South Stream
Offshore Pipeline
ENERGISING EUROPE

Appendix 9.1: Traffic and Transport Study

Table of Contents

1 Introduction 3

1.1 Existing Networks 3
1.1.1 Highways 3
1.1.1.1 General 3
1.1.1.2 Description of Network 4
1.1.1.3 Description of Route along which Construction Traffic will Travel 4
1.1.2 Public Transport 9
1.1.3 Rail 9
1.1.4 Air 9
1.1.5 Ports and Commercial Shipping 10
1.1.6 Commercial Sea Routes and Vessel Movements 11

1.2 Traffic Flows 12
1.2.1 Survey Methodology 12
1.2.2 Traffic Flows 14

1.3 Development Related Traffic Flows 20
1.3.1 Construction Traffic 20
1.3.2 Operational Traffic 24

1.4 Impact of Development Related Traffic 24
1.4.1 Construction Traffic 24
1.4.2 Operational Traffic 31

1.5 Conclusion 31

Tables

Table A9.1.1 Number of calls (Novorossiysk Port) 11

Table A9.1.2 Programme for Traffic Surveys 13

Table A9.1.3 Traffic Flow data from August and October 2012 Traffic Count Surveys 14

Table A9.1.4 Two-Way Average Weekday Traffic Flow data from August 2013 Traffic Count Surveys (06:00 to 20:00) 15

Table A9.1.5 Two-Way Saturday Traffic Flow Data from August 2013 Traffic Count Surveys (06:00 to 20:00) 16

Table A9.1.6 Predicted Construction Related Traffic Movements 21

Table A9.1.7 Predicted Average Daily Construction Related Traffic Movements 22

Table A9.1.8 Predicted Daily Construction Related Traffic Movements for Busiest Period 24

Table A9.1.9 Maximum Average Daily Two-Way Flows on Busiest Day 25

Table A9.1.10 Average Daily Two-Way Flows for Median Vehicular Activity 26

Table A9.1.11 Comparison of Construction Traffic Flows with Existing Traffic Flows 28

Figures

Figure A9.1.1 Local Transport Infrastructure and Traffic Survey Locations 5

Figure A9.1.2 Shipping Routes in the Black Sea 12

Figure A9.1.3 Comparison of Weekday and Saturday Traffic Flows 17

Figure A9.1.4 Traffic Flow Profile M25 West of Junction in Rassvet 17

Figure A9.1.5 Traffic Flow Profile on Road to Gai Kodzor at Junction with M25 18

Figure A9.1.6 Traffic Flow Profile on Road from Rassvet to Gai Kodzor immediately South of Temporary Bypass 19

Figure A9.1.7 Traffic Flow Profile along Road from Anapa to Sukko 20

Figure A9.1.8 Profile of Flow of Construction Traffic by Vehicle Type 22

Figure A9.1.9 Profile of Flow of Construction Traffic by Activity 23

Figure A.9.1.10 Summary of recorded Traffic Flows, AADT Flows and Construction Flows 27

Figure A9.1.11 Comparison of peak hourly construction flows with average base flows for a weekday 30

1 Introduction

This appendix provides a description of the assessment of the impact of construction and operational traffic on the local transport network. Following this brief introduction, the appendix continues with a description of the highway network and air and sea links. This includes the identification of those roads that are most likely to carry construction related traffic. This is followed by a description of the programme of traffic surveys that were undertaken to establish background traffic levels on the local roads on which Pipeline related traffic could travel. The analysis of the traffic flow data that was collected during the surveys is also presented in this section.

Having established the baseline the predicted traffic flows associated with the construction and operational phases are described. Based on the baseline data and the predicted activity during the Construction and Operational phases the impact of the proposed Pipeline has been assessed.

1.1 Existing Networks

1.1.1 Highways

1.1.1.1 General

The Russian Federation has a well-developed road network. Russian road hierarchy as defined by the Russian Federation Federal Law (Ref. A.1) is:

- Federal roads;
- Regional or inter-municipal roads;
- Local roads; and
- Private roads.

Roads have identification numbers as defined by Russian Federal Ministry of Transport Decree (Ref. A.2). These have the following prefixes:

- M – federal roads that connect Moscow to the capitals of neighbour countries and administrative centres of Russian Federation constituents;
- R – federal or regional roads that connect administrative centres of RF constituents;
- A – federal or regional roads that:
    - Are access roads from auto roads of public usage to the largest transport junctions (sea and river ports, airports and railway junctions) and also to specialized facilities;
    - Are access roads from administrative centres of RF constituents (that have no public-usage-road connection with Moscow) to the nearest transport junctions (as above) or to the boundaries of neighbouring countries; and
    - Connect federal roads in between themselves.
- K – regional roads; and

- N – inter-municipal roads.

According to figures published by the World Bank (Ref. A.3), in 2010 there were 271 motorised vehicles, excluding motorcycles, per 1,000 population. Within that number, 233 were passenger cars.

1.1.1.2 Description of Network

Krasnodar Krai is served by a federal highway (the M4) linking it to Rostov-on-Don and, ultimately, to Moscow. The M4 also connects the city of Krasnodar to the town of Novorossiysk. A federal highway, the M25, runs between Novorossiysk and the Kerch Strait, a distance of 134 km. Along its route it passes through part of Anapa although there is an alternative route, shown in pink on Figure A.9.1.1, that avoids the built up areas. The M25 and the M4 between Novorossiysk and its junction with the M27 form part of the European Route E97.

The M25 is a predominantly a single carriageway road but its form varies between a 2, 3, and 4 lane road. In general at the more significant junctions that are not controlled by traffic signals there are ghost islands marked on the road in order to minimise the impact of left turning traffic on through traffic.

The total length of public roads in Anapa was 166.3 km in 2010. The number of cars per 1,000 people in 2011 was 308 (compared to 243 in 2006) which represents a higher level of car ownership than in both the Krasnodar Krai and the Russian Federation.

The other main roads connecting the town of Anapa to other communities in the region are typically single-carriageway asphalted roads.

1.1.1.3 Description of Route along which Construction Traffic will Travel

The following paragraphs provide a description of the roads connecting Novorossiysk port that could be used during the construction of the Pipeline to the landfall construction site. This commentary is based on a site survey undertaken in June 2012 and observation of the route using Google Streetview. A general observation was that the general condition of the roads was excellent. All major arteries appear to have been refurbished in recent years and both horizontal and vertical road signs have been recently upgraded. Figure A9.9.1 shows the routes around the landfall site and the route that should be used by construction traffic to avoid the communities of Varvarovka and Gai Kodzor when travelling between the M25 and the landfall site. The M25 will act as a feeder for traffic travelling towards the site and as a distributor of construction traffic that is travelling away from the site.

For any construction traffic, coming from the west the M25 skirts around the eastern part of Anapa and traffic can be heavy in this section, which is also characterised by the presence of light industrial activities, residential and commercial areas. The characteristics of the M25 in this section are as per the previous section e.g. excellent surface conditions and road signs. A bypass exists from 1 km north of Anapa to 5 km north east of Anapa.

The designated route from the west would follow the M25 and the Anapa bypass until the settlement of Rassvet where there is a junction where the road that passes through the village of Gai Kodzor meets the M25.

P252
E97
M25
M25
M25
Anapa
A
B
E
Supsekh
Gai Kodzor
2
C
1
Varvarovka
D
Sukko

0 1 2 3 4 5 km

N

LEGEND

Proposed traffic route
Federal road
Regional road
Local road
Location of traffic surveys

Russian Sector of South Stream Offshore Pipeline

Proposed landfall section pipelines
Landfall facilities
Proposed microtunnels
Proposed offshore pipelines
Right of way
Permanent access road to be constructed by SSTTBV
Temporary access road constructed by SSTTBV
Varvarovka bypass road (used by Project during construction only)
Route from freshwater supply well

United Gas Supply System

United Gas Supply System pipelines
Russkaya compressor station
Permanent access road to be constructed by Gazprom Invest
Gazprom Invest temporary bypass road to be utilised by SSTTBV

Projection: Lambert Conformal Conic

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The designated route turns south through Gai Kodzor towards Varvarovka and heads towards the Anapa-Sukko road on the northern outskirts of Varvarovka, towards Sukko. A temporary bypass of Gai Kodzor has been constructed by Gazprom following damage to the road through the village by heavy construction traffic associated with the Compressor Station. This bypass is now in use and it is understood that further works will be undertaken to increase its useful life. The bypass increases the distance travelled by approximately 4.5 km. The bypass route will be used by medium and heavy goods vehicles. It is expected that smaller vehicles that do not have the same impact would travel through the village. This is generally assumed to be vehicles transporting construction workers.

