23.0 | C | | | 9,646 | 9,357 | -289 | -3.00 | -1.92 | |
| | | | | 148 | 150 | 1,048 | 5,044 | 4,945 | -99 | 53.0 | 23.0 | C | | | 9,646 | 9,351 | -295 | -3.06 | -1.96 | |
| | | | | 150 | 152 | 285 | 5,044 | 4,945 | -99 | 51.0 | 23.0 | C | | | 9,646 | 9,351 | -295 | -3.06 | -1.96 | |
| | | | | 152 | 154 | 656 | 5,044 | 4,946 | -98 | 53.0 | 23.0 | C | 52 | 23 | C | 9,646 | 9,352 | -294 | -3.05 | -1.94 |
| | | 154 | 158 | 1,033 | 5,044 | 4,946 | -98 | 53.0 | 23.0 | C | | | 9,646 | 9,347 | -299 | -3.10 | -1.94 | | | |
| | | 158 | 160 | 804 | 5,044 | 4,944 | -100 | 53.0 | 23.0 | C | | | 9,646 | 9,346 | -300 | -3.11 | -1.98 | | | |
| US 101 NB Ramps | US 101 NB Ramps | Park Presidio BI Exit | 108 | 208 | 139 | 581 | 584 | 3 | 24.0 | 23.0 | C | 24 | 23 | C | 1,341 | 1,314 | -27 | -2.01 | 0.52 | |
| | | Park Presidio BI Ent | 212 | 112 | 231 | 1,793 | 1,794 | 1 | 44.0 | 22.0 | C | 44 | 22 | C | 3,613 | 3,612 | -1 | -0.03 | 0.06 | |
| | | Merchant Rd Exit | 118 | 218 | 129 | 171 | 243 | 72 | 34.0 | 7.0 | A | 30 | 7 | A | 395 | 573 | 178 | 45.06 | 42.11 | |
| | | Merchant Rd Ent | 218 | 224 | 133 | 171 | 242 | 71 | 26.0 | 7.0 | A | | | 395 | 573 | 178 | 45.06 | 41.52 | | |
| | | Merchant Rd Ent | 220 | 120 | 133 | 566 | 565 | -1 | 20.0 | 29.0 | D | 20 | 30 | D | 1,094 | 1,093 | -1 | -0.09 | -0.18 | |
| | | Merchant Rd Ent | 222 | 220 | 133 | 566 | 566 | 0 | 20.0 | 31.0 | D | | | 1,094 | 1,093 | -1 | -0.09 | 0.00 | | |
| | | Vista Point Exit | | 132 | 232 | 78 | 104 | 105 | 1 | 25.0 | 2.0 | A | 25 | 3 | A | 274 | 274 | 0 | 0.00 | 0.96 |
| | | Vista Point Ent | | 232 | 259 | 129 | 104 | 105 | 1 | 25.0 | 4.0 | A | | | 274 | 274 | 0 | 0.00 | 0.96 | |
| | | Vista Point Ent | | 236 | 136 | 184 | 119 | 119 | 0 | 25.0 | 6.0 | A | 25 | 6 | A | 275 | 274 | -1 | -0.36 | 0.00 |
| | | Sausalito Lateral Exit | | 260 | 236 | 120 | 119 | 119 | 0 | 25.0 | 5.0 | A | | | 275 | 274 | -1 | -0.36 | 0.00 | |
| | | Sausalito Lateral Ent | | 140 | 240 | 208 | 322 | 321 | -1 | 35.0 | 10.0 | B | 35 | 10 | B | 578 | 594 | 16 | 2.77 | -0.31 |
| US 101 SB Mainline | US 101 Southbound | | 244 | 144 | 138 | 180 | 180 | 0 | 20.0 | 11.0 | B | 20 | 11 | B | 386 | 385 | -1 | -0.26 | 0.00 | |
| | | | 301 | 302 | 768 | 3,284 | 3,286 | 2 | 54.0 | 15.0 | B | | | 6,377 | 6,375 | -2 | -0.03 | 0.06 | | |
| | | | 302 | 303 | 1,055 | 3,284 | 3,286 | 2 | 54.0 | 16.0 | B | | | 6,377 | 6,373 | -4 | -0.06 | 0.06 | | |
| | | | 303 | 304 | 621 | 3,284 | 3,285 | 1 | 54.0 | 16.0 | B | | | 6,377 | 6,373 | -4 | -0.06 | 0.03 | | |
| | | | 304 | 305 | 283 | 3,284 | 3,284 | 0 | 54.0 | 16.0 | B | | | 6,377 | 6,374 | -3 | -0.05 | 0.00 | | |
| | | | 305 | 306 | 1,066 | 3,284 | 3,286 | 2 | 54.0 | 16.0 | B | | | 6,377 | 6,374 | -3 | -0.05 | 0.06 | | |
| | | | 306 | 307 | 449 | 3,284 | 3,289 | 5 | 53.0 | 15.0 | B | | | 6,377 | 6,375 | -2 | -0.03 | 0.15 | | |
| | | | 307 | 308 | 365 | 3,284 | 3,288 | 4 | 53.0 | 17.0 | B | | | 6,377 | 6,374 | -3 | -0.05 | 0.12 | | |
| | | Sausalito Exit | | 308 | 312 | 437 | 3,284 | 3,288 | 4 | 53.0 | 19.0 | B | | | 6,377 | 6,371 | -6 | -0.09 | 0.12 | |
| | | Sausalito Ent | | 312 | 316 | 567 | 3,150 | 3,155 | 5 | 53.0 | 20.0 | C | 53 | 20 | C | 6,117 | 5,746 | -371 | -6.07 | 0.16 |
| | | Sausalito Ent | | 316 | 318 | 596 | 3,524 | 3,530 | 6 | 44.0 | 25.0 | C | | | 6,796 | 6,425 | -371 | -5.46 | 0.17 | |
| | | Sausalito Ent | | 318 | 319 | 1,107 | 3,524 | 3,533 | 9 | 43.0 | 27.0 | C | | | 6,796 | 6,424 | -372 | -5.47 | 0.26 | |
| | | | | 319 | 320 | 1,499 | 3,524 | 3,535 | 11 | 42.0 | 27.0 | C | | | 6,796 | 6,424 | -372 | -5.47 | 0.31 | |
| | | | | 320 | 321 | 1,479 | 3,524 | 3,539 | 15 | 43.0 | 27.0 | C | | | 6,796 | 6,423 | -373 | -5.49 | 0.43 | |
| | | | | 321 | 322 | 1,486 | 3,524 | 3,542 | 18 | 43.0 | 27.0 | C | | | 6,796 | 6,424 | -372 | -5.47 | 0.51 | |
| | | | | 322 | 323 | 1,393 | 3,524 | 3,540 | 16 | 43.0 | 27.0 | C | 42 | 28 | D | 6,796 | 6,420 | -376 | -5.53 | 0.45 |
| | | | | 323 | 324 | 1,428 | 3,524 | 3,541 | 17 | 43.0 | 27.0 | C | | | 6,796 | 6,423 | -373 | -5.49 | 0.48 | |
| | | | | 324 | 326 | 739 | 3,524 | 3,541 | 17 | 43.0 | 27.0 | C | | | 6,796 | 6,420 | -376 | -5.53 | 0.48 | |
| | | 326 | 328 | 370 | 3,524 | 3,541 | 17 | 27.0 | 32.0 | D | | | 6,796 | 6,421 | -375 | -5.52 | 0.48 | | | |
| Merchant Rd Exit | | 328 | 329 | 282 | 3,524 | 3,543 | 19 | 12.0 | 60.0 | F | | | 6,796 | 6,419 | -377 | -5.55 | 0.54 | | | |
| Merchant Rd Ent | | 329 | 330 | 87 | 3,164 | 3,186 | 22 | 18.0 | 43.0 | F | 18 | 43 | F | 6,127 | 5,810 | -317 | -5.17 | 0.70 | | |
| Merchant Rd Ent | | 330 | 332 | 136 | 3,408 | 3,432 | 24 | 29.0 | 26.0 | C | | | 6,569 | 6,251 | -318 | -4.84 | 0.70 | | | |
| Merchant Rd Ent | | 332 | 334 | 700 | 3,408 | 3,431 | 23 | 29.0 | 26.0 | C | 29 | 26 | C | 6,569 | 6,247 | -322 | -4.90 | 0.67 | | |
| Park Presidio BI Exit | | 334 | 338 | 690 | 3,408 | 3,433 | 25 | 29.0 | 26.0 | C | | | 6,569 | 6,249 | -320 | -4.87 | 0.73 | | | |
| Park Presidio BI Ent | | 338 | 342 | 866 | 1,300 | 1,292 | -8 | 44.0 | 14.0 | B | 44 | 14 | B | 2,698 | 2,512 | -186 | -6.89 | -0.62 | | |
| Park Presidio BI Ent | | 342 | 344 | 1,485 | 1,964 | 1,956 | -8 | 44.0 | 15.0 | B | | | 3,912 | 3,723 | -189 | -4.83 | -0.41 | | | |
| Park Presidio BI Ent | | 344 | 348 | 1,048 | 1,964 | 1,956 | -8 | 44.0 | 15.0 | B | 44 | 15 | B | 3,912 | 3,720 | -192 | -4.91 | -0.41 | | |
| | | 348 | 350 | 836 | 1,964 | 1,959 | -5 | 44.0 | 15.0 | B | | | 3,912 | 3,720 | -192 | -4.91 | -0.25 | | | |
| Sausalito Exit | | 312 | 412 | 283 | 134 | 131 | -3 | 31.0 | 5.0 | A | 31 | 5 | A | 260 | 494 | 234 | 90.00 | -2.24 | | |
| Sausalito Ent | | 416 | 316 | 138 | 374 | 374 | 0 | 32.0 | 13.0 | B | 32 | 13 | B | 679 | 678 | -1 | -0.15 | 0.00 | | |
| Merchant Rd Exit | | 329 | 429 | 138 | 360 | 357 | -3 | 18.0 | 19.0 | B | 19 | 18 | B | 669 | 608 | -61 | -9.12 | -0.83 | | |
| Merchant Rd Ent | | 429 | 432 | 171 | 360 | 358 | -2 | 20.0 | 18.0 | B | | | 669 | 608 | -61 | -9.12 | -0.56 | | | |
| Merchant Rd Ent | | 430 | 330 | 144 | 244 | 245 | 1 | 20.0 | 12.0 | B | 20 | 13 | B | 442 | 441 | -1 | -0.23 | 0.41 | | |
| Merchant Rd Ent | | 434 | 430 | 176 | 244 | 245 | 1 | 20.0 | 13.0 | B | | | 442 | 441 | -1 | -0.23 | 0.41 | | | |
| Park Presidio BI Exit | | 338 | 438 | 229 | 2,108 | 2,141</ | | | | | | | | | | | | | | |

Freeway Network Output
Existing Plus Project Conditions

Existing plus Project Conditions - Weekday AM Peak Period
 Freeway Measures of Effectiveness
 Golden Gate Bridge - Moveable Median Barrier

Select Hour Interval:
 8:00 AM-9:00 AM

- LOS A <10 vplph
- LOS B 10<20 vplph
- LOS C 20<28 vplph
- LOS D 28<35 vplph
- LOS E 35<43 vplph
- LOS F >43 vplph