As a design control, a new access to the landfall site will be constructed to remove the potential for heavy goods vehicles to pass through Varvarovka. The alignment of the bypass is shown on Figure A9.1.1. Its northern point will be a junction on the road that runs between Gai Kodzor and the junction on the Anapa-Sukko road, just north of Varvarovka. This will be about 3.5 km west of the southern end of the temporary bypass to Gai Kodzor. At its southern end it will tie into the permanent access road that is to be constructed between the Anapa-Sukko road a point just south of the settlement limit of Varvarovka and the landfall site. The use of the bypass to Varvarovka does not result in a significant additional distance travelled; therefore, all construction related traffic would be expected to use it.

For light vehicles coming from Anapa there is a significantly shorter alternative route that follows the road through the village of Supsekh to Varvarovka. This route passes through the busy outskirts of Anapa and cuts through the settlement of Supsekh. The road is however, a major route from Anapa to Sukko and smaller vehicles associated with the South Stream project should not cause any significant increase on the existing traffic load. In addition, the road is not located in the proximity of the local school or other social infrastructure. Parts of the road, although only single carriageway, are four lanes wide. There is a short one-way section where this route leaves the M25. The route between the M25 as it passes Anapa and the northern end of the temporary bypass to Varvarovka represents a reduction in travel distance of 11 km.

The route from the port of Novorossiysk follows the eastern section of the M25 until the junction for the village of Gai Kodzor. For the majority of its length between Novorossiysk and the junction at Rassvet this road is constructed as a single carriageway with three or four lanes. An exception to this is the section that passes through Verkhnebakanskiy where the carriageway reduces to two lanes (one in each direction). There is a 40kph speed limit applied to this section of the road and there is a footway running along the east side of the road through the town.

There is an another exception where immediately after leaving the town the road has a section of dual carriageway with the carriageways separated by a distance of up to 150 metres. This dual carriageway section runs for 2.4 km. The following section, which has a length of approximately 6.5 km, passes through the edge of the settlement of Leninskiy Put and around Semigorskiy. Along this section, the road has been constructed as a three lane single carriageway. The use of the middle lane varies between an overtaking lane for a single direction only, a turning lane at major priority junctions and in some parts a separator between the two outer lanes where it is inappropriate for vehicles to overtake. There is an uncontrolled pedestrian crossing in Leninskiy Put and at this location; traffic is not allowed in the centre lane,

which assists pedestrians when crossing the road. Along this section, the direction of the road changes through ninety degrees with traffic travelling towards Anapa progressing in a south westerly direction.

There is a short section of four lane single carriageway road on the eastern side of Natukhaevskaya. The remaining section of the M25 to Rassvet is a three lane single carriageway road.

Potential sites have been identified for sourcing the imported fill material and also for the exported waste material. One site is a quarry at Belorechensky, approximately 200 km east of the landfall site. There are alternative routes from this area but the most likely route would be along the A146, which meets the M25 at Verkhnebakanskiy to the east of Rassvet. The other site is Stroikarierservis to the north of the landfill site. The main access route would follow the P252 until it meets the bypass to Anapa at Chemburka.

The Alfa waste facility is north of Anapa and access would use the P252 and the M25 from Rassvet. The EcoBio site, which is the alternative location for waste, is north of Novorossiysk and traffic would use the M25 and A146 from the landfill site.

The local communities all have at least one paved road, while Supsekh has several such roads. A summary of the road network in the local communities is provided below:

Varvarovka: The village consists of two main streets, one paved (Kalinina Street), which are connected at several points by unpaved roads. Varvarovka has a number of facilities such as a kindergarten, a community centre and a sports centre along with a few small shops. The Kavkaz winery, a well-known producer and retailer of wine, is located on the main paved road as are a number of other facilities. There is a footway that runs to the east of the surfaced main road for a distance of approximately 1.9 km. At some points where the footway is close to the carriageway, a guardrail is provided.

Sukko: Sukko is organised along a single, long road that runs through the middle of the village with one end of this road leading to the seashore. Sukko has a kindergarten, a sports centre and a health-care facility. There are more restaurants, hotels, shops and kiosks in Sukko than in the other villages.

Gai Kodzor: The road from the M25 through Gai Kodzor to Varvarovka is a two lanes road, slightly narrower than the "M" and "P" roads. When the observations were made, the road was in good condition. The road does however coincide with the 'high street' of Gai Kodzor, where most shops, churches, cultural centres and the local school are located. Since the site visit, the quality of this road has deteriorated as a result of its use by construction traffic accessing the compressor station site. Mitigation measures, which have previously been described, have been implemented.

Supsekh: Supsekh has several paved roads with a range of facilities located on these roads. There is a footway running along the northern side of the main road.

Rassvet: As the main road passes through Rassvet, there is development for approximately 600 metres on both sides of the road. There is a kindergarten on the main road and a school just off the main road. Both of these serve Rassvet and the neighbouring communities. We have

been advised that a large percentage of the children from the school walk to school and have to cross the main road through Rassvet to do so. There is no existing pedestrian crossing opposite the kindergarten and no staff to assist with road crossing although sometimes the teachers try to do this if possible. In discussions with representatives of local representatives that were held in February 2014, an observation was made that traffic on the road through Rassvet was generally quite quiet until the last year since when it has become extremely busy, mainly with trucks, which it is believed are associated with the construction of the Russkaya compressor station.

1.1.2 Public Transport

Anapa Resort Town benefits from a good passenger bus network with 99% of residents served by a local bus. The bus network includes 12 routes within the town of Anapa. There are a further 34 bus routes supplying the communities around ART including the Local Communities; all of which are connected by bus services to the town of Anapa. There are also routes connecting the Local Communities to each other including a route from Supsekh to Gai Kodzor and from Gai Kodzor to Varvarovka.

All services operate seven days per week and in the evenings. Schedules are extended and the buses run more frequently on all routes in the area during the tourist season. In winter, buses operate until 9pm and in the summer, from May to September, until 3 am. There is a bus every 20-40 minutes from each Local Community to Anapa, depending on season and time of day. There are also long-distance buses to Novorossiysk from the town of Anapa. The services are reliable and well used (Ref. A.4).

1.1.3 Rail

The Russian Federation has a well-developed railway network, which serves major cities and international routes. Krasnodar Krai has 2,088 km of railway lines. The town of Anapa is connected to the city of Krasnodar and other cities in the region by the rail network. The Anapa railway station is located 7 km north of the centre of the town of Anapa. The Local Communities are not connected to the rail network. There has been no new railway construction in the Krai during the last six years.

1.1.4 Air

There are two airports relatively near to the landfall section: Anapa Airport is the closest followed by Gelendzhik Airport; located about 85 km from the town of Anapa. Both offer flights to a number of key cities within the Russian Federation and Anapa airport has a limited number of international flights. The airport is managed by Basel Aero, which also manages airports in Sochi, Krasnodar, and Gelendzhik. Basel Aero redeveloped one of the airport's runways in 2011. As a result of this renovation, Anapa International Airport is now able to accommodate aircraft including Airbus-319 and Boeing-737. The airport's development strategy includes the construction of a new passenger terminal. Construction is expected to start in 2013 (Ref. A.5).

The nearest major international airport is Krasnodar International Airport, located about 180 km from the town of Anapa, with scheduled services to Austria, Germany, Greece, and Turkey.

1.1.5 Ports and Commercial Shipping

The material on ports and commercial shipping in this 'section' is based on the following references; except where specific references are provided in the text – in footnotes.

- Giprospetsgaz (2011) Comprehensive Engineering Survey at the Project Documentation Stage in the context of implementing the South Stream Gas Pipeline Offshore Section Project. Engineering documentation Volume 5: Environmental and Archeological Studies. Part 1. Environmental Studies, Russian section. Book 3. Technical Report; and
- Peter Gaz LLC (2011) Comprehensive Engineering Survey at the Project Documentation Stage in the context of implementing the South Stream Gas Pipeline Offshore Section Project. Engineering documentation. Volume 5: Environmental and Archeological Studies. Part 1. Environmental Studies, Russian section. Book 4. Technical Report. Technical supplement. Pages 1–796. (Reference Number 6976.101.004.21.14.05.01.04-02).

The Black Sea has strategic importance for the Russian Federation in terms of trade links, as the Black Sea (including the Sea of Azov) is ice-free all year. As such, the Black Sea coast has a concentration of important sea ports. There are eight major sea ports: Taganrog, Yeysk, Port Kavkaz, Temryuk, Taman, Novorossiysk, Tuapse, and Sochi. Collectively, these ports account for approximately 40% of total Russian cargo turnover. These ports are economically important for the national, regional and local economies that they serve due to the volume of goods imported/exported and the jobs created in the towns/cities surrounding or neighboring the ports.

Particular attention is paid to Novorossiysk Port because of the scale of its operations and the type of shipping traffic using the port. Novorossiysk is the largest of the Russian Black Sea ports, handling 133.5 million tonnes in 2007, and it is projected to have a cargo turnover of 152 million tonnes in 2015. All the other seven main Black Sea ports are projected to have noteworthy increases in cargo turnover during the same time-scale (Ref. A.6). Novorossiysk is a multi-purpose, year-round, deep-water port and is the busiest Black Sea oil port and the main Russian port for importing grain. A substantial amount of marine transport in the Black Sea consists of tankers, which export oil and oil products mostly via Novorossiysk (including the marine terminal operated by the Caspian Pipeline Consortium) and Tuapse.

The total number of calls at Novorossiysk port was 4,540 in 2009 and 4,521 in 2010. On average 12.4 ships per day both leave/enter the port and the numbers may be expected to continue to grow despite the increasing size of tankers due to the scale of likely future oil/gas-related exports from the Russian Federation. The type of ships entering the port during 2010 is shown in Table A9.1.1 (Ref. A.7).

Table A9.1.1 Number of calls (Novorossiysk Port)

Type	Year			
	2009		2010	
	No.	Proportion of calls made by this type of ship (%)	No.	Proportion of calls made by this type of ship (%)
Tanker	1,345	29.6	1,251	27.6
Passenger craft	103	2.2	86	1.9
Freighter	2,822	62.1	2,840	62.8
Other	219	5.2	314	6.9

Cargo freighters dominate the number of calls, followed by the number of tanker calls. Passenger vessels constitute a small proportion of all calls.

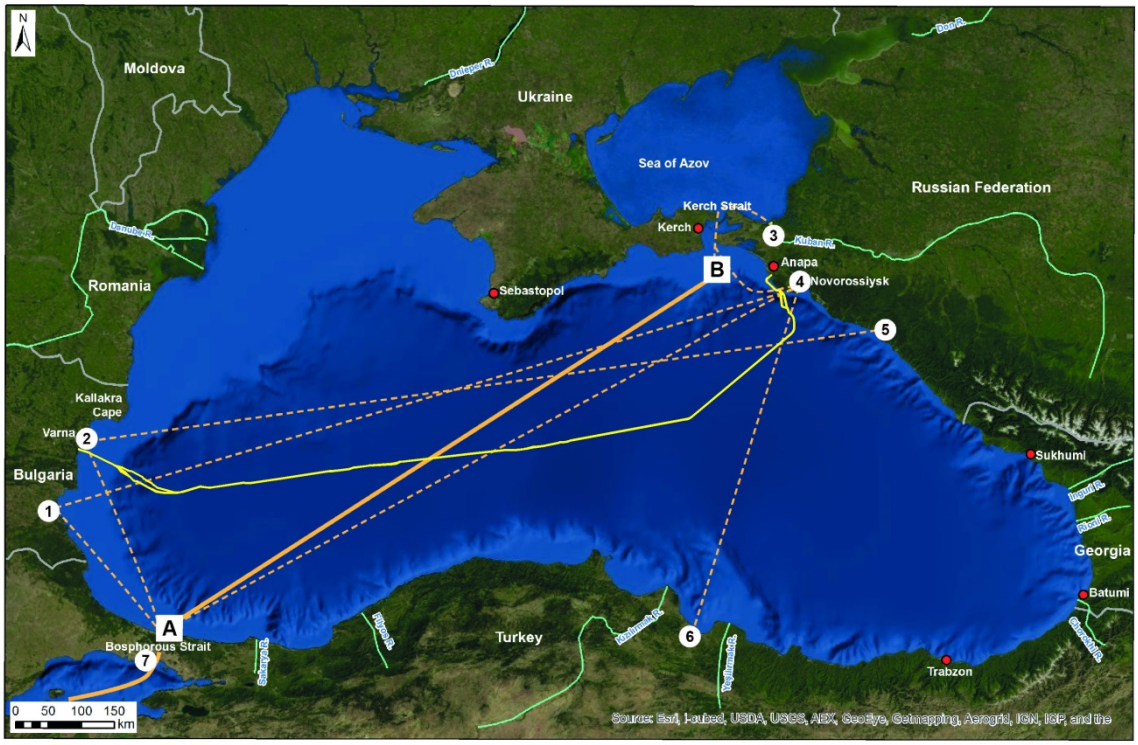
In 2008, the risks posed by dangerous cargoes were considered to be increasing. Approximately, 36% of all incoming vessels were carrying hazardous cargo and 59% of these cargoes were considered to pose a fire or explosive threat and 2% were considered to be toxic (Ref. A.6). It may be expected that these risks have not diminished as current shipping levels are projected to increase with no notable change in vessel type, or cargo breakdown, likely to occur.

The nearest ports to the landfall section of the Project are Anapa, which is managed belongs to the Maritime Port Administration of Novorossiysk, and Gelendzhik. These are relatively small in comparison to the major ports. Anapa Port acts as an international passenger port, but can only accommodate vessels up to 152 m in length due to its small harbour size.

1.1.6 Commercial Sea Routes and Vessel Movements

This section summarizes information presented in "Complex Engineering Surveys" at the phase "Design Documentation" within the framework of the "South Stream" gas pipeline marine sector project implementation" (Volume 5.1.3. Giprospetsgaz). The offshore pipeline (nearshore and offshore sections) will be located in a zone of intense maritime navigation and will intersect with a number of designated shipping routes (Ref. A.8). Six major shipping routes can be distinguished in the north east area of the Black Sea as shown in Figure A9.1.2.

Figure A9.1.2 Shipping Routes in the Black Sea



Key:

A: Bosporus shipping junction (Istanbul)
B: Kerch Strait shipping junction

river
existing shipping route
main shipping route

1: Burgas
2: Varna
3: Temryuk
4: Novorossiysk
5: Tuapse
6: Samsun
7: Istanbul

1.2 Traffic Flows

In order to establish the level of traffic on the roads that are likely to be used by traffic associated with the construction and operation of the Pipeline a series of traffic counts have been undertaken. In this section the methodology for the surveys is set out and this is followed by a summary of the results.

1.2.1 Survey Methodology

A programme of traffic counts has been undertaken in August 2012, October 2012 and August 2013. The purpose of the counts was to collect data on the use of roads between the ports and the landfall site using an adaptation of UK Guidance (UK DFID Overseas Road Note 40) (Ref. A.9) on vehicle classification. The location of the traffic counts and the periods when data was collected is shown on Table A9.1.2.

Table A9.1.2 Programme for Traffic Surveys

Site No.	Description	August 2012	October 2012	August 2013
1	Varvarovka, Anapa to Sukko Road approx. 700 m south of junction with road from Gai Kodzor	✓	✓	
2	Gai Kodzor, northern edge of village on road from Rassvet	✓	✓	
A	Rassvet, junction of M25 and road to Gai Kodzor			✓
B	Gai Kodzor, junction of temporary construction bypass and road from Rassvet			✓
C	North of Varvarovka at junction of Anapa to Sukko road and road from Gai Kodzor			✓
D	Varvarovka, southern end of settlement			✓
E	Supsekh, western edge of settlement on Anapa to Sukko road			✓

Surveys were initially undertaken at two locations, Sites 1 and 2, in August 2012 and October 2012. The counts were undertaken in two separate months in order to identify the effect of the holiday season on traffic flows. These surveys were undertaken on the following days and time periods:

- Tuesday 21 August, (06:00 to 22:00);
- Friday 24 August, (06:00 to 22:00);
- Sunday 26 August, (09:00 to 21:00);
- Tuesday 9 October, (08:00 to 19:00);
- Friday 12 October, (08:00 to 19:00); and
- Sunday 14 October, (09:00 to 18:00).

Additional surveys were undertaken at Sites A to E in August 2013. Sites A, B, and C were located at junctions and the surveyors recorded the turning movements. Sites D and E were link counts at which the two directions of traffic were counted separately. Data was collected at all of these sites between 06:00 and 20:00.

The survey took place over two weeks with the link counts being undertaken first. The traffic flows were recorded at Sites D and E on Tuesday 6 August and the following Thursday and Saturday. The junction (Sites A, B, and C) turning counts were undertaken in the following week with the first day being Tuesday 13 August with data also being collected on the following Thursday and Saturday.

The data was collected by a team of roadside observers who recorded the each vehicle passing the survey point. The data was collected in thirty minute intervals and separated into the following categories:

- Motorcycles, mopeds, scooters;
- Cars;
- Small buses;
- Goods vehicles with a small capacity, with 2 axles and single rear wheels (Light Goods Vehicle - LGV);
- Large buses;
- Goods vehicles with an average load, with 2 axles, double rear wheel (Medium Goods Vehicle - MGV);
- Goods vehicles, 3 axles (Heavy Goods Vehicle – HGV);
- Goods vehicles, four or more axles (HGV); and
- Other (bicycles, carts, etc.).

1.2.2 Traffic Flows

The following two tables set out the total volume of traffic that was recorded during 2012 and 2013. For the purpose of the summary table for 2012, the traffic flows for August relates to the shorter survey period that was recorded in October so there can be a direct comparison.