| Location | Node | Length (ft) | Hourly Volumes | | | Link Statistics | | | Aggregate Statistics | | | Total Thruput | | | | | | | | | | | | | |
|------------------------|-----------------------|-----------------------|----------------------|-----------------|---------|-----------------|------------|-------------|----------------------|-------|-------------|-----------------|--------|--------|-----------|------------|------------|-----------------|--------|-------|--------|--------|-------|-------|------|
| | | | From | To | Actual | Simulated | Difference | Speed (mph) | Density (vplpm) | LOS | Speed (mph) | Density (vplpm) | LOS | Actual | Simulated | Difference | % Vol diff | Peak % Vol diff | | | | | | | |
| US 101 NB Mainline | US 101 Northbound | 101 102 | 835 | 1,439 | 1,441 | 2 | 45.0 | 17.0 | B | 43 | 17 | B | 3,107 | 3,105 | -2 | -0.06 | 0.14 | | | | | | | | |
| | | 102 103 | 1,041 | 1,439 | 1,444 | 5 | 44.0 | 17.0 | B | | | | 3,107 | 3,105 | -2 | -0.06 | 0.35 | | | | | | | | |
| | | 103 104 | 1,064 | 1,439 | 1,445 | 6 | 44.0 | 17.0 | B | | | | 3,107 | 3,104 | -3 | -0.10 | 0.42 | | | | | | | | |
| | Park Presidio Bl Exit | Park Presidio Bl Ent | 104 108 | 874 | 1,439 | 1,447 | 8 | 39.0 | 17.0 | B | 3,107 | 3,104 | -3 | -0.10 | 0.56 | | | | | | | | | | |
| | Park Presidio Bl Exit | Park Presidio Bl Ent | 108 112 | 1,095 | 1,101 | 1,104 | 3 | 45.0 | 12.0 | B | 45 | 12 | B | 2,476 | 2,460 | -16 | -0.65 | 0.27 | | | | | | | |
| | Park Presidio Bl Exit | Merchant Rd Exit | 112 116 | 694 | 2,787 | 2,789 | 2 | 40.0 | 17.0 | B | 40 | 17 | B | 5,502 | 5,480 | -22 | -0.40 | 0.07 | | | | | | | |
| | Park Presidio Bl Exit | Merchant Rd Ent | 116 118 | 142 | 2,787 | 2,789 | 2 | 40.0 | 17.0 | B | | | | 5,502 | 5,479 | -23 | -0.42 | 0.07 | | | | | | | |
| | Merchant Rd Exit | Merchant Rd Ent | 118 120 | 86 | 2,639 | 2,546 | -93 | 40.0 | 32.0 | D | 40 | 32 | D | 5,220 | 5,025 | -195 | -3.74 | -3.52 | | | | | | | |
| | Merchant Rd Exit | Merchant Rd Ent | 120 122 | 285 | 3,023 | 2,931 | -92 | 37.0 | 32.0 | D | | | | 5,832 | 5,636 | -196 | -3.36 | -3.04 | | | | | | | |
| | US 101 NB Ramps | US 101 Northbound | 122 124 | 364 | 3,023 | 2,931 | -92 | 37.0 | 32.0 | D | 39 | 37 | E | 5,832 | 5,634 | -198 | -3.40 | -3.04 | | | | | | | |
| | | | 124 126 | 731 | 3,023 | 2,934 | -89 | 39.0 | 38.0 | E | | | | 5,832 | 5,635 | -197 | -3.38 | -2.94 | | | | | | | |
| | | | 126 127 | 1,432 | 3,023 | 2,937 | -86 | 40.0 | 36.0 | E | | | | 5,832 | 5,632 | -200 | -3.43 | -2.84 | | | | | | | |
| | | | 127 128 | 1,389 | 3,023 | 2,937 | -86 | 38.0 | 38.0 | E | | | | 5,832 | 5,624 | -208 | -3.57 | -2.84 | | | | | | | |
| | | | 128 129 | 1,488 | 3,023 | 2,947 | -76 | 39.0 | 38.0 | E | | | | 5,832 | 5,625 | -207 | -3.55 | -2.51 | | | | | | | |
| | | | 129 130 | 1,467 | 3,023 | 2,943 | -80 | 39.0 | 38.0 | E | | | | 5,832 | 5,620 | -212 | -3.64 | -2.65 | | | | | | | |
| | | | 130 131 | 1,509 | 3,023 | 2,948 | -75 | 39.0 | 38.0 | E | | | | 5,832 | 5,621 | -211 | -3.62 | -2.48 | | | | | | | |
| | | | Vista Point Exit | Vista Point Ent | 131 132 | 1,132 | 3,023 | 2,952 | -71 | 43.0 | | | | 33.0 | D | 43 | 33 | D | 5,832 | 5,616 | -216 | -3.70 | -2.35 | | |
| | | | Vista Point Exit | Sausalito Exit | 132 136 | 368 | 2,986 | 2,918 | -68 | 43.0 | | | | 33.0 | D | | | | 5,775 | 5,562 | -213 | -3.69 | -2.28 | | |
| | | | Vista Point Exit | Sausalito Exit | 136 140 | 473 | 3,034 | 2,967 | -67 | 51.0 | | | | 20.0 | C | 51 | 20 | C | 5,868 | 5,654 | -214 | -3.65 | -2.21 | | |
| | | | Sausalito Exit | Sausalito Ent | 140 144 | 572 | 2,798 | 2,726 | -72 | 52.0 | | | | 20.0 | C | 52 | 20 | C | 5,507 | 5,280 | -227 | -4.12 | -2.57 | | |
| | | | Sausalito Exit | Sausalito Ent | 144 148 | 984 | 2,896 | 2,797 | -99 | 52.0 | | | | 14.0 | B | 53 | 14 | B | 5,670 | 5,407 | -263 | -4.64 | -3.42 | | |
| | | | Sausalito Exit | Sausalito Ent | 148 150 | 1,048 | 2,896 | 2,798 | -98 | 53.0 | | | | 14.0 | B | | | | 5,670 | 5,404 | -266 | -4.69 | -3.38 | | |
| | | | Sausalito Exit | Sausalito Ent | 150 152 | 285 | 2,896 | 2,799 | -97 | 53.0 | | | | 14.0 | B | | | | 5,670 | 5,402 | -268 | -4.73 | -3.35 | | |
| | | | Sausalito Exit | Sausalito Ent | 152 154 | 656 | 2,896 | 2,801 | -95 | 53.0 | | | | 14.0 | B | | | | 5,670 | 5,402 | -268 | -4.73 | -3.28 | | |
| | | | Sausalito Exit | Sausalito Ent | 154 158 | 1,033 | 2,896 | 2,808 | -88 | 53.0 | | | | 14.0 | B | | | | 5,670 | 5,404 | -266 | -4.69 | -3.04 | | |
| Sausalito Exit | | | Sausalito Ent | 158 160 | 804 | 2,896 | 2,812 | -84 | 53.0 | 14.0 | | | | B | 5,670 | | | | 5,404 | -266 | -4.69 | -2.90 | | | |
| Park Presidio Bl Exit | | | Park Presidio Bl Ent | 108 208 | 139 | 338 | 347 | 9 | 24.0 | 14.0 | | | | B | 24 | | | | 14 | B | 631 | 644 | 13 | 2.06 | 2.66 |
| Park Presidio Bl Exit | Park Presidio Bl Ent | 212 112 | 231 | 1,686 | 1,684 | -2 | 44.0 | 20.0 | C | 44 | 20 | C | 3,026 | 3,023 | -3 | | | | -0.10 | -0.12 | | | | | |
| Merchant Rd Exit | Merchant Rd Ent | 118 218 | 129 | 148 | 244 | 96 | 37.0 | 6.0 | A | 33 | 8 | A | 282 | 454 | 172 | 60.99 | 64.86 | | | | | | | | |
| Merchant Rd Exit | Merchant Rd Ent | 218 224 | 133 | 148 | 244 | 96 | 30.0 | 9.0 | A | | | | 282 | 454 | 172 | 60.99 | 64.86 | | | | | | | | |
| Merchant Rd Exit | Merchant Rd Ent | 220 120 | 133 | 384 | 384 | 0 | 20.0 | 17.0 | B | 20 | 19 | B | 612 | 611 | -1 | -0.16 | 0.00 | | | | | | | | |
| Merchant Rd Exit | Merchant Rd Ent | 222 220 | 133 | 384 | 384 | 0 | 20.0 | 20.0 | C | | | | 612 | 611 | -1 | -0.16 | 0.00 | | | | | | | | |
| Vista Point Exit | Vista Point Ent | 132 232 | 78 | 37 | 36 | -1 | 25.0 | 1.0 | A | 25 | 1 | A | 57 | 56 | -1 | -1.75 | -2.70 | | | | | | | | |
| Vista Point Exit | Vista Point Ent | 232 259 | 129 | 37 | 37 | 0 | 25.0 | 1.0 | A | | | | 57 | 56 | -1 | -1.75 | 0.00 | | | | | | | | |
| Vista Point Exit | Vista Point Ent | 260 236 | 105 | 236 | 240 | 4 | 64.0 | 1.0 | A | 64 | 1 | A | 361 | 373 | 12 | 3.32 | 1.69 | | | | | | | | |
| Vista Point Exit | Vista Point Ent | 236 140 | 121 | 236 | 240 | 4 | 64.0 | 1.0 | A | | | | 361 | 373 | 12 | 3.32 | 1.69 | | | | | | | | |
| Sausalito Lateral Exit | Sausalito Lateral Ent | 136 240 | 136 | 48 | 49 | 1 | 55.0 | 4.0 | A | 55 | 4 | A | 93 | 98 | 5 | 5.38 | 2.08 | | | | | | | | |
| Sausalito Lateral Exit | Sausalito Lateral Ent | 244 144 | 138 | 98 | 76 | -22 | 20.0 | 5.0 | A | 20 | 5 | A | 163 | 133 | -30 | -18.40 | -22.45 | | | | | | | | |
| US 101 SB Mainline | US 101 Southbound | 301 302 | 768 | 5,082 | 5,086 | 4 | 54.0 | 25.0 | C | 53 | 25 | C | 10,420 | 10,419 | -1 | -0.01 | 0.08 | | | | | | | | |
| | | 302 303 | 1,055 | 5,082 | 5,089 | 7 | 53.0 | 25.0 | C | | | | 10,420 | 10,420 | 0 | 0.00 | 0.14 | | | | | | | | |
| | | 303 304 | 621 | 5,082 | 5,090 | 8 | 53.0 | 25.0 | C | | | | 10,420 | 10,420 | 0 | 0.00 | 0.16 | | | | | | | | |
| | | 304 305 | 283 | 5,082 | 5,089 | 7 | 53.0 | 25.0 | C | | | | 10,420 | 10,420 | 0 | 0.00 | 0.14 | | | | | | | | |
| | | 305 306 | 1,066 | 5,082 | 5,092 | 10 | 53.0 | 25.0 | C | | | | 10,420 | 10,424 | 4 | 0.04 | 0.20 | | | | | | | | |
| | | 306 307 | 425 | 5,082 | 5,091 | 9 | 53.0 | 25.0 | C | | | | 10,420 | 10,425 | 5 | 0.05 | 0.18 | | | | | | | | |
| | | 307 308 | 373 | 5,082 | 5,094 | 12 | 53.0 | 25.0 | C | | | | 10,420 | 10,426 | 6 | 0.06 | 0.24 | | | | | | | | |
| | | Sausalito Exit | Sausalito Ent | 308 312 | 455 | 5,082 | 5,094 | 12 | 50.0 | | | | 24.0 | C | 10,420 | 10,424 | 4 | 0.04 | 0.24 | | | | | | |
| | | Sausalito Exit | Sausalito Ent | 312 316 | 567 | 4,900 | 4,913 | 13 | 43.0 | | | | 23.0 | C | 43 | 23 | C | 10,103 | 10,111 | 8 | 0.08 | 0.27 | | | |
| | | Sausalito Exit | Sausalito Ent | 316 318 | 596 | 5,182 | 5,196 | 14 | 34.0 | | | | 31.0 | D | 38 | 34 | D | 10,607 | 10,616 | 9 | 0.08 | 0.27 | | | |
| | | Sausalito Exit | Sausalito Ent | 318 319 | 1,107 | 5,182 | 5,197 | 15 | 39.0 | | | | 33.0 | D | | | | 10,607 | 10,615 | 8 | 0.08 | 0.29 | | | |
| | | Sausalito Exit | Sausalito Ent | 319 320 | 1,499 | 5,182 | 5,201 | 19 | 40.0 | | | | 32.0 | D | | | | 10,607 | 10,616 | 9 | 0.08 | 0.37 | | | |
| | | Sausalito Exit | Sausalito Ent | 320 321 | 1,479 | 5,182 | 5,207 | 25 | 40.0 | | | | 32.0 | D | | | | 10,607 | 10,621 | 14 | 0.13 | 0.48 | | | |
| | | Sausalito Exit | Sausalito Ent | 321 322 | 1,486 | 5,182 | 5,209 | 27 | 40.0 | | | | 32.0 | D | | | | 10,607 | 10,624 | 17 | 0.16 | 0.52 | | | |
| | | Sausalito Exit | Sausalito Ent | 322 323 | 1,393 | 5,182 | 5,206 | 24 | 40.0 | | | | 32.0 | D | | | | 10,607 | 10,622 | 15 | 0.14 | 0.46 | | | |
| | | Sausalito Exit | Sausalito Ent | 323 324 | 1,428 | 5,182 | 5,209 | 27 | 40.0 | | | | 32.0 | D | | | | 10,607 | 10,630 | 23 | 0.22 | 0.52 | | | |
| | | Sausalito Exit | Sausalito Ent | 324 326 | 739 | 5,182 | 5,212 | 30 | 40.0 | | | | 28.0 | D | | | | 10,607 | 10,629 | 22 | 0.21 | 0.58 | | | |
| | | Sausalito Exit | Sausalito Ent | 326 328 | 370 | 5,182 | 5,224 | 42 | 17.0 | | | | 59.0 | F | | | | 10,607 | 10,635 | 28 | 0.26 | 0.81 | | | |
| | | Sausalito Exit | Sausalito Ent | 328 329 | 282 | 5,182 | 5,224 | 42 | 12.0 | | | | 78.0 | F | | | | 10,607 | 10,636 | 29 | 0.27 | 0.81 | | | |
| | | Merchant Rd Exit | Merchant Rd Ent | 329 330 | 87 | 4,792 | 4,830 | 38 | 18.0 | | | | 52.0 | F | | | | 18 | 52 | F | 9,879 | 9,909 | 30 | 0.30 | 0.79 |
| | | Merchant Rd Exit | Merchant Rd Ent | 330 332 | 136 | 4,946 | 4,984 | 38 | 31.0 | | | | 28.0 | D | | | | 34 | 29 | D | 10,219 | 10,248 | 29 | 0.28 | 0.77 |
| | | Merchant Rd Exit | Merchant Rd Ent | 332 334 | 700 | 4,946 | 4,988 | 42 | 33.0 | | | | 29.0 | D | | | | | | | 10,219 | 10,249 | 30 | 0.29 | 0.85 |
| | | Park Presidio Bl Exit | Park Presidio Bl Ent | 334 338 | 690 | 4,946 | 4,991 | 45 | 35.0 | | | | 30.0 | D | | | | 44 | 21 | C | 10,219 | 10,248 | 29 | 0.28 | 0.91 |
| | | Park Presidio Bl Exit | Park Presidio Bl Ent | 338 342 | 866 | 2,848 | 2,850 | 2 | 44.0 | | | | 21.0 | C | | | | 44 | 21 | C | 6,101 | 6,097 | -4 | -0.07 | 0.07 |
| | | Park Presidio Bl Exit | Park Presidio Bl Ent | 342 344 | 1,485 | 3,617 | 3,621 | 4 | 44.0 | | | | 21.0 | C | | | | 44 | 21 | C | 7,680 | 7,676 | -4 | -0.05 | 0.11 |
| Park Presidio Bl Exit | Park Presidio Bl Ent | 344 348 | 1,048 | 3,617 | 3,625 | 8 | 44.0 | 21.0 | C | 7,680 | 7,681 | 1 | 0.01 | 0.22 | | | | | | | | | | | |
| Sausalito Exit | Sausalito Ent | 348 350 | 836 | 3,617 | 3,628 | 11 | 44.0 | 21.0 | C | 44 | 21 | C | 7,680 | 7,686 | | | | 6 | 0.08 | 0.30 | | | | | |
| Sausalito Exit | Sausalito Ent | 312 412 | 283 | 182 | 183 | 1 | 22.0 | 9.0 | A | 22 | 9 | A | 317 | 317 | 0 | 0.00 | 0.55 | | | | | | | | |
| Sausalito Exit | Sausalito Ent | 416 316 | 138 | 282 | 282 | 0 | 34.0 | 9.0 | A | 34 | 9 | A | 504 | 503 | -1 | -0.20 | 0.00 | | | | | | | | |
| Merchant Rd Exit | Merchant Rd Ent | 329 429 | 138 | 390 | 395 | 5 | 18.0 | 22.0 | C | 19 | 21 | C | 728 | 727 | -1 | -0.14 | 1.28 | | | | | | | | |
| Merchant Rd Exit | Merchant Rd Ent | 429 432 | 171 | 390 | 395 | 5 | 20.0 | 21.0 | C | | | | 728 | 727 | -1 | -0.14 | 1.28 | | | | | | | | |
| Merchant Rd Exit | Merchant Rd Ent | 430 330 | 144 | 154 | 155 | 1 | 20.0 | 9.0 | A | 20 | 8 | A | 340 | 340 | 0 | 0.00 | 0.65 | | | | | | | | |
| Merchant Rd Exit | Merchant Rd Ent | 434 430 | 176 | 154 | 155 | 1 | 20.0 | 8.0 | A | | | | 340 | 340 | 0 | 0.00 | 0.65 | | | | | | | | |
| Park Presidio Bl Exit | Park Presidio Bl Ent | 338 438 | 229 | 2,098 | 2,143 | 45 | 33.0 | 64.0 | F | 33 | 64 | F | 4,118 | 4,150 | 32 | 0.78 | 2.14 | | | | | | | | |
| Park Presidio Bl Exit | Park Presidio Bl Ent | 442 342 | 212 | 769 | 767 | -2 | 35.0 | 23.0 | C | 35 | 23 | C | 1,579 | 1,577 | -2 | -0.13 | -0.26 | | | | | | | | |

Existing plus Project Conditions - Weekday PM Peak Period
Freeway Measures of Effectiveness
Golden Gate Bridge - Moveable Median Barrier

Select Hour Interval:

5:00 PM-6:00 PM

LOS A <10 vplph
LOS B 10<20 vplph
LOS C 20<28 vplph
LOS D 28<35 vplph
LOS E 35<43 vplph
LOS F >43 vplph