Table A9.1.3 Traffic Flow data from August and October 2012 Traffic Count Surveys

Site	Month	Car	Small Bus	Light Goods Vehicle	Large Bus[1]	Medium Goods Vehicle[1]	HGV[1, 2]	Total
1	August	5,940	343	69	230	180	66	6,827
2	August	2,722	131	117	27	95	73	3,163
1	October	2,824	245	96	68	151	82	3,464
2	October	1,623	76	55	13	96	75	1,936

The combination is referred to as commercial vehicles in the text. This includes both goods vehicles, 3 axles and goods vehicles, four or more axles.

It can be seen from the figures in Table A9.1.3 that the holiday season has a significant influence on traffic flows in the area. On the road passing through Varvarovka the total flow during in August was almost double the volume recorded in October 2012. The greatest proportional increase was in the classification 'large bus' where the increase was 238%.

The road through Gai Kodzor carried fewer vehicles and this was less influenced by the holiday season. The count in August recorded 63% more traffic than in October.

The average of the recorded traffic flows recorded on the Tuesday and Thursday of August 2013 are set out by classification in Table A9.1.4. The flows recorded on the Saturday of the appropriate survey week are set out in a similar format in Table A9.1.5.

Table A9.1.4 Two-Way Average Weekday Traffic Flow data from August 2013 Traffic Count Surveys (06:00 to 20:00)

Site and Road	Car	Small Bus	Light Goods Vehicle	Large Bus	Medium Goods Vehicle	HGV[1]	Total
A – to/from Anapa	13,373	717	354	402	803	923	16,572
A – to/from Novorossiysk	13,309	567	322	388	812	500	15,898
A – to/from Gai Kodzor	4,034	315	151	38	234	525	5,297
B – to/from Rassvet	3,450	219	107	41	167	465	4,449
B – to/from Gai Kodzor	3,369	214	110	40	170	166	4,069
B – to/from temp. bypass	58	8	6	1	16	445	534
C – to/from Anapa	9,219	389	288	273	147	91	10,407
C – to/from Varvarovka	8,142	418	182	276	140	84	9,242
C – to/from Gai Kodzor	3,956	164	191	54	81	60	4,506
D – to/from Varvarovka	8,761	316	170	321	276	74	9,918
D – to/from Sukko	8,761	316	170	321	276	74	9,918
E – to/from Anapa	19,815	990	663	497	590	266	22,821
E – to/from Supsekh	19,815	990	663	497	590	266	22,821

Table A9.1.5 Two-Way Saturday Traffic Flow Data from August 2013 Traffic Count Surveys (06:00 to 20:00)

Site and Road	Car	Small Bus	Light Goods Vehicle	Large Bus	Medium Goods Vehicle	HGV[1]	Total
A – to/from Anapa	14,629	720	196	430	607	946	17,528
A – to/from Novorossiysk	14,431	551	174	404	581	323	16,464
A – to/from Gai Kodzor	4,782	343	104	32	198	699	6,158
B – to/from Rassvet	3,665	176	92	35	115	672	4,755
B – to/from Gai Kodzor	3,688	178	94	35	122	151	4,268
B – to/from temp. bypass	49	2	2	0	11	655	719
C – to/from Anapa	9,355	382	264	303	111	52	10,467
C – to/from Varvarovka	9,068	329	170	283	140	62	10,052
C – to/from Gai Kodzor	4,197	145	141	41	57	33	4,614
D – to/from Varvarovka	10,180	268	168	275	236	37	11,164
D – to/from Sukko	10,180	268	168	275	236	37	11,164
E – to/from Anapa	19,147	837	453	441	511	162	21,551
E – to/from Supsekh	19,147	837	453	441	511	162	21,551

The traffic counts that were undertaken on the Saturday recorded flows that were in most cases even higher than the weekday traffic flows. The only location where the average weekday flow was higher was at Survey Site E which was located between Supsekh and Anapa. The 14 hour Saturday flows are set out in Table A9.1.5. The difference between the total weekday flows and the Saturday flows is shown diagrammatically on Figure A9.1.3.

Details of the individual turning movements can be seen in the tables that form a separate appendix to this transport assessment.

There follows a series of graphs that show the profile of the traffic flows over the 14 hour period on a weekday.

The first profile (Figure A9.1.4) is taken from the data collected on the M25 immediately west of its junction with the road to Gai Kodzor in Rassvet. It can be seen that the flow builds up from

06:00 until the hour commencing 09:00. From that point on the traffic flows show relatively little fluctuation through to the end of the survey period. There is little evidence of the profile being affected by commuting traffic.

Figure A9.1.3 Comparison of Weekday and Saturday Traffic Flows

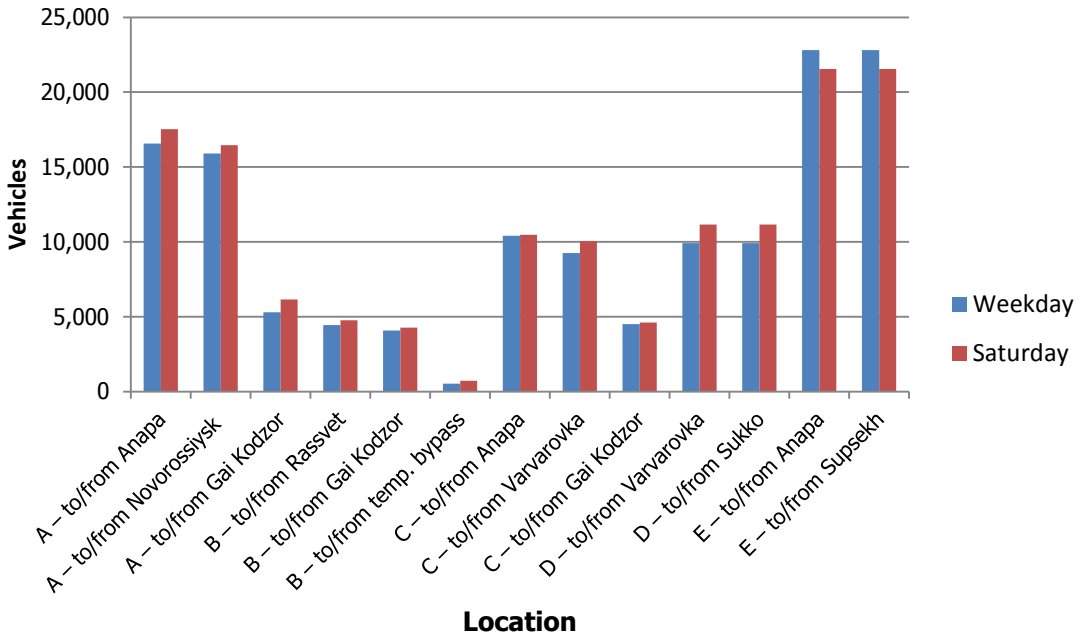
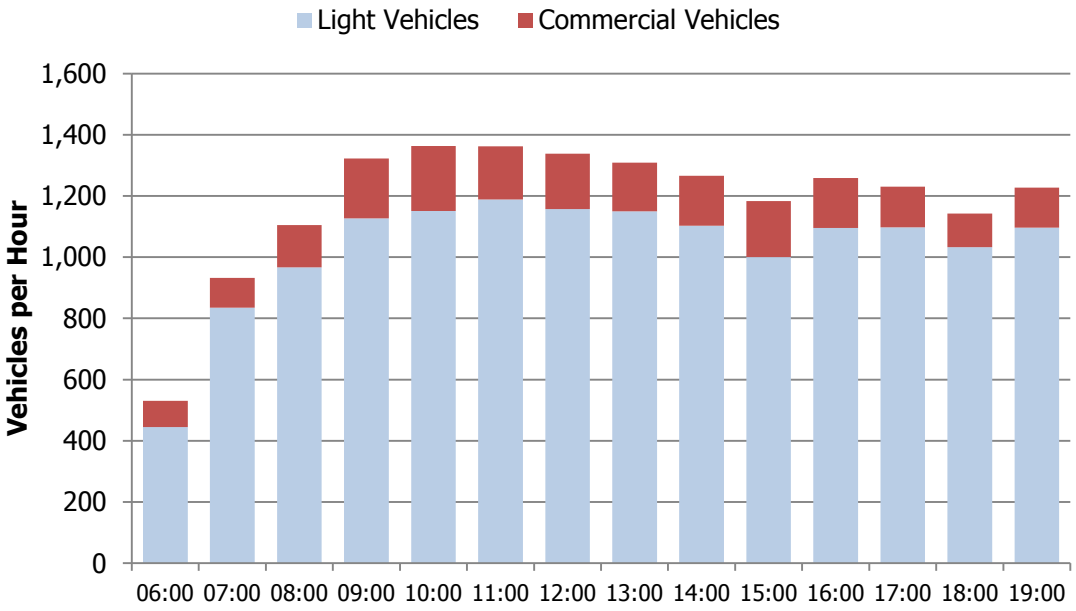


Figure A9.1.4 Traffic Flow Profile M25 West of Junction in Rassvet

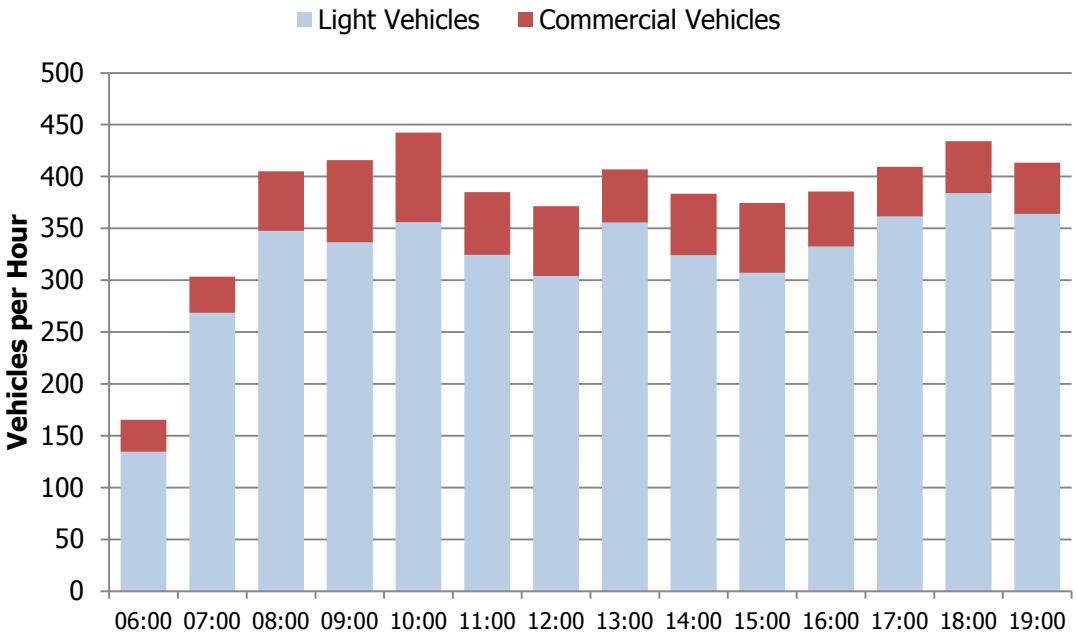


Commercial vehicles made up 13% of the total flow during the survey period. This proportion was relatively steady through the day, varying between 10% and 16%.

The number of vehicles recorded on the Saturday was 6% higher than the average of the two weekdays. The proportion of commercial vehicles was relatively little changed when compared to the weekday results with a value of 11%.

The profile for the traffic immediately south of the junction with the M25 is not dissimilar to the profile of traffic on the M25. There is a build-up in this instance to the hour commencing 08:00 and then the flow fluctuating over the remaining twelve hours with a peak value between 10:00 and 11:00 and a low value between 12:00 and 13:00. This is shown on Figure A9.1.5.

Figure A9.1.5 Traffic Flow Profile on Road to Gai Kodzor at Junction with M25



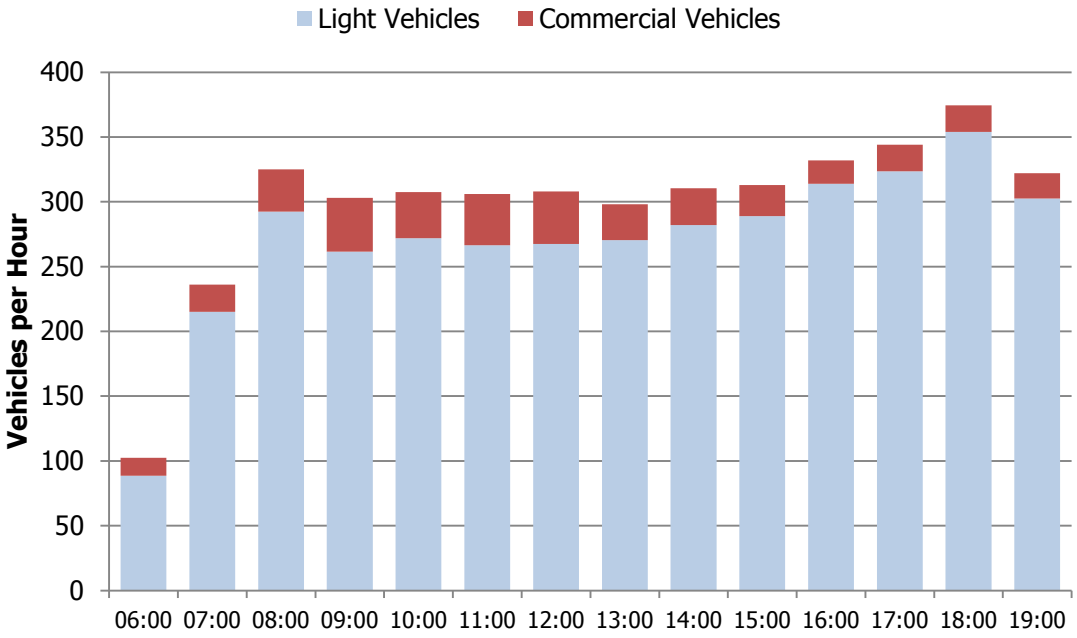
The proportion of commercial vehicles calculated from the average weekday flow was 15%. However this hides a considerable difference between the Tuesday and Thursday. The two-way traffic flow recorded on the temporary construction traffic bypass to Gai Kodzor can be seen on the tables on the left hand side of page 12 in the Traffic Count Table Appendix. The flows on the Tuesday, Thursday, and Saturday are respectively 400, 120, and 327 vehicles of which the component of commercial vehicles was 366, 81, and 302. It can be seen that on the Thursday there was a significant reduction in construction traffic and since this traffic should be travelling on the road to and from Rassvet, the proportion of commercial traffic will be affected at the junction.

The flow on the Saturday was 16% higher than the average weekday flow but this will in part have been affected by the reduction in construction traffic on the Thursday. It is estimated that this would account for about one quarter of the difference.

Figure A9.1.6 shows the profile for traffic immediately north of Gai Kodzor but south of the bypass. There are two peaks at the beginning and end of the working day but the difference between these two hours and the period in between is not sufficient to be able to say that the journey to work is a significant feature in the composition of the flow profile.

With heavy construction directed along the bypass the proportion of heavy goods vehicles reduces to a weekday value of 9%.

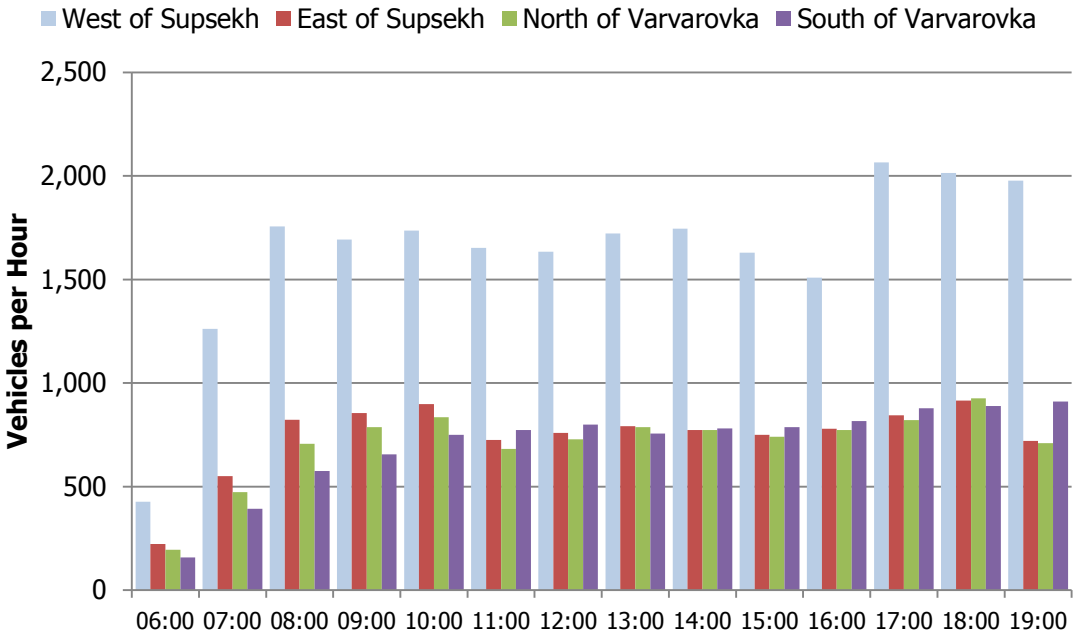
Figure A9.1.6 Traffic Flow Profile on Road from Rassvet to Gai Kodzor immediately South of Temporary Bypass



Because heavy vehicles travelling to and from the construction site should not be using the road running between Anapa and Sukko that passes through Supsekh and Varvarovka, diagrams showing the proportion of commercial vehicles has not been prepared. In their place a single diagram (Figure A9.1.7) has been produced that shows the profile at a number of locations along the road where data was collected.