| | Location | | Node | | Length (ft) | Hourly Volumes | | | Link Statistics | | | Aggregate Statistics | | | Total Thruput | | | | | | |
|-----------------------|-----------------------|-----------------------|----------------------|---------------|-------------|----------------|-----------|------------|-----------------|-----------------|------|----------------------|-----------------|-------|---------------|-----------|------------|------------|-----------------|-------|------|
| | From | To | From | To | | Actual | Simulated | Difference | Speed (mph) | Density (vplpm) | LOS | Speed (mph) | Density (vplpm) | LOS | Actual | Simulated | Difference | % Vol diff | Peak % Vol diff | | |
| US 101 NB Mainline | US 101 Northbound | | 101 | 102 | 835 | 3,564 | 3,566 | 2 | 44.0 | 27.0 | C | | | 6,866 | 6,862 | -4 | -0.06 | 0.06 | | | |
| | | | 102 | 103 | 1,041 | 3,564 | 3,564 | 0 | 44.0 | 27.0 | C | | | 6,866 | 6,859 | -7 | -0.10 | 0.00 | | | |
| | | | 103 | 104 | 1,064 | 3,564 | 3,564 | 0 | 43.0 | 27.0 | C | | | 6,866 | 6,854 | -12 | -0.17 | 0.00 | | | |
| | | Park Presidio Bl Exit | Park Presidio Bl Ent | 104 | 108 | 874 | 3,564 | 3,567 | 3 | 41.0 | 29.0 | D | | | 6,866 | 6,852 | -14 | -0.20 | 0.08 | | |
| | | Park Presidio Bl Exit | Park Presidio Bl Ent | 108 | 112 | 1,095 | 2,983 | 2,981 | -2 | 43.0 | 23.0 | C | 43 | 27 | C | 5,525 | 5,497 | -28 | -0.51 | -0.07 | |
| | | Merchant Rd Exit | Merchant Rd Ent | 112 | 116 | 694 | 4,776 | 4,771 | -5 | 14.0 | 57.0 | F | 14 | 58 | F | 9,138 | 9,099 | -39 | -0.43 | -0.10 | |
| | | Merchant Rd Exit | Merchant Rd Ent | 116 | 118 | 142 | 4,776 | 4,769 | -7 | 15.0 | 61.0 | F | | | 9,138 | 9,094 | -44 | -0.48 | -0.15 | | |
| | | Merchant Rd Exit | Merchant Rd Ent | 118 | 120 | 86 | 4,605 | 4,516 | -89 | 15.0 | 61.0 | F | 15 | 61 | F | 8,743 | 8,500 | -243 | -2.78 | -1.93 | |
| | | Merchant Rd Exit | Merchant Rd Ent | 120 | 122 | 285 | 5,171 | 5,082 | -89 | 22.0 | 59.0 | F | | | 9,837 | 9,586 | -251 | -2.55 | -1.72 | | |
| | | | | 122 | 124 | 364 | 5,171 | 5,082 | -89 | 31.0 | 54.0 | F | | | 9,837 | 9,582 | -255 | -2.59 | -1.72 | | |
| | | | | 124 | 126 | 731 | 5,171 | 5,083 | -88 | 41.0 | 42.0 | E | | | 9,837 | 9,580 | -257 | -2.61 | -1.70 | | |
| | | | | 126 | 127 | 1,432 | 5,171 | 5,080 | -91 | 42.0 | 40.0 | E | | | 9,837 | 9,575 | -262 | -2.66 | -1.76 | | |
| | | | | 127 | 128 | 1,389 | 5,171 | 5,081 | -90 | 41.0 | 42.0 | E | | | 9,837 | 9,572 | -265 | -2.69 | -1.74 | | |
| | | | | 128 | 129 | 1,488 | 5,171 | 5,078 | -93 | 41.0 | 42.0 | E | | | 9,837 | 9,563 | -274 | -2.79 | -1.80 | | |
| | | | | 129 | 130 | 1,467 | 5,171 | 5,077 | -94 | 41.0 | 42.0 | E | | | 9,837 | 9,559 | -278 | -2.83 | -1.82 | | |
| | | | | 130 | 131 | 1,509 | 5,171 | 5,079 | -92 | 41.0 | 42.0 | E | | | 9,837 | 9,551 | -286 | -2.91 | -1.78 | | |
| | | | Vista Point Exit | 131 | 132 | 1,132 | 5,171 | 5,082 | -89 | 39.0 | 41.0 | E | | | 9,837 | 9,544 | -293 | -2.98 | -1.72 | | |
| | | Vista Point Exit | Vista Point Ent | 132 | 136 | 260 | 5,067 | 4,972 | -95 | 43.0 | 38.0 | E | 43 | 38 | E | 9,563 | 9,262 | -301 | -3.15 | -1.87 | |
| | | Vista Point Exit | Sausalito Exit | 136 | 140 | 588 | 5,186 | 5,088 | -98 | 50.0 | 24.0 | C | 50 | 24 | C | 9,838 | 9,531 | -307 | -3.12 | -1.89 | |
| | | Sausalito Exit | Sausalito Ent | 140 | 144 | 572 | 4,864 | 4,767 | -97 | 50.0 | 28.0 | D | 50 | 28 | D | 9,260 | 8,938 | -322 | -3.48 | -1.99 | |
| | | Sausalito Exit | | 144 | 148 | 984 | 5,044 | 4,948 | -96 | 51.0 | 23.0 | C | | | 9,646 | 9,325 | -321 | -3.33 | -1.90 | | |
| | | | | 148 | 150 | 1,048 | 5,044 | 4,946 | -98 | 53.0 | 23.0 | C | | | 9,646 | 9,319 | -327 | -3.39 | -1.94 | | |
| | | | 150 | 152 | 285 | 5,044 | 4,947 | -97 | 52.0 | 23.0 | C | | | 9,646 | 9,317 | -329 | -3.41 | -1.92 | | | |
| | | | 152 | 154 | 656 | 5,044 | 4,943 | -101 | 53.0 | 23.0 | C | | | 9,646 | 9,312 | -334 | -3.46 | -2.00 | | | |
| | | | 154 | 158 | 1,033 | 5,044 | 4,942 | -102 | 53.0 | 23.0 | C | | | 9,646 | 9,312 | -334 | -3.46 | -2.02 | | | |
| | | US 101 Northbound | 158 | 160 | 804 | 5,044 | 4,937 | -107 | 53.0 | 23.0 | C | | | 9,646 | 9,309 | -337 | -3.49 | -2.12 | | | |
| US 101 NB Ramps | Park Presidio Bl Exit | | 108 | 208 | 139 | 581 | 583 | 2 | 24.0 | 24.0 | C | 24 | 24 | C | 1,341 | 1,348 | 7 | 0.52 | 0.34 | | |
| | Park Presidio Bl Ent | | 212 | 112 | 231 | 1,793 | 1,793 | 0 | 44.0 | 22.0 | C | 44 | 22 | C | 3,613 | 3,611 | -2 | -0.06 | 0.00 | | |
| | Merchant Rd Exit | | 118 | 218 | 129 | 171 | 252 | 81 | 33.0 | 8.0 | A | 29 | 9 | A | 395 | 591 | 196 | 49.62 | 47.37 | | |
| | Merchant Rd Exit | | 218 | 224 | 133 | 171 | 252 | 81 | 26.0 | 10.0 | B | | | 395 | 591 | 196 | 49.62 | 47.37 | | | |
| | Merchant Rd Ent | | 220 | 120 | 133 | 566 | 566 | 0 | 20.0 | 29.0 | D | 20 | 30 | D | 1,094 | 1,093 | -1 | -0.09 | 0.00 | | |
| | Merchant Rd Ent | | 222 | 220 | 133 | 566 | 566 | 0 | 20.0 | 31.0 | D | | | 1,094 | 1,093 | -1 | -0.09 | 0.00 | | | |
| | Vista Point Exit | | 132 | 232 | 78 | 104 | 107 | 3 | 25.0 | 4.0 | A | 25 | 4 | A | 274 | 278 | 4 | 1.46 | 2.88 | | |
| | Vista Point Exit | | 232 | 259 | 129 | 104 | 107 | 3 | 25.0 | 4.0 | A | | | 274 | 278 | 4 | 1.46 | 2.88 | | | |
| | Vista Point Ent | | 260 | 236 | 120 | 322 | 320 | -2 | 65.0 | 3.0 | A | 64 | 2 | A | 578 | 588 | 10 | 1.73 | -0.62 | | |
| | Vista Point Ent | | 236 | 140 | 697 | 322 | 320 | -2 | 64.0 | 2.0 | A | | | 578 | 588 | 10 | 1.73 | -0.62 | | | |
| Sausalito Exit | | 136 | 240 | 743 | 119 | 120 | 1 | 55.0 | 5.0 | A | 55 | 5 | A | 275 | 274 | -1 | -0.36 | 0.84 | | | |
| Sausalito Lateral Ent | | 244 | 144 | 138 | 180 | 181 | 1 | 20.0 | 9.0 | A | 20 | 9 | A | 386 | 385 | -1 | -0.26 | 0.56 | | | |
| US 101 SB Mainline | US 101 Southbound | | 301 | 302 | 768 | 3,284 | 3,287 | 3 | 54.0 | 15.0 | B | | | 6,377 | 6,375 | -2 | -0.03 | 0.09 | | | |
| | | | 302 | 303 | 1,055 | 3,284 | 3,286 | 2 | 54.0 | 16.0 | B | | | 6,377 | 6,373 | -4 | -0.06 | 0.06 | | | |
| | | | 303 | 304 | 621 | 3,284 | 3,287 | 3 | 54.0 | 16.0 | B | | | 6,377 | 6,374 | -3 | -0.05 | 0.09 | | | |
| | | | 304 | 305 | 283 | 3,284 | 3,286 | 2 | 54.0 | 16.0 | B | | | 6,377 | 6,375 | -2 | -0.03 | 0.06 | | | |
| | | | 305 | 306 | 1,066 | 3,284 | 3,286 | 2 | 54.0 | 16.0 | B | | | 6,377 | 6,374 | -3 | -0.05 | 0.06 | | | |
| | | | 306 | 307 | 449 | 3,284 | 3,287 | 3 | 54.0 | 16.0 | B | | | 6,377 | 6,373 | -4 | -0.06 | 0.09 | | | |
| | | | 307 | 308 | 365 | 3,284 | 3,288 | 4 | 54.0 | 16.0 | B | | | 6,377 | 6,375 | -2 | -0.03 | 0.12 | | | |
| | | | Sausalito Exit | Sausalito Ent | 308 | 312 | 437 | 3,284 | 3,290 | 6 | 51.0 | 16.0 | B | | | 6,377 | 6,374 | -3 | -0.05 | 0.18 | |
| | | | Sausalito Exit | Sausalito Ent | 312 | 316 | 567 | 3,150 | 3,157 | 7 | 51.0 | 15.0 | B | 51 | 15 | B | 6,117 | 6,117 | 0 | 0.00 | 0.22 |
| | | | Sausalito Exit | Sausalito Ent | 316 | 318 | 596 | 3,524 | 3,531 | 7 | 38.0 | 22.0 | C | | | 6,796 | 6,794 | -2 | -0.03 | 0.20 | |
| | | | Sausalito Exit | Sausalito Ent | 318 | 319 | 1,107 | 3,524 | 3,535 | 11 | 40.0 | 29.0 | D | | | 6,796 | 6,797 | 1 | 0.01 | 0.31 | |
| | | | | 319 | 320 | 1,499 | 3,524 | 3,534 | 10 | 39.0 | 29.0 | D | | | 6,796 | 6,793 | -3 | -0.04 | 0.28 | | |
| | | | | 320 | 321 | 1,479 | 3,524 | 3,535 | 11 | 39.0 | 29.0 | D | | | 6,796 | 6,791 | -5 | -0.07 | 0.31 | | |
| | | | | 321 | 322 | 1,486 | 3,524 | 3,540 | 16 | 39.0 | 29.0 | D | | | 6,796 | 6,791 | -5 | -0.07 | 0.45 | | |
| | | | | 322 | 323 | 1,393 | 3,524 | 3,540 | 16 | 40.0 | 29.0 | D | | | 6,796 | 6,789 | -7 | -0.10 | 0.45 | | |
| | | | | 323 | 324 | 1,428 | 3,524 | 3,537 | 13 | 40.0 | 29.0 | D | | | 6,796 | 6,792 | -4 | -0.06 | 0.37 | | |
| | | | | 324 | 326 | 739 | 3,524 | 3,540 | 16 | 29.0 | 29.0 | D | | | 6,796 | 6,789 | -7 | -0.10 | 0.45 | | |
| | | | | 326 | 328 | 370 | 3,524 | 3,544 | 20 | 21.0 | 39.0 | E | | | 6,796 | 6,788 | -8 | -0.12 | 0.57 | | |
| | | Merchant Rd Exit | Merchant Rd Ent | 328 | 329 | 282 | 3,524 | 3,544 | 20 | 13.0 | 66.0 | F | | | 6,796 | 6,786 | -10 | -0.15 | 0.57 | | |
| | | Merchant Rd Exit | Merchant Rd Ent | 329 | 330 | 87 | 3,164 | 3,168 | 4 | 16.0 | 48.0 | F | 16 | 48 | F | 6,127 | 6,095 | -32 | -0.52 | 0.13 | |
| | | Merchant Rd Ent | | 330 | 332 | 136 | 3,408 | 3,413 | 5 | 26.0 | 28.0 | D | | | 6,569 | 6,535 | -34 | -0.52 | 0.15 | | |
| | | | | 332 | 334 | 700 | 3,408 | 3,404 | -4 | 29.0 | 29.0 | D | 29 | 29 | D | 6,569 | 6,527 | -42 | -0.64 | -0.12 | |
| | | Park Presidio Bl Exit | 334 | 338 | 690 | 3,408 | 3,401 | -7 | 29.0 | 29.0 | D | | | 6,569 | 6,523 | -46 | -0.70 | -0.21 | | | |
| | Park Presidio Bl Exit | Park Presidio Bl Ent | 338 | 342 | 866 | 1,300 | 1,267 | -33 | 44.0 | 12.0 | B | 44 | 12 | B | 2,698 | 2,597 | -101 | -3.74 | -2.54 | | |
| | Park Presidio Bl Exit | | 342 | 344 | 1,485 | 1,964 | 1,936 | -28 | 44.0 | 14.0 | B | | | 3,912 | 3,809 | -103 | -2.63 | -1.43 | | | |
| | | | 344 | 348 | 1,048 | 1,964 | 1,937 | -27 | 44.0 | 14.0 | B | 44 | 14 | B | 3,912 | 3,811 | -101 | -2.58 | -1.37 | | |
| | | US 101 Southbound | 348 | 350 | 836 | 1,964 | 1,939 | -25 | 44.0 | 14.0 | B | | | 3,912 | 3,811 | -101 | -2.58 | -1.27 | | | |
| US 101 SB Ramps | Sausalito Exit | | 312 | 412 | 283 | 134 | 133 | -1 | 21.0 | 6.0 | A | 21 | 6 | A | 260 | 256 | -4 | -1.54 | -0.75 | | |
| | Sausalito Ent | | 416 | 316 | 138 | 374 | 374 | 0 | 34.0 | 11.0 | B | 34 | 11 | B | 679 | 678 | -1 | -0.15 | 0.00 | | |
| | Merchant Rd Exit | | 329 | 429 | 138 | 360 | 374 | 14 | 18.0 | 20.0 | C | 19 | 20 | C | 669 | 689 | 20 | 2.99 | 3.89 | | |
| | Merchant Rd Exit | | 429 | 432 | 171 | 360 | 374 | 14 | 20.0 | 20.0 | C | | | 669 | 690 | 21 | 3.14 | 3.89 | | | |
| | Merchant Rd Ent | | 430 | 330 | 144 | 244 | 245 | 1 | 20.0 | 12.0 | B | 20 | 13 | B | 442 | | | | | | |

Freeway Network Output
Design Year Conditions

Design Year Conditions - Weekday AM Peak Period
 Freeway Measures of Effectiveness
 Golden Gate Bridge - Moveable Median Barrier

Select Hour Interval:
 8:00 AM-9:00 AM

LOS A <10 vplph
 LOS B 10-20 vplph
 LOS C 20-28 vplph
 LOS D 28-35 vplph
 LOS E 35-43 vplph
 LOS F >43 vplph

| | Location | | Node | | Length (ft) | Hourly Volumes | | | Link Statistics | | | Aggregate Statistics | | | Total Thruput | | | | |
|-----------------------|------------------------|-----------------------|-----------------------|-------|-------------|----------------|----------------|-----------------|-----------------|-----------------|-----|----------------------|---------------------|--------|---------------|----------------|-----------------|------------|--------|
| | From | To | From | To | | Actual | Simu- lated | Differ- ence | Speed (mph) | Density (vplpm) | LOS | Speed (mph) | Densit y (vplpm) | LOS | Actual | Simu- lated | Differ- ence | % Vol diff | |
| | | | | | | | | | | | | | | | | | | | |
| US 101 NB Mainline | US 101 Northbound | | 101 | 102 | 835 | 2,598 | 1,892 | -706 | 1 | 150 | F | | | | 5,448 | 4,323 | -1,125 | -20.65 | |
| | | | 102 | 103 | 1,041 | 2,598 | 1,891 | -707 | 1 | 150 | F | 1 | 150 | F | 5,448 | 4,202 | -1,246 | -22.87 | |
| | | | 103 | 104 | 1,064 | 2,598 | 1,895 | -703 | 1 | 150 | F | | | | 5,448 | 4,083 | -1,365 | -25.06 | |
| | | | Park Presidio Bl Exit | 104 | 108 | 874 | 2,598 | 1,901 | -697 | 3 | 150 | F | | | | 5,448 | 3,984 | -1,464 | -26.87 |
| | Park Presidio Bl Exit | Park Presidio Bl Ent | 108 | 112 | 1,095 | 2,214 | 1,626 | -588 | 2 | 150 | F | 2 | 150 | F | 4,730 | 3,339 | -1,391 | -29.41 | |
| | Park Presidio Bl Ent | | 112 | 116 | 694 | 4,668 | 2,979 | -1,689 | 4 | 150 | F | | | | 9,134 | 6,153 | -2,981 | -32.64 | |
| | | | Merchant Rd Exit | 116 | 118 | 142 | 4,668 | 2,977 | -1,691 | 4 | 150 | F | 4 | 150 | F | 9,134 | 6,152 | -2,982 | -32.65 |
| | Merchant Rd Exit | Merchant Rd Ent | 118 | 120 | 86 | 4,512 | 2,824 | -1,688 | 11 | 150 | F | 11 | 150 | F | 8,839 | 5,837 | -3,002 | -33.96 | |
| | Merchant Rd Ent | | 120 | 122 | 285 | 4,914 | 3,226 | -1,688 | 12 | 107 | F | | | | 9,481 | 6,477 | -3,004 | -31.68 | |
| | | | | 122 | 124 | 364 | 4,914 | 3,224 | -1,690 | 12 | 107 | F | | | | 9,481 | 6,475 | -3,006 | -31.71 |
| | | | | 124 | 126 | 731 | 4,914 | 3,225 | -1,689 | 36 | 45 | F | | | | 9,481 | 6,476 | -3,005 | -31.69 |
| | | | | 126 | 127 | 1,432 | 4,914 | 3,222 | -1,692 | 37 | 43 | F | | | | 9,481 | 6,472 | -3,009 | -31.74 |
| | | | | 127 | 128 | 1,389 | 4,914 | 3,221 | -1,693 | 38 | 43 | F | | | | 9,481 | 6,472 | -3,009 | -31.74 |
| | | | | 128 | 129 | 1,488 | 4,914 | 3,222 | -1,692 | 38 | 43 | F | | | | 9,481 | 6,474 | -3,007 | -31.72 |
| | | | | 129 | 130 | 1,467 | 4,914 | 3,221 | -1,693 | 38 | 43 | F | | | | 9,481 | 6,474 | -3,007 | -31.72 |
| | | | | 130 | 131 | 1,509 | 4,914 | 3,216 | -1,698 | 38 | 43 | F | | | | 9,481 | 6,471 | -3,010 | -31.75 |
| | | | Vista Point Exit | 131 | 132 | 1,132 | 4,914 | 3,217 | -1,697 | 40 | 35 | E | | | | 9,481 | 6,474 | -3,007 | -31.72 |
| | Vista Point Exit | Vista Point Ent | 132 | 136 | 260 | 4,875 | 3,197 | -1,678 | 43 | 19 | B | 43 | 19 | B | 9,422 | 6,437 | -2,985 | -31.68 | |
| | Vista Point Ent | Sausalito Exit | 136 | 140 | 588 | 4,925 | 3,246 | -1,679 | 51 | 13 | B | 51 | 13 | B | 9,519 | 6,531 | -2,988 | -31.39 | |
| | Sausalito Exit | Sausalito Ent | 140 | 144 | 572 | 4,643 | 3,077 | -1,566 | 53 | 15 | B | 53 | 15 | B | 9,088 | 6,241 | -2,847 | -31.33 | |
| | Sausalito Ent | | 144 | 148 | 984 | 4,761 | 3,196 | -1,565 | 51 | 15 | B | | | | 9,283 | 6,438 | -2,845 | -30.65 | |
| | | | | 148 | 150 | 1,048 | 4,761 | 3,196 | -1,565 | 52 | 15 | B | | | | 9,283 | 6,436 | -2,847 | -30.67 |
| | | | 150 | 152 | 285 | 4,761 | 3,197 | -1,564 | 53 | 15 | B | | | | 9,283 | 6,436 | -2,847 | -30.67 | |
| | | | 152 | 154 | 656 | 4,761 | 3,196 | -1,565 | 53 | 15 | B | 52 | 15 | B | 9,283 | 6,436 | -2,847 | -30.67 | |
| | | | 154 | 158 | 1,033 | 4,761 | 3,194 | -1,567 | 53 | 15 | B | | | | 9,283 | 6,436 | -2,847 | -30.67 | |
| | | US 101 Northbound | 158 | 160 | 804 | 4,761 | 3,194 | -1,567 | 52 | 15 | B | | | | 9,283 | 6,436 | -2,847 | -30.67 | |
| US 101 NB Ramps | | Park Presidio Bl Exit | 108 | 208 | 139 | 384 | 271 | -113 | 25 | 11 | B | 25 | 11 | B | 718 | 509 | -209 | -29.11 | |
| | | Park Presidio Bl Ent | 212 | 112 | 231 | 2,454 | 1,351 | -1,103 | 2 | 150 | F | 2 | 150 | F | 4,404 | 2,869 | -1,535 | -34.85 | |
| | | Merchant Rd Exit | 118 | 218 | 129 | 156 | 152 | -4 | 21 | 8 | A | 20 | 8 | A | 295 | 314 | 19 | 6.44 | |
| | | | 218 | 224 | 133 | 156 | 152 | -4 | 20 | 8 | A | | | | 295 | 314 | 19 | 6.44 | |
| | | Merchant Rd Ent | 220 | 120 | 133 | 402 | 402 | 0 | 20 | 18 | B | 20 | 20 | C | 642 | 641 | -1 | -0.16 | |
| | | | 222 | 220 | 133 | 402 | 402 | 0 | 20 | 21 | C | | | | 642 | 641 | -1 | -0.16 | |
| | | Vista Point Exit | 132 | 232 | 78 | 39 | 23 | -16 | 25 | 1 | A | | | | 59 | 38 | -21 | -35.59 | |
| | | | 232 | 259 | 129 | 39 | 23 | -16 | 25 | 1 | A | 25 | 1 | A | 59 | 38 | -21 | -35.59 | |
| | | Vista Point Ent | 236 | 136 | 184 | 50 | 169 | 119 | 25 | 7 | A | | | | 97 | 289 | 192 | 197.94 | |
| | | | 260 | 236 | 120 | 50 | 169 | 119 | 25 | 7 | A | 25 | 7 | A | 97 | 289 | 192 | 197.94 | |
| | Sausalito Lateral Exit | 140 | 240 | 208 | 282 | 50 | -232 | 25 | 2 | A | 25 | 2 | A | 431 | 96 | -335 | -77.73 | | |
| | Sausalito Lateral Ent | 244 | 144 | 138 | 118 | 119 | 1 | 20 | 6 | A | 20 | 6 | A | 195 | 194 | -1 | -0.51 | | |
| US 101 SB Mainline | US 101 Southbound | | 301 | 302 | 768 | 6,449 | 6,447 | -2 | 54 | 31 | D | | | | 12,864 | 12,859 | -5 | -0.04 | |
| | | | 302 | 303 | 1,055 | 6,449 | 6,447 | -2 | 53 | 30 | D | | | | 12,864 | 12,859 | -5 | -0.04 | |
| | | | 303 | 304 | 621 | 6,449 | 6,447 | -2 | 52 | 31 | D | | | | 12,864 | 12,857 | -7 | -0.05 | |
| | | | | 304 | 305 | 283 | 6,449 | 6,448 | -1 | 52 | 31 | D | | | | 12,864 | 12,859 | -5 | -0.04 |
| | | | | 305 | 306 | 1,066 | 6,449 | 6,451 | 2 | 52 | 31 | D | | | | 12,864 | 12,859 | -5 | -0.04 |
| | | | | 306 | 307 | 449 | 6,449 | 6,450 | 1 | 52 | 31 | D | | | | 12,864 | 12,860 | -4 | -0.03 |
| | | | | 307 | 308 | 365 | 6,449 | 6,449 | 0 | 52 | 31 | D | | | | 12,864 | 12,859 | -5 | -0.04 |
| | | Sausalito Exit | 308 | 312 | 437 | 6,449 | 6,450 | 1 | 50 | 30 | D | | | | 12,864 | 12,857 | -7 | -0.05 | |
| | Sausalito Exit | Sausalito Ent | 312 | 316 | 567 | 6,229 | 6,237 | 8 | 50 | 31 | D | 50 | 31 | D | 12,482 | 12,475 | -7 | -0.06 | |
| | Sausalito Ent | | 316 | 318 | 596 | 6,567 | 6,579 | 12 | 41 | 38 | E | | | | 13,085 | 13,080 | -5 | -0.04 | |
| | | | 318 | 319 | 1,107 | 6,567 | 6,572 | 5 | 39 | 42 | E | | | | 13,085 | 13,071 | -14 | -1.11 | |
| | | | 319 | 320 | 1,499 | 6,567 | 6,579 | 12 | 40 | 41 | E | | | | 13,085 | 13,071 | -14 | -1.11 | |
| | | | 320 | 321 | 1,479 | 6,567 | 6,555 | -12 | 35 | 47 | F | | | | 13,085 | 13,045 | -40 | -3.11 | |
| | | | | 321 | 322 | 1,486 | 6,567 | 6,458 | -109 | 15 | 85 | F | | | | 13,085 | 12,949 | -136 | -1.04 |
| | | | | 322 | 323 | 1,393 | 6,567 | 6,334 | -233 | 1 | 141 | F | | | | 13,085 | 12,810 | -275 | -2.10 |
| | | | | 323 | 324 | 1,428 | 6,567 | 6,319 | -248 | 4 | 150 | F | | | | 13,085 | 12,676 | -409 | -3.13 |
| | | | | 324 | 326 | 739 | 6,567 | 6,317 | -250 | 10 | 150 | F | | | | 13,085 | 12,612 | -473 | -3.61 |
| | | | 326 | 328 | 370 | 6,567 | 6,316 | -251 | 10 | 150 | F | | | | 13,085 | 12,607 | -478 | -3.65 | |
| | Merchant Rd Exit | 328 | 329 | 282 | 6,567 | 6,316 | -251 | 11 | 131 | F | | | | 13,085 | 12,604 | -481 | -3.68 | | |
| Merchant Rd Exit | Merchant Rd Ent | 329 | 330 | 87 | 6,157 | 5,934 | -223 | 18 | 82 | F | 18 | 82 | F | 12,321 | 11,874 | -447 | -3.63 | | |
| Merchant Rd Ent | | 330 | 332 | 136 | 6,319 | 6,096 | -223 | 30 | 43 | F | | | | 12,679 | 12,232 | -447 | -3.53 | | |
| | | 332 | 334 | 700 | 6,319 | 6,094 | -225 | 41 | 36 | E | | | | 12,679 | 12,229 | -450 | -3.55 | | |
| | | | 334 | 338 | 690 | 6,319 | 6,097 | -222 | 40 | 38 | E | 40 | 38 | E | 12,679 | 12,229 | -450 | -3.55 | |
| Park Presidio Bl Exit | Park Presidio Bl Ent | 338 | 342 | 866 | 4,221 | 4,042 | -179 | 43 | 32 | D | 43 | 32 | D | 8,561 | 8,201 | -360 | -4.21 | | |
| Park Presidio Bl Ent | | 342 | 344 | 1,485 | 4,858 | 4,674 | -184 | 43 | 28 | D | | | | 9,868 | 9,503 | -365 | -3.70 | | |
| | | 344 | 348 | 1,048 | 4,858 | 4,676 | -182 | 43 | 26 | C | 43 | 27 | C | 9,868 | 9,502 | -366 | -3.71 | | |
| | | US 101 Southbound | 348 | 350 | 836 | 4,858 | 4,677 | -181 | 43 | 28 | D | | | | 9,868 | 9,501 | -367 | -3.72 | |
| US 101 SB Ramps | | Sausalito Exit | 312 | 412 | 283 | 220 | 216 | -4 | 27 | 8 | A | 27 | 8 | A | 382 | 383 | 1 | 0.26 | |
| | | Sausalito Ent | 416 | 316 | 138 | 338 | 337 | -1 | 29 | 13 | B | 29 | 13 | B | 603 | 602 | -1 | -0.17 | |
| | | Merchant Rd Exit | 429 | 429 | 138 | 410 | 383 | -27 | 18 | 21 | C | 19 | 20 | C | 764 | 730 | -34 | -4.45 | |
| | | | 429 | 432 | 171 | 410 | 382 | -28 | 20 | 20 | C | | | | 764 | 729 | -35 | -4.58 | |
| | | Merchant Rd Ent | 430 | 330 | 144 | 162 | 162 | 0 | 20 | 8 | A | | | | 358 | 357 | -1 | -0.28 | |
| | | | 434 | 430 | 176 | 162 | 162 | 0 | 20 | 9 | A | 20 | 9 | A | 358 | 357 | -1 | -0.28 | |
| | | Park Presidio Bl Exit | 338 | 438 | 229 | 2,098 | 2,056 | -42 | 34 | 29 | D | 34 | 29 | D | 4,118 | 4,027 | -91 | -2.21 | |
| | Park Presidio Bl Ent | 442 | 342 | 212 | 637 | 636 | -1 | 35 | 19 | B | 35 | 19 | B | 1,307 | 1,305 | -2 | -0.15 | | |

Design Year Conditions - Weekday PM Peak Period
 Freeway Measures of Effectiveness
 Golden Gate Bridge - Moveable Median Barrier

Select Hour Interval:
 5:00 PM-6:00 PM

- LOS A <10 vplph
- LOS B 10<20 vplph
- LOS C 20<28 vplph
- LOS D 28<35 vplph
- LOS E 35<43 vplph
- LOS F >43 vplph