The most notable feature of the graph is the difference in the volume of traffic to the west and east of Supsekh. To the east of Varvarovka the flow tends to build up during the day such that it is lower that the traffic to the west of the village until 11:00 and then it is higher for all but two hours until the end of the survey period. On a Saturday the volume of traffic to the west of Supsekh is also approximately twice the level of the traffic around Varvarovka.

Figure A9.1.7 Traffic Flow Profile along Road from Anapa to Sukko



1.3 Development Related Traffic Flows

1.3.1 Construction Traffic

The Project will generate traffic arising from the transportation of materials from the port in Novorossiysk. Pipes and equipment that are required for the landfall section will be delivered by existing roads to a point north of Gai Kodzor. As previously described in Section 1.1.1.3 a temporary bypass has been constructed for heavy construction vehicles to avoid this settlement following the damage to the road caused by vehicles related to the construction of the Russkaya compressor station.

Workers will also have to be transferred to/from Anapa on a daily basis since many are likely to be accommodated in Anapa. There will also be a need to export excavated material that is not suitable as fill material, and to import suitable fill material to make up the shortfall in suitable material. The construction traffic has been estimated for the following activities:

- Site preparation/access roads;
- Pipeline construction;
- Shore crossing;
- Landfall facilities soil export;
- Landfall facilities fill import;
- Landfall facilities construction; and

- Reinstatement of Pipeline route.

The following data has been taken from the Technical Note "Construction Equipment & traffic" produced by Intecsea dated August 2013 (document no 10-00050-TN-0010).

Table A9.1.6 Predicted Construction Related Traffic Movements

No.	Activity	Start	Finish	Special transport	Trucks	Cars	Total
1	Site preparation/ access roads	1-May-14	18-Jul-14	12	5,481	836	6,329
2	Pipeline construction	19-Jul-14	5-May-16	33	16,505	7,029	23,566
3	Shore crossing	2-Aug-14	20-Apr-15	68	11,144	2,796	14,008
4.1	Landfall facilities soil export	16-Jun-14	12-Nov-14	-	34,216	-	34,216
4.2	Landfall facilities fill import	16-Jun-14	12-Nov-14	-	17,793	-	17,793
4.3	Landfall facilities construction	13-Nov-14	18-Feb-16	50	2,120	6,600	8,770
5	Reinstatement of Pipeline route	14-Jan-15	30-May-16	8	4,647	3,586	8,240
	Total			*171*	*91,905*	*20,847*	*112,922*

It can be seen from Table A9.1.6 that it has been estimated that over the 25 month duration of the contract there will be a total of over 110,000 traffic movements. This averages approximately 4,500 movements per month or 189 per day. However within these figures there is a significant variation when various activities overlap.

This is shown by the conversion into average daily flows associated with each activity as set out in Table A9.1.7. The translation from total movements to average daily movements assumes a working week of 5½ days and is related to the duration of that activity. A traffic movement is a one-way journey. Thus a truck delivering sections of pipe to the landfall site from the port and then returning to pick up more sections of pipe will have undertaken two movements.

Table A9.1.7 Predicted Average Daily Construction Related Traffic Movements

No.	Activity	Start	Finish	Special transport	Trucks	Cars	Total
1	Site preparation/ access roads	1-May-14	18-Jul-14	0.1	87.7	13.4	101.2
2	Pipeline construction	19-Jul-14	5-May-16	0.1	32.0	13.6	45.7
3	Shore crossing	2-Aug-14	20-Apr-15	0.4	66.7	16.7	83.9
4.1	Landfall facilities soil export	16-Jun-14	12-Nov-14	-	288.7	-	288.7
4.2	Landfall facilities fill import	16-Jun-14	12-Nov-14	-	150.2	-	150.2
4.3	Landfall facilities construction	13-Nov-14	18-Feb-16	0.1	5.8	18.1	24.1
5	Reinstatement of Pipeline route	14-Jan-15	30-May-16	0	11.8	9.1	20.9
	Total Construction	11-Mar-14	30-May-16	0.3	144.1	33.5	177.9

Figure A9.1.8 Profile of Flow of Construction Traffic by Vehicle Type

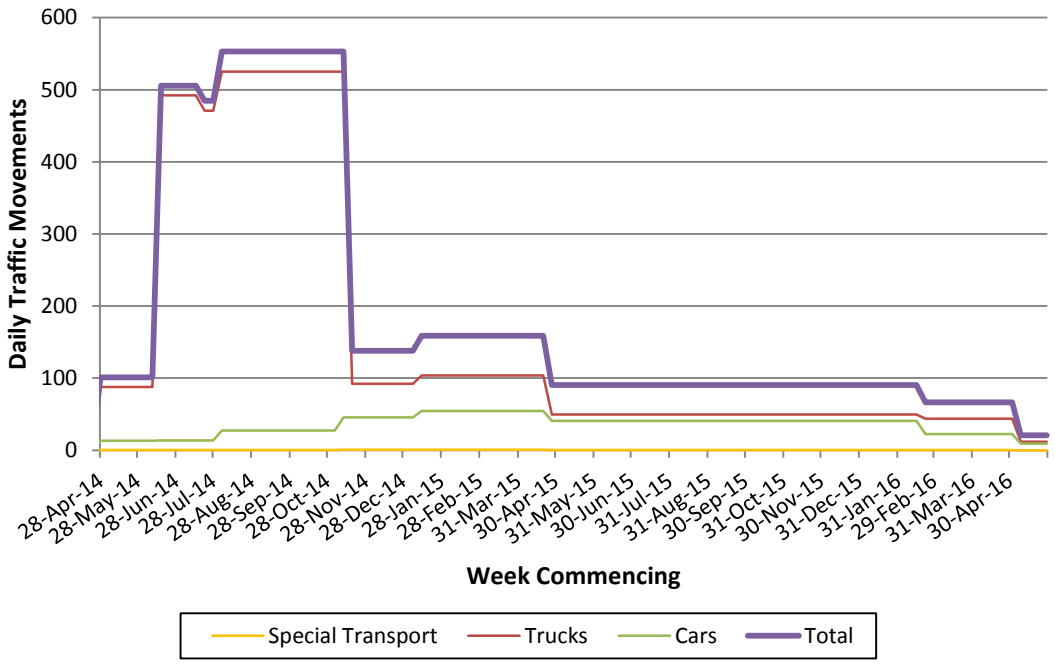
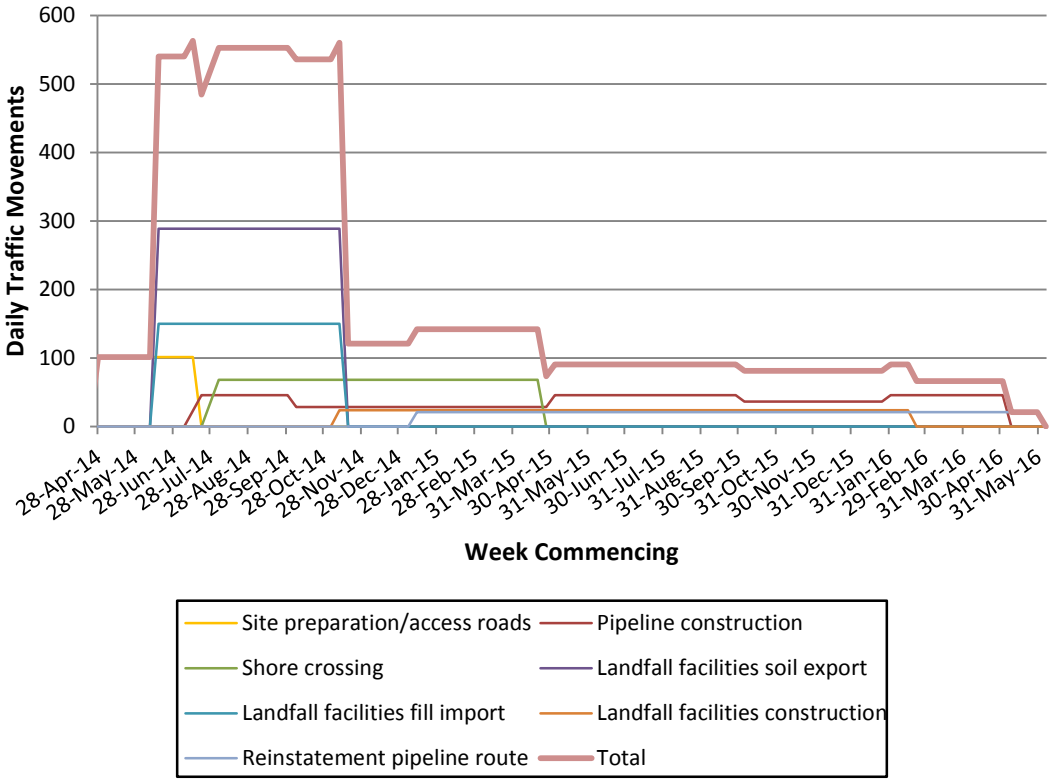


Figure A9.1.9 shows the contribution to the flow profile of the individual activities that were identified in Table A9.1.6.