| Location | Node | Length (ft) | Hourly Volumes | | | Link Statistics | | | Aggregate Statistics | | | Total Thruput | | | | | | | |
|------------------------|-----------------------|----------------------|-------------------|---------|--------|-----------------|------------|-------------|----------------------|-----|-------------|-----------------|--------|--------|-----------|------------|------------|-----------------|--------|
| | | | From | To | Actual | Simulated | Difference | Speed (mph) | Density (vplpm) | LOS | Speed (mph) | Density (vplpm) | LOS | Actual | Simulated | Difference | % Vol diff | Peak % Vol diff | |
| | | | | | | | | | | | | | | | | | | | From |
| US 101 NB Mainline | US 101 Northbound | 101 102 | 835 | 4,766 | 4,199 | -567 | 1 | 150 | F | | | | 9,196 | 8,545 | -651 | -7.08 | -11.90 | | |
| | | 102 103 | 1,041 | 4,766 | 4,198 | -568 | 1 | 150 | F | | | | 9,196 | 8,457 | -739 | -8.04 | -11.92 | | |
| | | 103 104 | 1,064 | 4,766 | 4,199 | -567 | 4 | 150 | F | 3 | 150 | F | 9,196 | 8,370 | -826 | -8.98 | -11.90 | | |
| | Park Presidio BI Exit | Park Presidio BI Ent | 104 108 | 874 | 4,766 | 4,198 | -568 | 7 | 150 | F | | | | 9,196 | 8,304 | -892 | -9.70 | -11.92 | |
| | | | 108 112 | 1,095 | 3,976 | 3,483 | -493 | 7 | 150 | F | 7 | 150 | F | 7,372 | 6,525 | -847 | -11.49 | -12.40 | |
| | Park Presidio BI Ent | Merchant Rd Exit | 112 116 | 694 | 6,179 | 4,769 | -1,410 | 5 | 150 | F | | | | 11,811 | 9,710 | -2,101 | -17.79 | -22.82 | |
| | | | 116 118 | 142 | 6,179 | 4,770 | -1,409 | 5 | 150 | F | 5 | 150 | F | 11,811 | 9,696 | -2,115 | -17.91 | -22.80 | |
| | Merchant Rd Exit | Merchant Rd Ent | 118 120 | 86 | 5,999 | 4,582 | -1,417 | 6 | 150 | F | | | | 11,395 | 9,200 | -2,195 | -19.26 | -23.62 | |
| | | | 120 122 | 285 | 6,593 | 5,173 | -1,420 | 8 | 150 | F | | | | 12,543 | 10,337 | -2,206 | -17.59 | -21.54 | |
| | US 101 NB Mainline | US 101 Northbound | 122 124 | 364 | 6,593 | 5,173 | -1,420 | 11 | 115 | F | | | | 12,543 | 10,337 | -2,206 | -17.59 | -21.54 | |
| | | | 124 126 | 731 | 6,593 | 5,172 | -1,421 | 36 | 48 | F | | | | 12,543 | 10,336 | -2,207 | -17.60 | -21.55 | |
| | | | 126 127 | 1,432 | 6,593 | 5,173 | -1,420 | 38 | 45 | F | | | | 12,543 | 10,335 | -2,208 | -17.60 | -21.54 | |
| | | | 127 128 | 1,389 | 6,593 | 5,172 | -1,421 | 38 | 45 | F | | | | 12,543 | 10,332 | -2,211 | -17.63 | -21.55 | |
| | | | 128 129 | 1,488 | 6,593 | 5,173 | -1,420 | 38 | 45 | F | | | | 12,543 | 10,333 | -2,210 | -17.62 | -21.54 | |
| | | | 129 130 | 1,467 | 6,593 | 5,175 | -1,418 | 38 | 45 | F | | | | 12,543 | 10,333 | -2,210 | -17.62 | -21.51 | |
| | | | 130 131 | 1,509 | 6,593 | 5,171 | -1,422 | 38 | 46 | F | | | | 12,543 | 10,335 | -2,208 | -17.60 | -21.57 | |
| | | | 131 132 | 1,132 | 6,593 | 5,176 | -1,417 | 39 | 40 | E | | | | 12,543 | 10,335 | -2,208 | -17.60 | -21.49 | |
| Vista Point Exit | | | Vista Point Ent | 132 136 | 260 | 6,483 | 5,081 | -1,402 | 43 | 29 | D | 43 | 29 | D | 12,255 | 10,070 | -2,185 | -17.83 | -21.63 |
| Vista Point Ent | | | Sausalito Exit | 136 140 | 588 | 6,609 | 5,209 | -1,400 | 50 | 21 | C | 50 | 21 | C | 12,545 | 10,357 | -2,188 | -17.44 | -21.18 |
| Sausalito Exit | | | Sausalito Ent | 140 144 | 572 | 6,225 | 4,887 | -1,338 | 52 | 23 | C | 52 | 23 | C | 11,855 | 9,753 | -2,102 | -17.73 | -21.49 |
| Sausalito Ent | | | US 101 Northbound | 144 148 | 984 | 6,441 | 5,103 | -1,338 | 51 | 24 | C | | | | 12,317 | 10,215 | -2,102 | -17.07 | -20.77 |
| | | | | 148 150 | 1,048 | 6,441 | 5,102 | -1,339 | 53 | 24 | C | | | | 12,317 | 10,214 | -2,103 | -17.07 | -20.79 |
| | | 150 152 | 285 | 6,441 | 5,103 | -1,338 | 52 | 24 | C | | | | 12,317 | 10,214 | -2,103 | -17.07 | -20.77 | | |
| | | 152 154 | 656 | 6,441 | 5,103 | -1,338 | 53 | 24 | C | | | | 12,317 | 10,214 | -2,103 | -17.07 | -20.77 | | |
| | | 154 158 | 1,033 | 6,441 | 5,104 | -1,337 | 53 | 24 | C | | | | 12,317 | 10,213 | -2,104 | -17.08 | -20.76 | | |
| | | 158 160 | 804 | 6,441 | 5,102 | -1,339 | 53 | 24 | C | | | | 12,317 | 10,210 | -2,107 | -17.11 | -20.79 | | |
| US 101 NB Ramps | Park Presidio BI Exit | 108 208 | 139 | 790 | 699 | -91 | 25 | 25 | C | 25 | 25 | C | 1,824 | 1,693 | -131 | -7.18 | -11.52 | | |
| | Park Presidio BI Ent | 212 112 | 231 | 2,203 | 1,284 | -919 | 1 | 150 | F | 1 | 150 | F | 4,439 | 3,267 | -1,172 | -26.40 | -41.72 | | |
| | Merchant Rd Exit | 118 218 | 129 | 180 | 189 | 9 | 20 | 8 | A | 19 | 7 | A | 416 | 491 | 75 | 18.03 | 5.00 | | |
| | | 218 224 | 133 | 180 | 189 | 9 | 18 | 7 | A | | | | 416 | 492 | 76 | 18.27 | 5.00 | | |
| | Merchant Rd Ent | 220 120 | 133 | 594 | 594 | 0 | 19 | 31 | D | 20 | 33 | D | 1,148 | 1,148 | 0 | 0.00 | 0.00 | | |
| | | 222 220 | 133 | 594 | 594 | 0 | 20 | 34 | D | | | | 1,148 | 1,148 | 0 | 0.00 | 0.00 | | |
| | Vista Point Exit | 132 232 | 78 | 110 | 95 | -15 | 25 | 1 | A | 25 | 1 | A | 288 | 265 | -23 | -7.99 | -13.64 | | |
| | | 232 259 | 129 | 110 | 95 | -15 | 25 | 1 | A | | | | 288 | 265 | -23 | -7.99 | -13.64 | | |
| | Vista Point Ent | 236 136 | 184 | 126 | 126 | 0 | 25 | 13 | B | 25 | 13 | B | 290 | 289 | -1 | -0.34 | 0.00 | | |
| | | 260 236 | 120 | 126 | 126 | 0 | 25 | 13 | B | | | | 290 | 289 | -1 | -0.34 | 0.00 | | |
| Sausalito Lateral Exit | 140 240 | 208 | 384 | 321 | -63 | 25 | 7 | A | 25 | 7 | A | 690 | 602 | -88 | -12.75 | -16.41 | | | |
| Sausalito Lateral Ent | 244 144 | 138 | 216 | 216 | 0 | 20 | 12 | B | 20 | 12 | B | 462 | 461 | -1 | -0.22 | 0.00 | | | |
| US 101 SB Mainline | US 101 Southbound | 301 302 | 768 | 4,809 | 4,812 | 3 | 54 | 22 | C | | | | 9,080 | 9,077 | -3 | -0.03 | 0.06 | | |
| | | 302 303 | 1,055 | 4,809 | 4,810 | 1 | 54 | 22 | C | | | | 9,080 | 9,075 | -5 | -0.06 | 0.02 | | |
| | | 303 304 | 621 | 4,809 | 4,812 | 3 | 52 | 22 | C | | | | 9,080 | 9,075 | -5 | -0.06 | 0.06 | | |
| | | 304 305 | 283 | 4,809 | 4,810 | 1 | 53 | 22 | C | | | | 9,080 | 9,074 | -6 | -0.07 | 0.02 | | |
| | | 305 306 | 1,066 | 4,809 | 4,813 | 4 | 53 | 22 | C | | | | 9,080 | 9,074 | -6 | -0.07 | 0.08 | | |
| | | 306 307 | 449 | 4,809 | 4,814 | 5 | 50 | 23 | C | | | | 9,080 | 9,074 | -6 | -0.07 | 0.10 | | |
| | | 307 308 | 365 | 4,809 | 4,815 | 6 | 50 | 27 | C | | | | 9,080 | 9,072 | -8 | -0.09 | 0.12 | | |
| | | Sausalito Exit | 308 312 | 437 | 4,809 | 4,811 | 2 | 49 | 30 | D | | | | 9,080 | 9,070 | -10 | -0.11 | 0.04 | |
| | | Sausalito Ent | 312 316 | 567 | 4,649 | 4,658 | 9 | 49 | 31 | D | 49 | 31 | D | 8,768 | 8,764 | -4 | -0.05 | 0.19 | |
| | | Sausalito Ent | 316 318 | 596 | 5,097 | 5,105 | 8 | 40 | 41 | E | | | | 9,581 | 9,572 | -9 | -0.09 | 0.16 | |
| | | | 318 319 | 1,107 | 5,097 | 5,107 | 10 | 36 | 46 | F | | | | 9,581 | 9,569 | -12 | -0.13 | 0.20 | |
| | | | 319 320 | 1,499 | 5,097 | 5,105 | 8 | 38 | 45 | F | | | | 9,581 | 9,566 | -15 | -0.16 | 0.16 | |
| | | | 320 321 | 1,479 | 5,097 | 5,111 | 14 | 36 | 46 | F | | | | 9,581 | 9,564 | -17 | -0.18 | 0.27 | |
| | 321 322 | | 1,486 | 5,097 | 5,114 | 17 | 37 | 46 | F | | | | 9,581 | 9,560 | -21 | -0.22 | 0.33 | | |
| | 322 323 | | 1,393 | 5,097 | 5,108 | 11 | 37 | 46 | F | | | | 9,581 | 9,550 | -31 | -0.32 | 0.22 | | |
| | 323 324 | | 1,428 | 5,097 | 5,111 | 14 | 37 | 46 | F | | | | 9,581 | 9,545 | -36 | -0.38 | 0.27 | | |
| | 324 326 | 739 | 5,097 | 5,112 | 15 | 17 | 67 | F | | | | 9,581 | 9,538 | -43 | -0.45 | 0.29 | | | |
| 326 328 | 370 | 5,097 | 5,117 | 20 | 11 | 117 | F | | | | 9,581 | 9,528 | -53 | -0.55 | 0.39 | | | | |
| Merchant Rd Exit | Merchant Rd Ent | 328 329 | 282 | 5,097 | 5,120 | 23 | 10 | 104 | F | | | | 9,581 | 9,523 | -58 | -0.61 | 0.45 | | |
| Merchant Rd Ent | 329 330 | 87 | 4,717 | 4,749 | 32 | 18 | 65 | F | 18 | 65 | F | 8,876 | 8,836 | -40 | -0.45 | 0.68 | | | |
| | 330 332 | 136 | 4,975 | 5,005 | 30 | 30 | 36 | E | | | | 9,342 | 9,299 | -43 | -0.46 | 0.60 | | | |
| Park Presidio BI Exit | Park Presidio BI Ent | 332 334 | 700 | 4,975 | 5,005 | 30 | 42 | 30 | D | 40 | 31 | D | 9,342 | 9,295 | -47 | -0.50 | 0.60 | | |
| | | 334 338 | 690 | 4,975 | 5,004 | 29 | 41 | 32 | D | | | | 9,342 | 9,294 | -48 | -0.51 | 0.58 | | |
| Park Presidio BI Ent | US 101 Southbound | 338 342 | 866 | 2,829 | 2,803 | -26 | 44 | 21 | C | 44 | 21 | C | 5,402 | 5,293 | -109 | -2.02 | -0.92 | | |
| | | 342 344 | 1,485 | 3,491 | 3,466 | -25 | 44 | 21 | C | | | | 6,612 | 6,501 | -111 | -1.68 | -0.72 | | |
| Sausalito Exit | Sausalito Ent | 344 348 | 1,048 | 3,491 | 3,467 | -24 | 44 | 21 | C | 44 | 21 | C | 6,612 | 6,500 | -112 | -1.69 | -0.69 | | |
| | | 348 350 | 836 | 3,491 | 3,470 | -21 | 44 | 21 | C | | | | 6,612 | 6,501 | -111 | -1.68 | -0.60 | | |
| US 101 SB Ramps | Sausalito Exit | 312 412 | 283 | 160 | 154 | -6 | 28 | 5 | A | 28 | 5 | A | 312 | 303 | -9 | -2.88 | -3.75 | | |
| | Sausalito Ent | 416 316 | 138 | 448 | 449 | 1 | 27 | 17 | B | 27 | 17 | B | 813 | 812 | -1 | -0.12 | 0.22 | | |
| | Merchant Rd Exit | 329 429 | 138 | 380 | 372 | -8 | 18 | 20 | C | 19 | 20 | C | 705 | 687 | -18 | -2.55 | -2.11 | | |
| | | 429 432 | 171 | 380 | 372 | -8 | 20 | 20 | C | | | | 705 | 687 | -18 | -2.55 | -2.11 | | |
| | Merchant Rd Ent | 430 330 | 144 | 258 | 258 | 0 | 20 | 14 | B | 20 | 15 | B | 466 | 465 | -1 | -0.21 | 0.00 | | |
| | | 434 430 | 176 | 258 | 259 | 1 | 20 | 15 | B | | | | 466 | 466 | 0 | 0.00 | 0.39 | | |
| | Park Presidio BI Exit | 338 438 | 229 | 2,146 | 2,200 | 54 | 34 | 31 | D | 34 | 31 | D | 3,940 | 3,996 | 56 | 1.42 | 2.52 | | |
| Park Presidio BI Ent | 442 342 | 212 | 662 | 662 | 0 | 35 | 21 | C | 35 | 21 | C | 1,210 | 1,209 | -1 | -0.08 | 0.00 | | | |

Freeway Network Output
Design Year Plus Project Conditions

Design Year plus Project Conditions - Weekday AM Peak Period
 Freeway Measures of Effectiveness
 Golden Gate Bridge - Moveable Median Barrier

Select Hour Interval:
 8:00 AM-9:00 AM

LOS A <10 vplph
 LOS B 10<20 vplph
 LOS C 20<28 vplph
 LOS D 28<35 vplph
 LOS E 35<43 vplph
 LOS F >43 vplph

| | Location | | Node | | Length (ft) | Hourly Volumes | | | Link Statistics | | | Aggregate Statistics | | | Total Thruput | | | | | |
|--------------------|-------------------|-----------------------|-----------------------|-----|-------------|----------------|-----------|------------|-----------------|-----------------|-----|----------------------|-----------------|--------|---------------|-----------|------------|------------|-----------------|--------|
| | From | To | From | To | | Actual | Simulated | Difference | Speed (mph) | Density (vplpm) | LOS | Speed (mph) | Density (vplpm) | LOS | Actual | Simulated | Difference | % Vol diff | Peak % Vol diff | |
| US 101 NB Mainline | US 101 Northbound | | 101 | 102 | 835 | 2,598 | 1,795 | -803 | 1 | 150 | F | | | 5,448 | 4,113 | -1,335 | -24.50 | -30.91 | | |
| | | | 102 | 103 | 1,041 | 2,598 | 1,795 | -803 | 1 | 150 | F | 1 | 150 | F | 5,448 | 3,986 | -1,462 | -26.84 | -30.91 | |
| | | | 103 | 104 | 1,064 | 2,598 | 1,796 | -802 | 2 | 150 | F | | | | 5,448 | 3,853 | -1,595 | -29.28 | -30.87 | |
| | | Park Presidio Bl Exit | Park Presidio Bl Ent | 104 | 108 | 874 | 2,598 | 1,794 | -804 | 1 | 150 | F | | | 5,448 | 3,748 | -1,700 | -31.20 | -30.95 | |
| | | Park Presidio Bl Exit | Park Presidio Bl Ent | 108 | 112 | 1,095 | 2,214 | 1,531 | -683 | 4 | 150 | F | 4 | 150 | F | 4,730 | 3,148 | -1,582 | -33.45 | -30.85 |
| | | Park Presidio Bl Ent | | 112 | 116 | 694 | 4,668 | 3,181 | -1,487 | 5 | 150 | F | | | 9,134 | 6,545 | -2,589 | -28.34 | -31.86 | |
| | | Park Presidio Bl Ent | Merchant Rd Exit | 116 | 118 | 142 | 4,668 | 3,180 | -1,488 | 5 | 150 | F | 5 | 150 | F | 9,134 | 6,536 | -2,598 | -28.44 | -31.88 |
| | | Merchant Rd Exit | Merchant Rd Ent | 118 | 120 | 86 | 4,512 | 3,018 | -1,494 | 6 | 150 | F | 6 | 150 | F | 8,839 | 6,201 | -2,638 | -29.85 | -33.11 |
| | | Merchant Rd Ent | | 120 | 122 | 285 | 4,914 | 3,418 | -1,496 | 7 | 150 | F | | | 9,481 | 6,839 | -2,642 | -27.87 | -30.44 | |
| | | | | 122 | 124 | 364 | 4,914 | 3,418 | -1,496 | 8 | 109 | F | | | 9,481 | 6,840 | -2,641 | -27.86 | -30.44 | |
| | | | | 124 | 126 | 731 | 4,914 | 3,417 | -1,497 | 36 | 48 | F | | | 9,481 | 6,840 | -2,641 | -27.86 | -30.46 | |
| | | | | 126 | 127 | 1,432 | 4,914 | 3,415 | -1,499 | 38 | 45 | F | | | 9,481 | 6,839 | -2,642 | -27.87 | -30.50 | |
| | | | | 127 | 128 | 1,389 | 4,914 | 3,415 | -1,499 | 38 | 45 | F | | | 9,481 | 6,838 | -2,643 | -27.88 | -30.50 | |
| | | | | 128 | 129 | 1,488 | 4,914 | 3,416 | -1,498 | 38 | 45 | F | | | 9,481 | 6,840 | -2,641 | -27.86 | -30.48 | |
| | | | | 129 | 130 | 1,467 | 4,914 | 3,413 | -1,501 | 38 | 44 | F | | | 9,481 | 6,841 | -2,640 | -27.85 | -30.55 | |
| | | | | 130 | 131 | 1,509 | 4,914 | 3,413 | -1,501 | 38 | 46 | F | | | 9,481 | 6,839 | -2,642 | -27.87 | -30.55 | |
| | | | Vista Point Exit | 131 | 132 | 1,132 | 4,914 | 3,415 | -1,499 | 40 | 41 | E | | | 9,481 | 6,840 | -2,641 | -27.86 | -30.50 | |
| | | Vista Point Exit | Sausalito Exit | 132 | 136 | 260 | 4,875 | 3,391 | -1,484 | 43 | 39 | E | 43 | 39 | E | 9,422 | 6,801 | -2,621 | -27.82 | -30.44 |
| | | Sausalito Exit | Vista Point Ent | 136 | 140 | 588 | 4,925 | 3,429 | -1,496 | 51 | 22 | C | 51 | 22 | C | 9,519 | 6,860 | -2,659 | -27.93 | -30.38 |
| | | Vista Point Ent | Sausalito Ent | 140 | 144 | 572 | 4,643 | 3,393 | -1,250 | 51 | 26 | C | 51 | 26 | C | 9,088 | 6,792 | -2,296 | -25.26 | -26.92 |
| | | Sausalito Ent | | 144 | 148 | 984 | 4,761 | 3,674 | -1,087 | 49 | 19 | B | | | 9,283 | 7,223 | -2,060 | -22.19 | -22.83 | |
| | | | | 148 | 150 | 1,048 | 4,761 | 3,671 | -1,090 | 53 | 17 | B | | | 9,283 | 7,222 | -2,061 | -22.20 | -22.89 | |
| | | | | 150 | 152 | 285 | 4,761 | 3,670 | -1,091 | 53 | 17 | B | | | 9,283 | 7,221 | -2,062 | -22.21 | -22.92 | |
| | | | | 152 | 154 | 656 | 4,761 | 3,671 | -1,090 | 53 | 17 | B | | | 9,283 | 7,220 | -2,063 | -22.22 | -22.89 | |
| | | | | 154 | 158 | 1,033 | 4,761 | 3,670 | -1,091 | 53 | 17 | B | | | 9,283 | 7,216 | -2,067 | -22.27 | -22.92 | |
| | | | US 101 Northbound | 158 | 160 | 804 | 4,761 | 3,669 | -1,092 | 53 | 17 | B | | | 9,283 | 7,213 | -2,070 | -22.30 | -22.94 | |
| | US 101 NB Ramps | | Park Presidio Bl Exit | 108 | 208 | 139 | 384 | 259 | -125 | 25 | 10 | B | 25 | 10 | B | 718 | 497 | -221 | -30.78 | -32.55 |
| | | | Park Presidio Bl Ent | 212 | 112 | 231 | 2,454 | 1,649 | -805 | 3 | 150 | F | 3 | 150 | F | 4,404 | 3,460 | -944 | -21.44 | -32.80 |
| | | | Merchant Rd Exit | 118 | 218 | 129 | 156 | 164 | 8 | 21 | 8 | A | 20 | 8 | A | 295 | 333 | 38 | 12.88 | 5.13 |
| | | | | 218 | 224 | 133 | 156 | 164 | 8 | 20 | 8 | A | | | 295 | 333 | 38 | 12.88 | 5.13 | |
| | | Merchant Rd Ent | 220 | 120 | 133 | 402 | 402 | 0 | 18 | 21 | C | 19 | 21 | C | 642 | 641 | -1 | -0.16 | 0.00 | |
| | | | 222 | 220 | 133 | 402 | 402 | 0 | 20 | 21 | C | | | 642 | 641 | -1 | -0.16 | 0.00 | | |
| | | Vista Point Exit | | 132 | 232 | 78 | 39 | 39 | 0 | 25 | 1 | A | 25 | 1 | A | 59 | 58 | -1 | -1.69 | 0.00 |
| | | | 232 | 259 | 129 | 39 | 39 | 0 | 25 | 1 | A | | | 59 | 58 | -1 | -1.69 | 0.00 | | |
| | | Sausalito Exit | | 136 | 240 | 136 | 50 | 34 | -16 | 65 | 1 | A | 65 | 1 | A | 97 | 68 | -29 | -29.90 | -32.00 |
| | | Vista Point Ent | | 260 | 236 | 105 | 282 | 280 | -2 | 65 | 0 | A | | | 431 | 429 | -2 | -0.46 | -0.71 | |
| | | | 236 | 140 | 121 | 282 | 280 | -2 | 55 | 1 | A | 55 | 1 | A | 431 | 429 | -2 | -0.46 | -0.71 | |
| | | Sausalito Lateral Ent | | 244 | 144 | 138 | 118 | 112 | -6 | 20 | 14 | B | 20 | 14 | B | 195 | 189 | -6 | -3.08 | -5.08 |
| US 101 SB Mainline | US 101 Southbound | | 301 | 302 | 768 | 6,449 | 6,452 | 3 | 53 | 31 | D | | | 12,864 | 12,858 | -6 | -0.05 | 0.05 | | |
| | | | 302 | 303 | 1,055 | 6,449 | 6,453 | 4 | 52 | 31 | D | | | 12,864 | 12,858 | -6 | -0.05 | 0.06 | | |
| | | | 303 | 304 | 621 | 6,449 | 6,454 | 5 | 52 | 31 | D | | | 12,864 | 12,859 | -5 | -0.04 | 0.08 | | |
| | | | | 304 | 305 | 283 | 6,449 | 6,454 | 5 | 52 | 31 | D | | | 12,864 | 12,860 | -4 | -0.03 | 0.08 | |
| | | | | 305 | 306 | 1,066 | 6,449 | 6,456 | 7 | 52 | 31 | D | | | 12,864 | 12,858 | -6 | -0.05 | 0.11 | |
| | | | | 306 | 307 | 425 | 6,449 | 6,457 | 8 | 52 | 31 | D | | | 12,864 | 12,858 | -6 | -0.05 | 0.12 | |
| | | | | 307 | 308 | 373 | 6,449 | 6,456 | 7 | 52 | 31 | D | | | 12,864 | 12,858 | -6 | -0.05 | 0.11 | |
| | | Sausalito Exit | | 308 | 312 | 455 | 6,449 | 6,458 | 9 | 36 | 42 | E | | | 12,864 | 12,859 | -5 | -0.04 | 0.14 | |
| | | Sausalito Ent | Sausalito Ent | 312 | 316 | 567 | 6,229 | 6,240 | 11 | 32 | 42 | E | 32 | 42 | E | 12,482 | 12,484 | 2 | 0.02 | 0.18 |
| | | Sausalito Ent | | 316 | 318 | 596 | 6,567 | 6,576 | 9 | 33 | 40 | E | | | 13,085 | 13,082 | -3 | -0.02 | 0.14 | |
| | | | | 318 | 319 | 1,107 | 6,567 | 6,576 | 9 | 39 | 42 | E | | | 13,085 | 13,080 | -5 | -0.04 | 0.14 | |
| | | | | 319 | 320 | 1,499 | 6,567 | 6,575 | 8 | 40 | 41 | E | | | 13,085 | 13,080 | -5 | -0.04 | 0.12 | |
| | | | | 320 | 321 | 1,479 | 6,567 | 6,575 | 8 | 40 | 41 | E | | | 13,085 | 13,079 | -6 | -0.05 | 0.12 | |
| | | | | 321 | 322 | 1,486 | 6,567 | 6,582 | 15 | 40 | 41 | E | | | 13,085 | 13,078 | -7 | -0.05 | 0.23 | |
| | | | | 322 | 323 | 1,393 | 6,567 | 6,588 | 21 | 39 | 41 | E | | | 13,085 | 13,084 | -1 | -0.01 | 0.32 | |
| | | | | 323 | 324 | 1,428 | 6,567 | 6,597 | 30 | 27 | 59 | F | | | 13,085 | 13,066 | -19 | -0.15 | 0.46 | |
| | | | | 324 | 326 | 739 | 6,567 | 6,602 | 35 | 12 | 123 | F | | | 13,085 | 13,011 | -74 | -0.57 | 0.53 | |
| | | | | 326 | 328 | 370 | 6,567 | 6,612 | 45 | 8 | 150 | F | | | 13,085 | 12,992 | -93 | -0.71 | 0.69 | |
| | | Merchant Rd Exit | | 328 | 329 | 282 | 6,567 | 6,613 | 46 | 10 | 120 | F | | | 13,085 | 12,983 | -102 | -0.78 | 0.70 | |
| | | Merchant Rd Ent | Merchant Rd Ent | 329 | 330 | 87 | 6,157 | 6,205 | 48 | 18 | 69 | F | 18 | 69 | F | 12,321 | 12,218 | -103 | -0.84 | 0.78 |
| | | | | 330 | 332 | 136 | 6,319 | 6,366 | 47 | 30 | 36 | E | | | 12,679 | 12,573 | -106 | -0.84 | 0.74 | |
| | | | | 332 | 334 | 700 | 6,319 | 6,367 | 48 | 41 | 37 | E | 40 | 38 | E | 12,679 | 12,569 | -110 | -0.87 | 0.76 |
| | | | Park Presidio Bl Exit | 334 | 338 | 690 | 6,319 | 6,372 | 53 | 40 | 40 | E | | | 12,679 | 12,570 | -109 | -0.86 | 0.84 | |
| | | Park Presidio Bl Ent | | 338 | 342 | 866 | 4,221 | 4,225 | 4 | 43 | 33 | D | 43 | 33 | D | 8,561 | 8,428 | -133 | -1.55 | 0.09 |
| | | | | 342 | 344 | 1,485 | 4,858 | 4,863 | 5 | 43 | 28 | D | | | 9,868 | 9,731 | -137 | -1.39 | 0.10 | |
| | | | | 344 | 348 | 1,048 | 4,858 | 4,860 | 2 | 43 | 28 | D | 43 | 28 | D | 9,868 | 9,722 | -146 | -1.48 | 0.04 |
| | | | US 101 Southbound | 348 | 350 | 836 | 4,858 | 4,862 | 4 | 43 | 28 | D | | | 9,868 | 9,719 | -149 | -1.51 | 0.08 | |
| | US 101 SB Ramps | | Sausalito Exit | 312 | 412 | 283 | 220 | 221 | 1 | 20 | 10 | B | 20 | 10 | B | 382 | 379 | -3 | -0.79 | 0.45 |
| | | | Sausalito Ent | 416 | 316 | 138 | 338 | 337 | -1 | 34 | 10 | B | 34 | 10 | B | 603 | 601 | -2 | -0.33 | -0.30 |
| | | | Merchant Rd Exit | 329 | 429 | 138 | 410 | 409 | -1 | 18 | 22 | C | 19 | 22 | C | 764 | 764 | 0 | 0.00 | -0.24 |
| | | | 429 | 432 | 171 | 410 | 410 | 0 | 20 | 22 | C | | | 764 | 764 | 0 | 0.00 | 0.00 | | |
| | | Merchant Rd Ent | | 430 | 330 | 144 | 162 | 163 | 1 | 20 | 8 | A | 20 | 9 | A | 358 | 357 | -1 | -0.28 | 0.62 |
| | | | | | | | | | | | | | | | | | | | | |

Design Year plus Project Conditions - Weekday PM Peak Period
 Freeway Measures of Effectiveness
 Golden Gate Bridge - Moveable Median Barrier

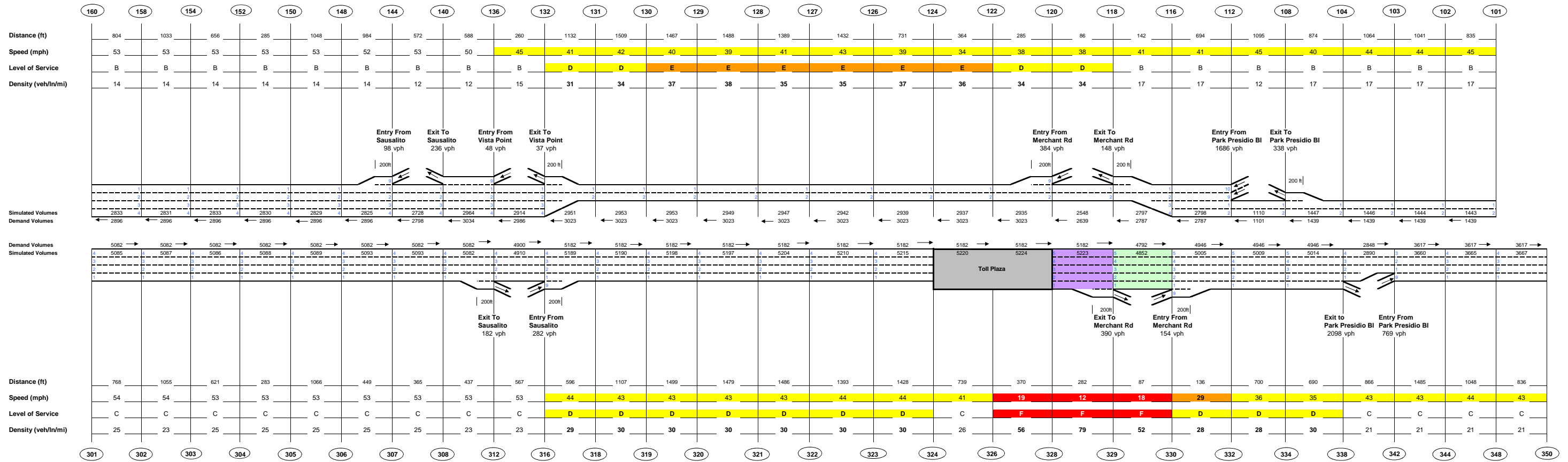
Select Hour Interval:
 5:00 PM-6:00 PM

- LOS A <10 vplph
- LOS B 10<20 vplph
- LOS C 20<28 vplph
- LOS D 28<35 vplph
- LOS E 35<43 vplph
- LOS F >43 vplph