Figure A9.1.9 Profile of Flow of Construction Traffic by Activity



It can be seen that there is a period of 22 weeks from the week beginning 16 June 2014 where the construction traffic is more than three times that generated on a daily basis for the other parts of the contract. Activities that occur during that period but not necessarily continuous through it are:

- Site preparation/access roads;
- Pipeline construction;
- Shore crossing;
- Landfall facilities soil export; and
- Landfall facilities fill import.

The dominant activities in terms of traffic movements are the export and import of spoil and infill material. As can be seen in Table A9.1.7 these activities have no car movements associated with them using the assumption that the trucks carrying the material will be based off-site and the journey to and from work for the driver would occur in any event. However it does mean that during this period there is a very high proportion of trucks.

In the section dealing with the impact of construction related traffic the method of assigning the traffic movements that have been described in this section to the local highway network is explained.

1.3.2 Operational Traffic

Once the Pipeline is operational traffic will be limited to servicing and maintenance vehicles.

1.4 Impact of Development Related Traffic

1.4.1 Construction Traffic

The previous section has identified the overall volume of traffic that is predicted to be generated during the Construction Phase and the average number of traffic movements on a daily basis. In order to establish the impact of this traffic on the highway network it is necessary to look at the variations in traffic flow that are introduced by the combination of activities that are being carried out and the spatial distribution of the trips. The variation in the level of vehicular activity over the construction period has been demonstrated by the graphs that form Figure A9.1.8 and Figure A9.1.1. Table A9.1.8 shows the daily movements by vehicle type and activity for the predicted busiest week. As can be seen the vehicular activity is dominated by the soil export and fill import that account for nearly 80% of movements.

Table A9.1.8 Predicted Daily Construction Related Traffic Movements for Busiest Period

No.	Activity	Special transport	Trucks	Cars	Total
1	Site preparation/ access roads	0.0	0.0	0.0	0.0
2	Pipeline construction	0.1	32.0	13.6	45.7
3	Shore crossing	0.3	54.4	13.6	68.3
4.1	Landfall facilities soil export	0.0	288.7	0.0	288.7
4.2	Landfall facilities fill import	0.0	150.1	0.0	150.1
4.3	Landfall facilities construction	0.0	0.0	0.0	0.0
5	Reinstatement of Pipeline route	0.0	0.0	0.0	0.0
	Total	*0.4*	*525.2*	*27.3*	*552.9*

There are a number of unknowns that mean that it is not possible to provide a definitive assignment of traffic flows identified in Table A9.1.9 to the network. The use of Novorossiysk Port would result in construction traffic using the M25 to the east of Rassvet. The periods of

highest construction are associated with the export and import of soil. Two potential quarry and two potential waste sites have been identified for the importation of fill material and export of waste which for both cases would result in traffic either travelling west or west of Rassvet on the M25. In order to identify the 'worst case' for each of the links the assignment has assumed the maximum flow that could use that road. The resulting maximum flows that are associated with the local roads are set out in Table A9.1.9 below.

Table A9.1.9 Maximum Average Daily Two-Way Flows on Busiest Day

Location	Car	HGV	Total	% HGV
A - to/from Anapa	5	526	531	99%
A - to/from Novorossiysk	5	526	531	99%
A - to/from Gai Kodzor	8	526	534	98%
B - to/from Rassvet	8	526	534	98%
B - to/from Gai Kodzor	8	0	8	0%
B - to/from temp. bypass	0	526	526	100%
C - to/from Anapa	25	0	25	0%
C - to/from Varvarovka	27	0	27	0%
C - to/from Gai Kodzor	8	0	8	0%
D - south of Varvarovka west of access	27	0	27	0%
D - south of Varvarovka east of access	5	17	23	76%
E - west of Supsekh	16	0	16	0%
Permanent Access Road (North)	8	526	534	98%
Permanent Access Road (South)	27	17	44	38%
Access to Landfall Site	27	526	553	95%

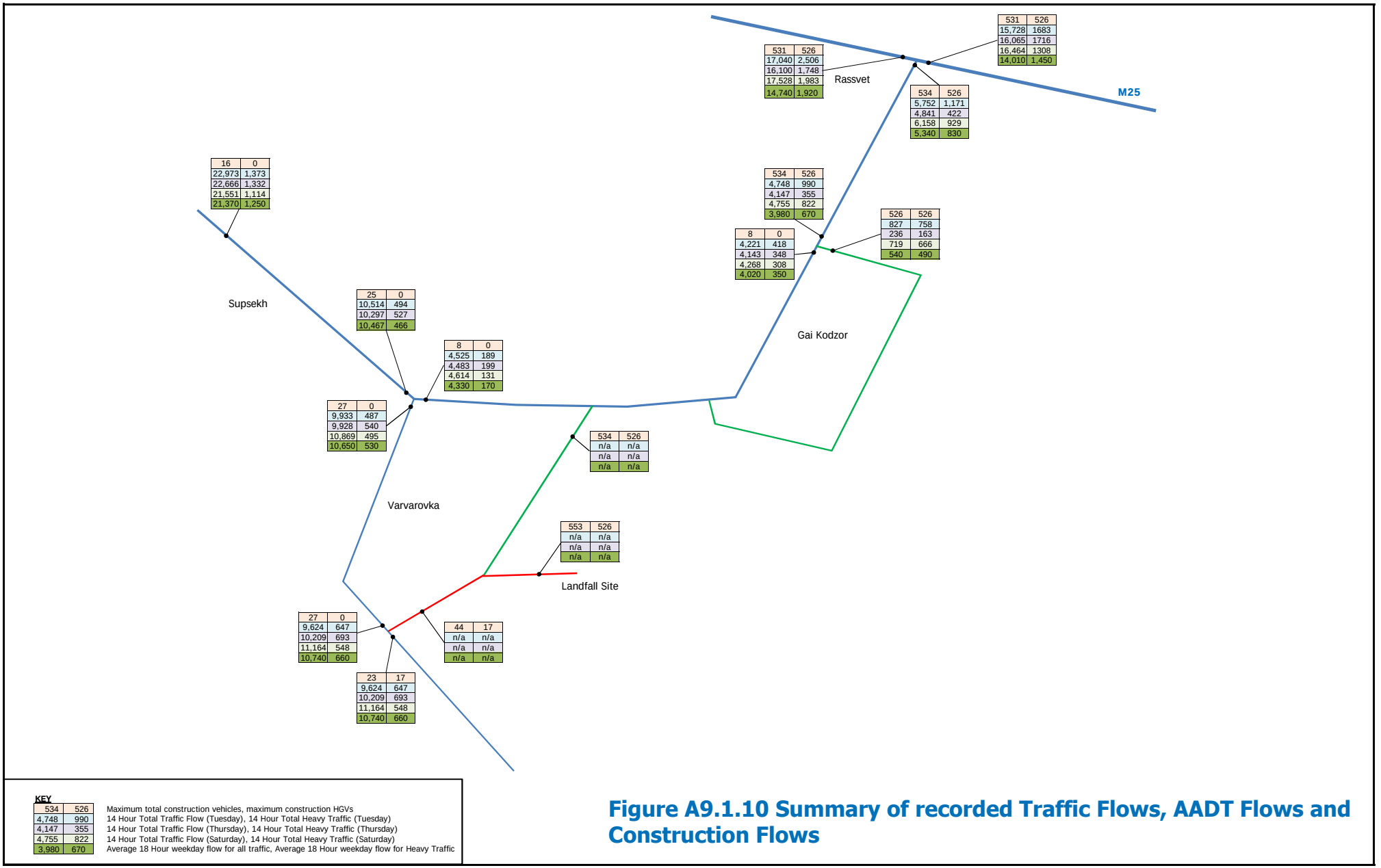
Flows of this magnitude will occur for less than one fifth of the construction period therefore a second table of daily link flows (Table A9.1.10) has been prepared for the median level of construction traffic. Traffic flows at this level would be experienced between May and September 2015 and during February 2016.

Figure A9.1.10 is a diagram that shows the 14-hour traffic flows recorded during August 2013, together with the flows combined to produce an AADT[1] flow and the peak daily construction flows. The peak period for construction traffic would coincide with the increased flows on the local roads experienced during the summer holiday period; therefore it is appropriate to use the recorded traffic flows without the application of any factors to reflect seasonal variation.