| | Location | | Node | | Length (ft) | Hourly Volumes | | | Link Statistics | | | Aggregate Statistics | | | Total Thruput | | | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|------------------|-----------------|----------------|-----------|------------|-----------------|-----------------|--------|----------------------|-----------------|-------|---------------|-----------|------------|------------|-----------------|--------|
| | From | To | From | To | | Actual | Simulated | Difference | Speed (mph) | Density (vplpm) | LOS | Speed (mph) | Density (vplpm) | LOS | Actual | Simulated | Difference | % Vol diff | Peak % Vol diff | |
| US 101 NB Mainline | US 101 Northbound | | 101 | 102 | 835 | 4,766 | 3,840 | -926 | 1 | 150 | F | 1 | 150 | F | 9,196 | 8,234 | -962 | -10.46 | -19.43 | |
| | | | 102 | 103 | 1,041 | 4,766 | 3,836 | -930 | 1 | 150 | F | | | | 9,196 | 8,143 | -1,053 | -11.45 | -19.51 | |
| | | | 103 | 104 | 1,064 | 4,766 | 3,836 | -930 | 1 | 150 | F | | | | 9,196 | 8,052 | -1,144 | -12.44 | -19.51 | |
| | Park Presidio Bl Exit | Park Presidio Bl Ent | 104 | 108 | 874 | 4,766 | 3,836 | -930 | 2 | 150 | F | 5 | 148 | F | 9,196 | 7,985 | -1,211 | -13.17 | -19.51 | |
| | | | 108 | 112 | 1,095 | 3,976 | 3,190 | -786 | 5 | 148 | F | | | | 7,372 | 6,281 | -1,091 | -14.80 | -19.77 | |
| | Park Presidio Bl Ent | Merchant Rd Exit | Merchant Rd Ent | 112 | 116 | 694 | 6,179 | 4,803 | -1,376 | 7 | 150 | F | 7 | 150 | F | 11,811 | 9,786 | -2,025 | -17.15 | -22.27 |
| | | | | 116 | 118 | 142 | 6,179 | 4,800 | -1,379 | 7 | 150 | F | | | | 11,811 | 9,769 | -2,042 | -17.29 | -22.32 |
| | Merchant Rd Exit | Merchant Rd Ent | | 118 | 120 | 86 | 5,999 | 4,595 | -1,404 | 6 | 150 | F | 6 | 150 | F | 11,395 | 9,249 | -2,146 | -18.83 | -23.40 |
| | | | | 120 | 122 | 285 | 6,593 | 5,189 | -1,404 | 12 | 104 | F | | | | 12,543 | 10,389 | -2,154 | -17.17 | -21.30 |
| | | | | 122 | 124 | 364 | 6,593 | 5,189 | -1,404 | 12 | 104 | F | | | | 12,543 | 10,390 | -2,153 | -17.16 | -21.30 |
| | | | | 124 | 126 | 731 | 6,593 | 5,189 | -1,404 | 23 | 71 | F | | | | 12,543 | 10,388 | -2,155 | -17.18 | -21.30 |
| | | | | 126 | 127 | 1,432 | 6,593 | 5,188 | -1,405 | 36 | 48 | F | | | | 12,543 | 10,388 | -2,155 | -17.18 | -21.31 |
| | | | | 127 | 128 | 1,389 | 6,593 | 5,189 | -1,404 | 36 | 48 | F | | | | 12,543 | 10,384 | -2,159 | -17.21 | -21.30 |
| | | | | 128 | 129 | 1,488 | 6,593 | 5,189 | -1,404 | 36 | 48 | F | | | | 12,543 | 10,384 | -2,159 | -17.21 | -21.30 |
| | | | | 129 | 130 | 1,467 | 6,593 | 5,191 | -1,402 | 36 | 48 | F | | | | 12,543 | 10,382 | -2,161 | -17.23 | -21.26 |
| | | | | 130 | 131 | 1,509 | 6,593 | 5,193 | -1,400 | 37 | 47 | F | | | | 12,543 | 10,382 | -2,161 | -17.23 | -21.23 |
| | | | | 131 | 132 | 1,132 | 6,593 | 5,192 | -1,401 | 39 | 42 | E | | | | 12,543 | 10,382 | -2,161 | -17.23 | -21.25 |
| | Vista Point Exit | Vista Point Ent | 132 | 136 | 260 | 6,483 | 5,099 | -1,384 | 44 | 38 | E | 44 | 38 | E | 12,255 | 10,117 | -2,138 | -17.45 | -21.35 | |
| | Vista Point Ent | Sausalito Exit | 136 | 140 | 588 | 6,609 | 5,223 | -1,386 | 52 | 25 | C | 52 | 25 | C | 12,545 | 10,404 | -2,141 | -17.07 | -20.97 | |
| | Sausalito Exit | Sausalito Ent | 140 | 144 | 572 | 6,225 | 4,903 | -1,322 | 53 | 27 | C | 53 | 27 | C | 11,855 | 9,791 | -2,064 | -17.41 | -21.24 | |
| | Sausalito Ent | US 101 Northbound | 144 | 148 | 984 | 6,441 | 5,118 | -1,323 | 52 | 25 | C | 53 | 24 | C | 12,317 | 10,251 | -2,066 | -16.77 | -20.54 | |
| | 148 | | 150 | 1,048 | 6,441 | 5,118 | -1,323 | 53 | 24 | C | 12,317 | | | | 10,253 | -2,064 | -16.76 | -20.54 | | |
| | 150 | | 152 | 285 | 6,441 | 5,115 | -1,326 | 52 | 23 | C | 12,317 | | | | 10,249 | -2,068 | -16.79 | -20.59 | | |
| | 152 | | 154 | 656 | 6,441 | 5,116 | -1,325 | 53 | 24 | C | 12,317 | | | | 10,247 | -2,070 | -16.81 | -20.57 | | |
| | 154 | | 158 | 1,033 | 6,441 | 5,115 | -1,326 | 53 | 24 | C | 12,317 | | | | 10,243 | -2,074 | -16.84 | -20.59 | | |
| | 158 | | 160 | 804 | 6,441 | 5,116 | -1,325 | 53 | 24 | C | 12,317 | | | | 10,246 | -2,071 | -16.81 | -20.57 | | |
| | 160 | | 162 | 139 | 790 | 645 | -145 | 25 | 22 | C | 1,824 | | | | 1,629 | -195 | -10.69 | -18.35 | | |
| US 101 NB Ramps | Park Presidio Bl Exit | 212 | 112 | 231 | 2,203 | 1,616 | -587 | 1 | 150 | F | 1 | 150 | F | 4,439 | 3,586 | -853 | -19.22 | -26.65 | | |
| | Park Presidio Bl Ent | 118 | 218 | 129 | 180 | 204 | 24 | 21 | A | 20 | 9 | A | 416 | 515 | 99 | 23.80 | 13.33 | | | |
| | Merchant Rd Exit | 218 | 224 | 133 | 180 | 204 | 24 | 20 | B | | | | 416 | 515 | 99 | 23.80 | 13.33 | | | |
| | Merchant Rd Ent | 220 | 120 | 133 | 594 | 594 | 0 | 15 | 39 | E | 18 | 36 | E | 1,148 | 1,148 | 0 | 0.00 | 0.00 | | |
| | | 222 | 220 | 133 | 594 | 594 | 0 | 20 | 33 | D | | | | 1,148 | 1,148 | 0 | 0.00 | 0.00 | | |
| | Vista Point Exit | Vista Point Ent | 132 | 232 | 78 | 110 | 94 | -16 | 25 | 1 | A | 25 | 1 | A | 288 | 266 | -22 | -7.64 | -14.55 | |
| | | | 232 | 259 | 129 | 110 | 94 | -16 | 25 | 1 | A | | | | 288 | 266 | -22 | -7.64 | -14.55 | |
| | Vista Point Ent | Sausalito Lateral Exi | Sausalito Lateral Ent | 260 | 236 | 105 | 384 | 321 | -63 | 62 | 3 | A | 63 | 2 | A | 690 | 612 | -78 | -11.30 | -16.41 |
| | | | | 236 | 140 | 121 | 384 | 321 | -63 | 64 | 1 | A | | | | 690 | 612 | -78 | -11.30 | -16.41 |
| | Sausalito Lateral Exi | 136 | 240 | 136 | 126 | 126 | 0 | 55 | 7 | A | 133 | 12 | B | 290 | 290 | 0 | 0.00 | 0.00 | | |
| Sausalito Lateral Ent | 244 | 144 | 138 | 216 | 216 | 0 | 20 | 13 | B | 20 | 13 | B | 462 | 461 | -1 | -0.22 | 0.00 | | | |
| US 101 SB Mainline | US 101 Southbound | | 301 | 302 | 768 | 4,809 | 4,812 | 3 | 54 | 24 | C | 53 | 22 | C | 9,080 | 9,079 | -1 | -0.01 | 0.06 | |
| | | | 302 | 303 | 1,055 | 4,809 | 4,810 | 1 | 52 | 22 | C | | | | 9,080 | 9,075 | -5 | -0.06 | 0.02 | |
| | | | 303 | 304 | 621 | 4,809 | 4,812 | 3 | 53 | 22 | C | | | | 9,080 | 9,075 | -5 | -0.06 | 0.06 | |
| | | | 304 | 305 | 283 | 4,809 | 4,811 | 2 | 53 | 22 | C | | | | 9,080 | 9,075 | -5 | -0.06 | 0.04 | |
| | | | 305 | 306 | 1,066 | 4,809 | 4,810 | 1 | 53 | 22 | C | | | | 9,080 | 9,074 | -6 | -0.07 | 0.02 | |
| | | | 306 | 307 | 425 | 4,809 | 4,811 | 2 | 53 | 22 | C | | | | 9,080 | 9,074 | -6 | -0.07 | 0.04 | |
| | | | 307 | 308 | 373 | 4,809 | 4,812 | 3 | 53 | 22 | C | | | | 9,080 | 9,073 | -7 | -0.08 | 0.06 | |
| | Sausalito Exit | Sausalito Ent | 308 | 312 | 455 | 4,809 | 4,811 | 2 | 51 | 24 | C | 9,080 | 9,071 | -9 | -0.10 | 0.04 | | | | |
| | Sausalito Exit | Sausalito Ent | 312 | 316 | 567 | 4,649 | 4,653 | 4 | 42 | 26 | C | 42 | 26 | C | 8,768 | 8,757 | -11 | -0.13 | 0.09 | |
| | | | 316 | 318 | 596 | 5,097 | 5,102 | 5 | 30 | 39 | E | | | | 9,581 | 9,566 | -15 | -0.16 | 0.10 | |
| | Merchant Rd Exit | Merchant Rd Ent | | 318 | 319 | 1,107 | 5,097 | 5,104 | 7 | 37 | 46 | F | 34 | 49 | F | 9,581 | 9,565 | -16 | -0.17 | 0.14 |
| | | | | 319 | 320 | 1,499 | 5,097 | 5,105 | 8 | 38 | 45 | F | | | | 9,581 | 9,561 | -20 | -0.21 | 0.16 |
| | | | | 320 | 321 | 1,479 | 5,097 | 5,104 | 7 | 38 | 45 | F | | | | 9,581 | 9,555 | -26 | -0.27 | 0.14 |
| | | | | 321 | 322 | 1,486 | 5,097 | 5,104 | 7 | 38 | 45 | F | | | | 9,581 | 9,547 | -34 | -0.35 | 0.14 |
| | | | | 322 | 323 | 1,393 | 5,097 | 5,104 | 7 | 38 | 45 | F | | | | 9,581 | 9,547 | -34 | -0.35 | 0.14 |
| | | | | 323 | 324 | 1,428 | 5,097 | 5,106 | 9 | 36 | 45 | F | | | | 9,581 | 9,542 | -39 | -0.41 | 0.18 |
| | | | | 324 | 326 | 739 | 5,097 | 5,105 | 8 | 19 | 59 | F | | | | 9,581 | 9,534 | -47 | -0.49 | 0.16 |
| | | | | 326 | 328 | 370 | 5,097 | 5,107 | 10 | 10 | 108 | F | | | | 9,581 | 9,523 | -58 | -0.61 | 0.20 |
| | | | | 328 | 329 | 282 | 5,097 | 5,106 | 9 | 12 | 99 | F | | | | 9,581 | 9,517 | -64 | -0.67 | 0.18 |
| | | | | Merchant Rd Exit | Merchant Rd Ent | 329 | 330 | 87 | 4,717 | 4,723 | 6 | 18 | | | | 65 | F | 18 | 65 | F |
| | Merchant Rd Ent | Park Presidio Bl Exit | Park Presidio Bl Ent | 330 | 332 | 136 | 4,975 | 4,981 | 6 | 30 | 34 | D | 40 | 30 | D | 9,342 | 9,271 | -71 | -0.76 | 0.12 |
| | | | | 332 | 334 | 700 | 4,975 | 4,978 | 3 | 42 | 30 | D | | | | 9,342 | 9,267 | -75 | -0.80 | 0.06 |
| | Park Presidio Bl Exit | 334 | 338 | 690 | 4,975 | 4,980 | 5 | 41 | 30 | D | 44 | 21 | C | 9,342 | 9,264 | -78 | -0.83 | 0.10 | | |
| | Park Presidio Bl Ent | 338 | 342 | 866 | 2,829 | 2,805 | -24 | 44 | 21 | C | 44 | 21 | C | 5,402 | 5,295 | -107 | -1.98 | -0.85 | | |
| | US 101 SB Ramps | US 101 Southbound | | 342 | 344 | 1,485 | 3,491 | 3,468 | -23 | 44 | 21 | C | 44 | 21 | C | 6,612 | 6,499 | -113 | -1.71 | -0.66 |
| | | | | 344 | 348 | 1,048 | 3,491 | 3,469 | -22 | 44 | 21 | C | | | | 6,612 | 6,494 | -118 | -1.78 | -0.63 |
| | | | | 348 | 350 | 836 | 3,491 | 3,471 | -20 | 44 | 21 | C | | | | 6,612 | 6,494 | -118 | -1.78 | -0.57 |
| 312 | | | | 412 | 283 | 160 | 159 | -1 | 21 | 7 | A | 21 | | | | 7 | A | 312 | 309 | -3 |
| Sausalito Ent | 416 | 316 | 138 | 448 | 448 | 0 | 34 | 13 | B | 34 | 13 | B | 813 | 811 | -2 | -0.25 | 0.00 | | | |
| Merchant Rd Exit | Merchant Rd Ent | 329 | 429 | 138 | 380 | 381 | 1 | 18 | 22 | C | 19 | 20 | C | 705 | 709 | 4 | 0.57 | 0.26 | | |
| | | 429 | 432 | 171 | 380 | 382 | 2 | 20 | 19 | B | | | | 705 | 710 | 5 | 0.71 | 0.53 | | |
| Merchant Rd Ent | Park Presidio Bl Exit | Park Presidio Bl Ent | 430 | 330 | 144 | 258 | 258 | 0 | 20 | 14 | B | 20 | 15 | B | 466 | 465 | -1 | -0.21 | 0.00 | |
| | | | 434 | 430 | 176 | 258 | 258 | 0 | 20 | 15 | B | | | | 466 | 465 | -1 | -0.21 | 0.00 | |
| Park Presidio Bl Exit | 338 | 438 | 229 | 2,146 | 2,175 | 29 | 34 | 31 | D | 34 | 31 | D | 3,940 | 3,966 | 26 | 0.66 | 1.35 | | | |
| Park Presidio Bl Ent | 442 | 342 | 212 | 662 | 661 | -1 | 35 | 21 | C | 35 | 21 | C | 1,210 | 1,208 | -2 | -0.17 | -0.15 | | | |

Lane Schematic
Existing Conditions

Northbound

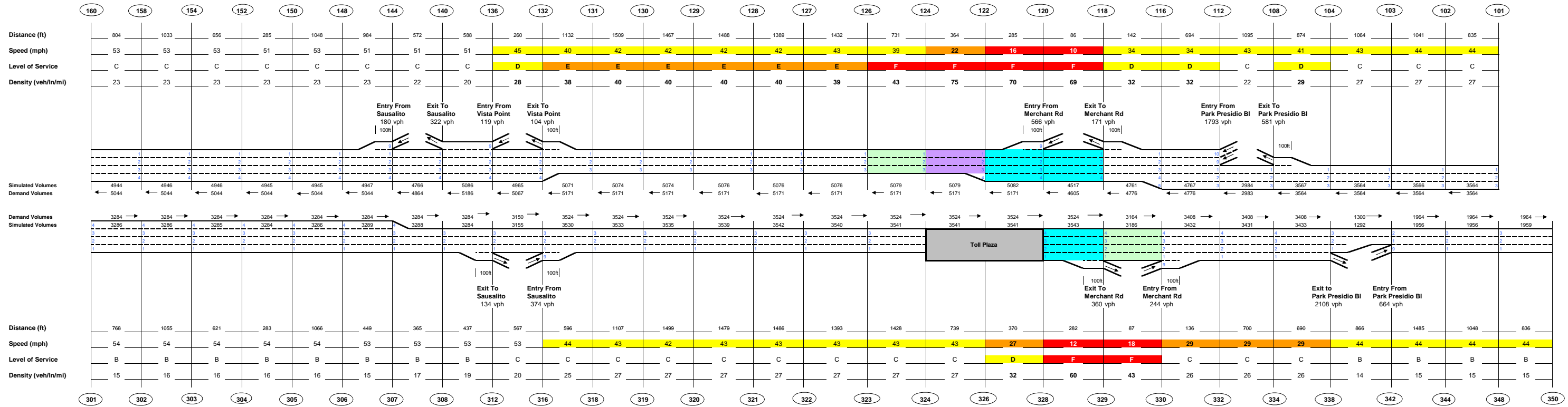


Southbound

LEGEND

| | | | |
|-------------------------|-----------------------------------|------------|---|
| Level of Service | Freeway Geometric Coloring | 511 | Node Number |
| LOS F | Density above 75 | 900 | Demand volume highlighted if simulated falls below = 90% Simulated volume |
| LOS E | Density above 55 | 809 | |
| LOS D | Density above 43 | | |
| LOS C or Better | | | |

Northbound

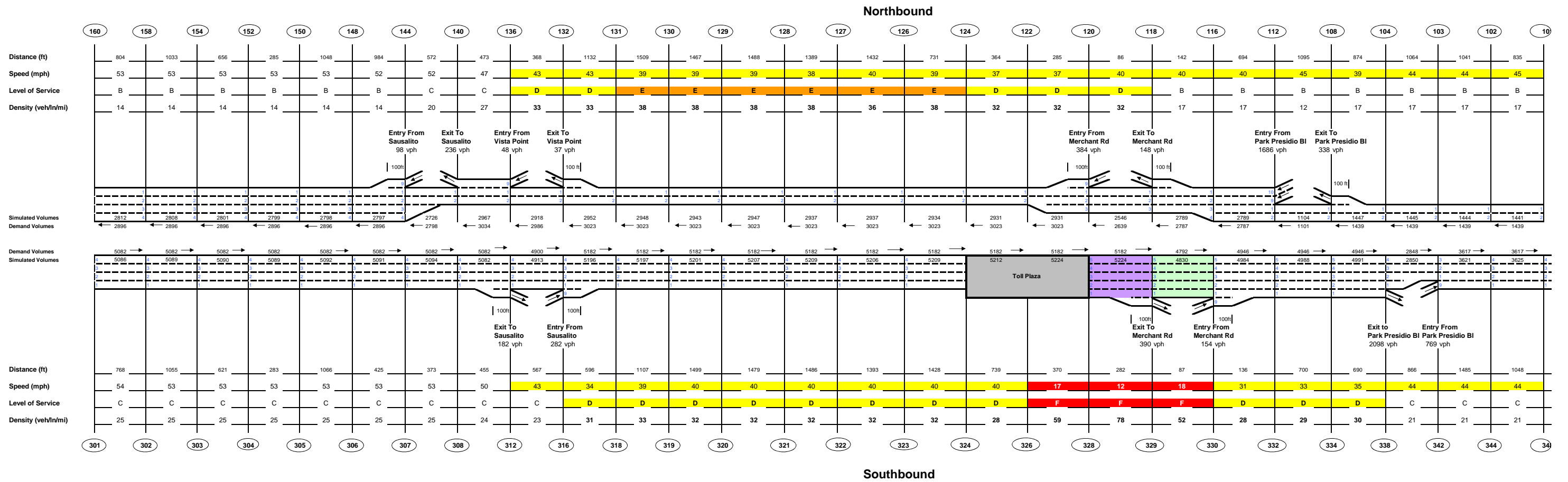


Southbound

LEGEND

| | | | |
|-------------------------|-----------------------------------|------------|---|
| Level of Service | Freeway Geometric Coloring | 511 | Node Number |
| LOS F | Density above 75 | 900 | Demand volume highlighted if simulated falls below = 90% Simulated volume |
| LOS E | Density above 55 | 809 | |
| LOS D | Density above 43 | | |
| LOS C or Better | | | |

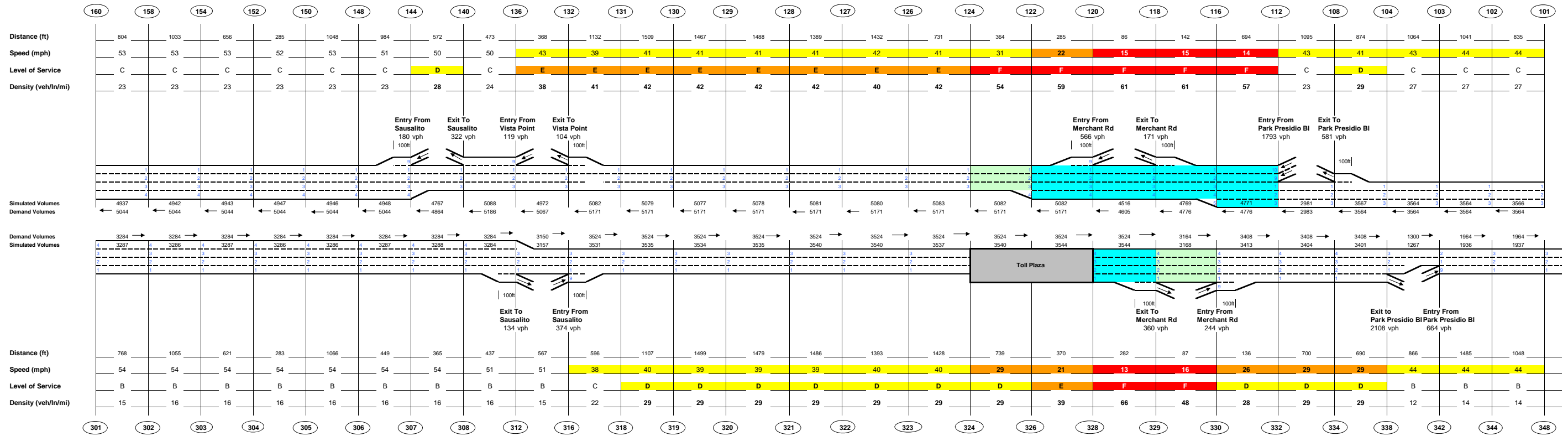
Lane Schematic
Existing Plus Project Conditions



LEGEND

| | | | |
|-------------------------|-----------------------------------|------------|--|
| Level of Service | Freeway Geometric Coloring | 511 | Node Number |
| LOS F | Density above 75 | 900 | Demand volume highlighted if simulated falls below = 90% |
| LOS E | Density above 55 | 809 | Simulated volume |
| LOS D | Density above 43 | | |
| LOS C or Better | | | |

Northbound



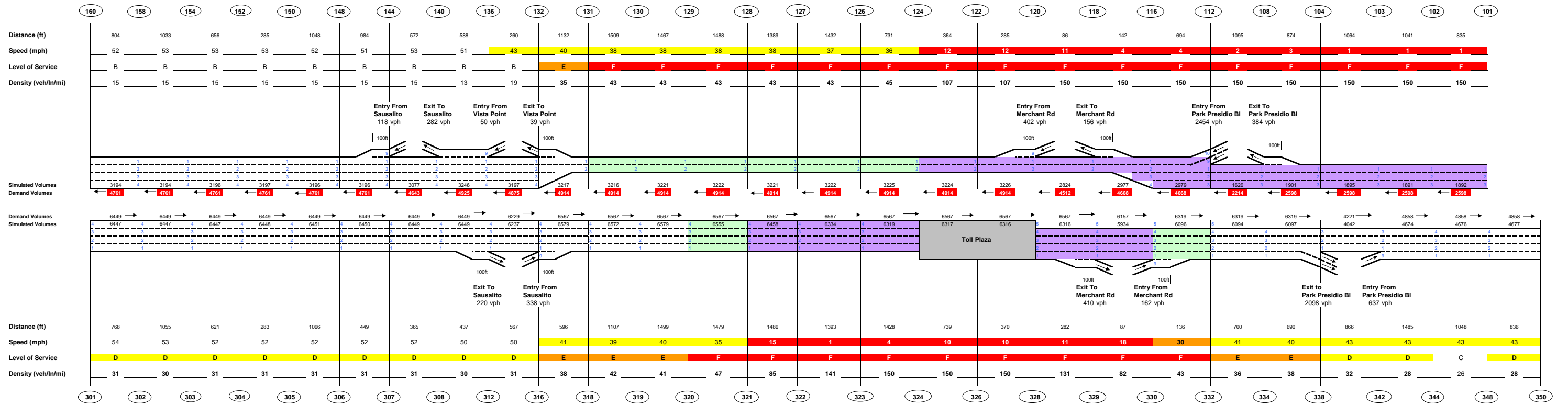
Southbound

LEGEND

| | | | |
|-------------------------|-----------------------------------|------------|---|
| Level of Service | Freeway Geometric Coloring | 511 | Node Number |
| LOS F | Density (Veh/Lane/Mile) | 900 | Demand volume highlighted if simulated falls below = 90% Simulated volume |
| LOS E | Density above 75 | 809 | |
| LOS D | Density above 55 | | |
| LOS C or Better | Density above 43 | | |

Lane Schematic
Design Year Conditions

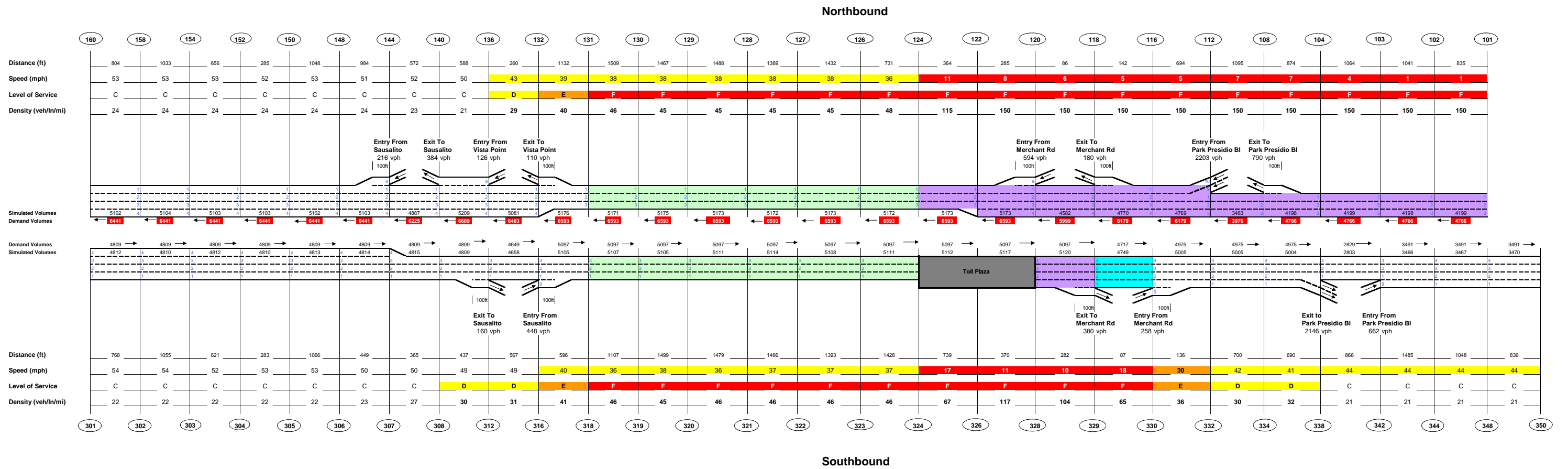
Northbound



Southbound

LEGEND

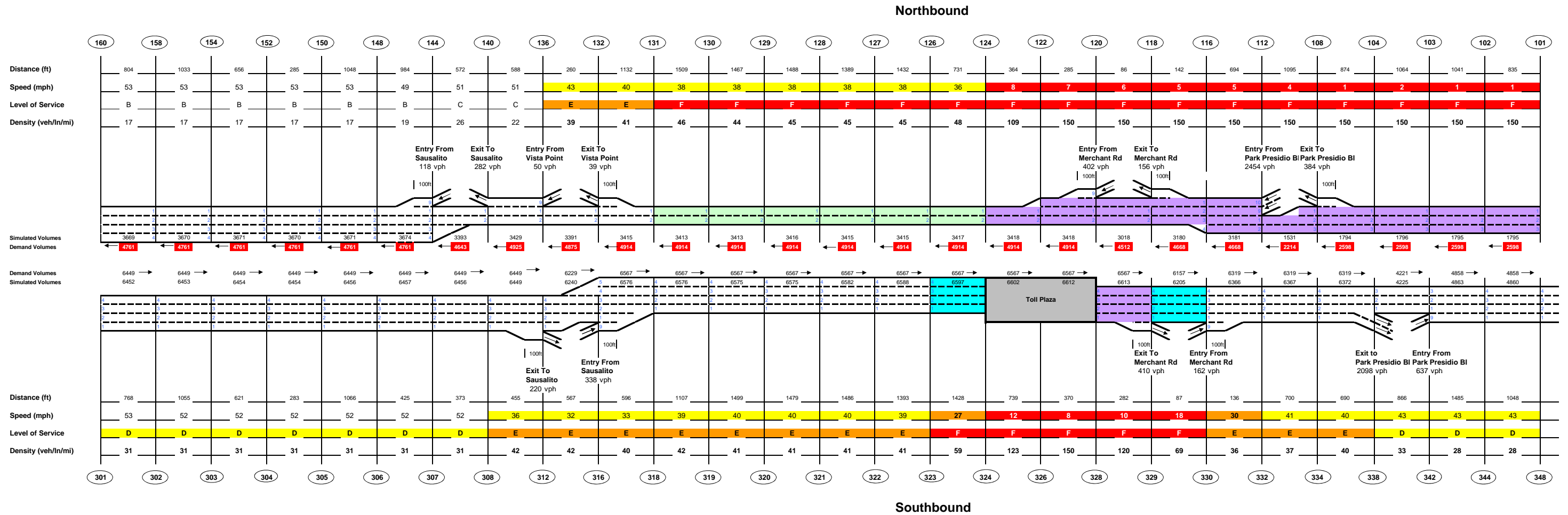
| | | | |
|-------------------------|-----------------------------------|------------|--|
| Level of Service | Freeway Geometric Coloring | 511 | Node Number |
| LOS F | Density above 75 | 900 | Demand volume highlighted if simulated falls below = 90% |
| LOS E | Density above 55 | 809 | Simulated volume |
| LOS D | Density above 43 | | |
| LOS C or Better | | | |



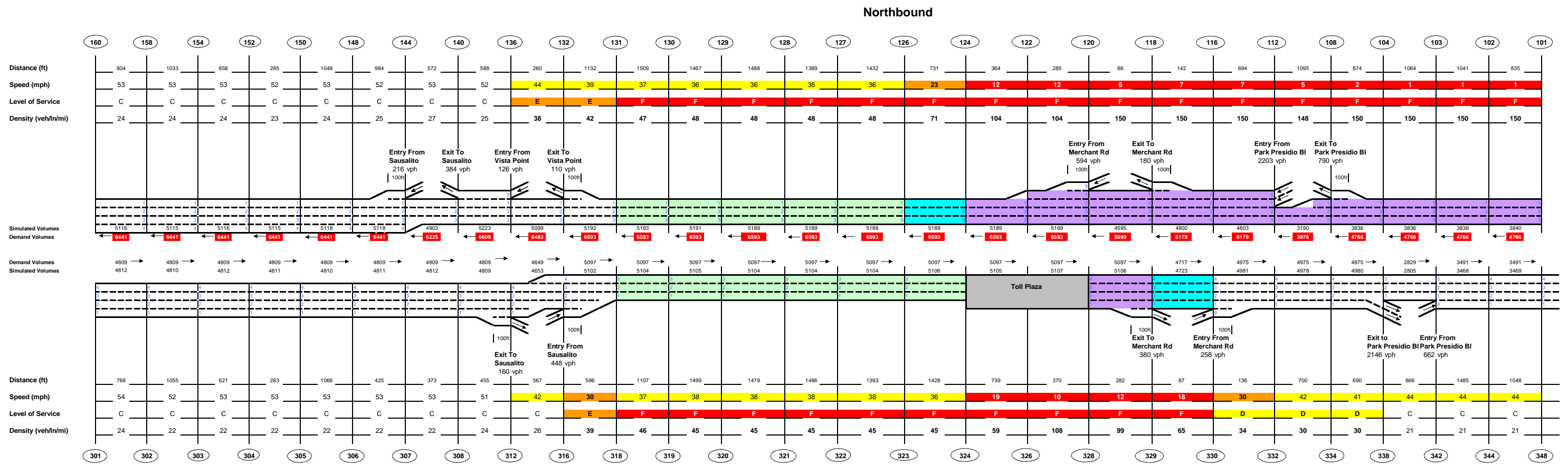
LEGEND

| | | |
|-------------------------|-----------------------------------|---|
| Level of Service | Freeway Geometric Coloring | Node Number |
| LOS F (Red) | Density above 75 (Dark Blue) | 511 (Circle) |
| LOS E (Orange) | Density above 55 (Light Blue) | 900 (Square) |
| LOS D (Yellow) | Density above 43 (Green) | 909 (Square) |
| LOS C or Better (White) | | 908 (Square) |
| | | Demand volume highlighted if simulated falls below = 90% Simulated volume |

Lane Schematic
Design Year Plus Project Conditions



| LEGEND | | |
|-------------------------|-----------------------------------|--|
| Level of Service | Freeway Geometric Coloring | Node Number |
| LOS F (Red) | Density above 75 | 511 (Circle) |
| LOS E (Orange) | Density above 55 | 900 (Square) |
| LOS D (Yellow) | Density above 43 | 808 (Square) |
| LOS C or Better (Green) | | Simulated volume (Dashed) |
| | | Demand volume highlighted if simulated falls below = 90% |



LEGEND

| | | | |
|-------------------------|-----------------------------------|------------|---|
| Level of Service | Freeway Geometric Coloring | 511 | Node Number |
| LOS F | Density above 75 | 900 | Demand volume highlighted if simulated falls below = 90% Simulated volume |
| LOS E | Density above 55 | 809 | |
| LOS D | Density above 43 | | |
| LOS C or Better | | | |