Table A9.1.10 Average Daily Two-Way Flows for Median Vehicular Activity

Location	Car	HGV	Total	% HGV
A - to/from Anapa	6	38	44	86%
A - to/from Novorossiysk	6	38	44	86%
A - to/from Gai Kodzor	10	38	48	80%
B - to/from Rassvet	10	38	48	80%
B - to/from Gai Kodzor	10	0	10	0%
B - to/from temp. bypass	0	38	38	100%
C - to/from Anapa	29	0	29	0%
C - to/from Varvarovka	32	0	32	0%
C - to/from Gai Kodzor	10	0	10	0%
D - south of Varvarovka west of access	32	0	32	0%
D - south of Varvarovka east of access	6	17	23	73%
E - west of Supsekh	19	0	19	0%
Permanent Access Road (North)	10	38	48	80%
Permanent Access Road (South)	32	17	49	35%
Access to Landfall Site	32	38	70	54%

[1] AADT stands for Annual Average Daily Traffic. This is the average daily flow taking into consideration both weekday and weekend traffic data.



KEY

534	526	
4,748	990	14 Hour Total Traffic Flow (Tuesday), 14 Hour Total Heavy Traffic (Tuesday)
4,147	355	14 Hour Total Traffic Flow (Thursday), 14 Hour Total Heavy Traffic (Thursday)
4,755	822	14 Hour Total Traffic Flow (Saturday), 14 Hour Total Heavy Traffic (Saturday)
3,980	670	Average 18 Hour weekday flow for all traffic, Average 18 Hour weekday flow for Heavy Traffic

Maximum total construction vehicles, maximum construction HGVs

Figure A9.1.10 Summary of recorded Traffic Flows, AADT Flows and Construction Flows

The final table in this appendix (Table A9.1.11) is an indicative comparison of hourly construction and base traffic flows. The base flows are the average over the fourteen hour survey period that was applicable to each of these locations. The peak construction related hourly flows include some factoring to reflect hourly variation. The light vehicle traffic flows are assumed to relate to the construction workers travelling to and from the site. The hourly flows for the light vehicles shown in the table are the total divided by two, to account for the journey to work in the morning and the journey from work in the evening, and to this a factor of 1.5 has been applied. The value for heavy construction traffic has been calculated by taking the average over the working day and increasing it by 100% to reflect variations over the day. The flows for the maximum level of activity are also shown in Figure A9.1.11.

Table A9.1.11 Comparison of Construction Traffic Flows with Existing Traffic Flows

Location	Average Hour		Maximum Construction Traffic				Median Construction Traffic			
	Total	Heavy	Light	Heavy	Proportional Increase		Light	Heavy	Proportional Increase	
					Total	Heavy			Total	Heavy
A - to/from Anapa	1,184	152	4	88	7.4%	57.7 %	5	6	0.5 %	4.2%
A - to/from Novorossiysk	1,135	121	4	88	7.7%	72.2 %	5	6	0.6 %	5.2%
A - to/from Gai Kodzor	378	57	6	88	23.2 %	154.0 %	7	6	1.9 %	11.1 %
B - to/from Rassvet	318	48	6	88	27.6 %	182.4 %	7	6	2.2 %	13.2 %
B - to/from Gai Kodzor	299	27	6	0	2.1%	0.0%	7	0	2.4 %	0.0%
B - to/from temp. bypass	38	33	0	88	230.8 %	266.3 %	0	6	16.7 %	19.3 %
C - to/from Anapa	743	36	18	0	2.5%	0.0%	21	0	2.9 %	0.0%
C - to/from Varvarovka	709	37	20	0	2.9%	0.0%	24	0	3.4 %	0.0%
C - to/from Gai Kodzor	322	14	6	0	1.9%	0.0%	7	0	2.2 %	0.0%
D - south of Varvarovka	708	48	20	0	2.9%	0.0%	24	0	3.4	0.0%

Location	Average Hour		Maximum Construction Traffic				Median Construction Traffic			
	Total	Heavy	Light	Heavy	Proportional Increase		Light	Heavy	Proportional Increase	
					Total	Heavy			Total	Heavy
west of access									%	
D - south of Varvarovka east of access	708	48	4	3	0.6%	5.9%	5	3	0.7%	5.9%
E - west of Supsekh	1,630	97	12	0	0.8%	0.0%	14	0	0.9 %	0.0%

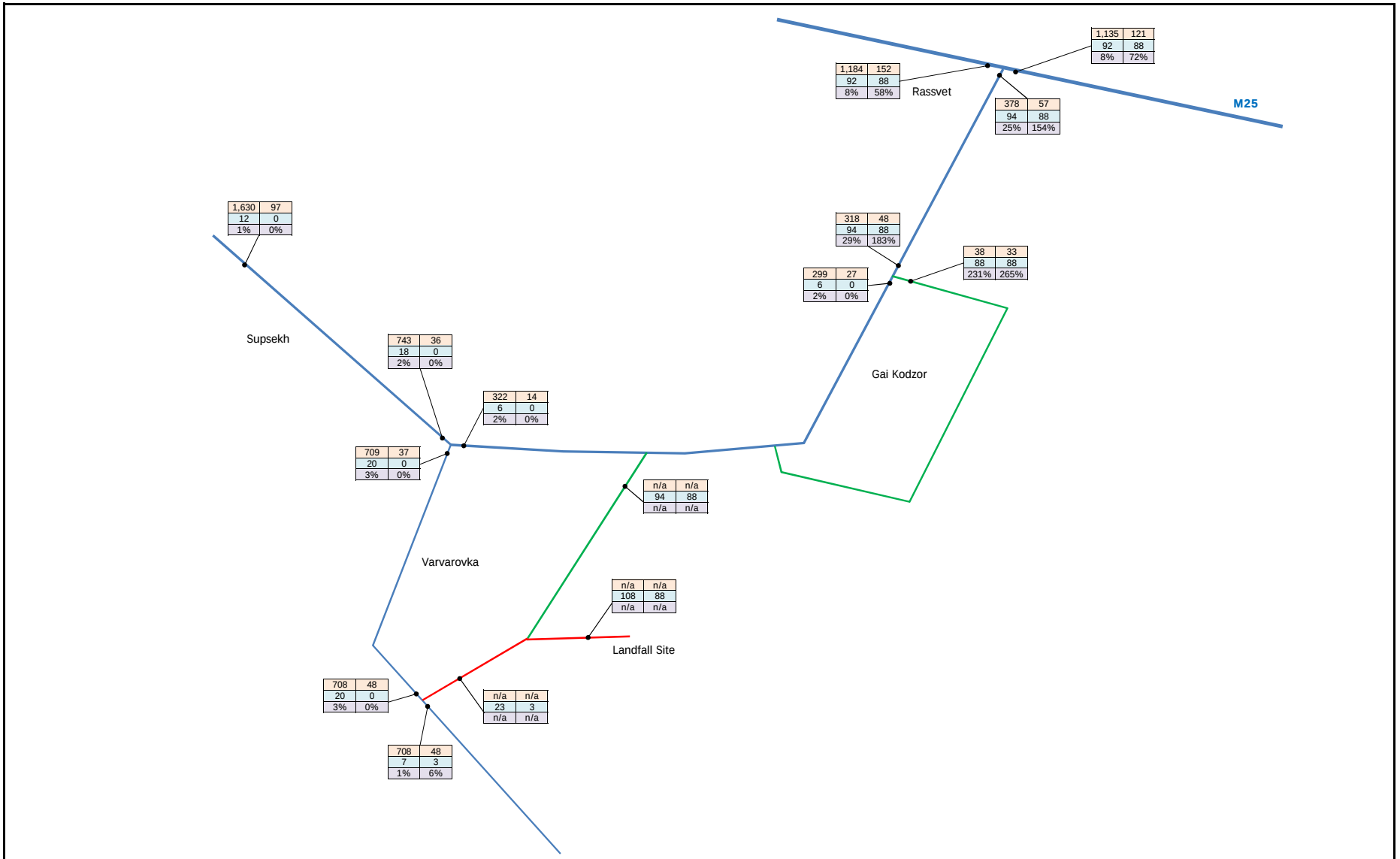
Considering first the impact of the hourly construction traffic flows, it can be seen that on the M25, the increase in total traffic is only moderate whereas the maximum percentage increase in heavy vehicles is considerable, however this has to be seen against a proportion of the overall flow that is less than 10%. Given the standard of the M25 this level of additional traffic is unlikely to result in a significant deterioration in driving conditions for other traffic. The left turn off the M25 towards Gai Kodzor has the benefit of a dedicated lane which means that if the construction traffic is coming from this direction any heavy vehicles waiting in the centre of the carriageway for a gap in the opposing traffic stream will not cause any delay to through traffic.

The section of the road between Rassvet and the northern end of the temporary construction bypass of Gai Kodzor could experience increases in traffic flow of up to 30%. South of Rassvet the increase in the number of heavy construction vehicles could approach 200%. The actual increase will depend on the level of construction traffic being generated at that time by the compressor station.

The presence of the temporary bypass to Gai Kodzor which must be used by larger construction vehicles, means that changes in flow through that settlement should be minimal and limited to light vehicles whose impact is of a smaller scale.

It can be seen that the increase in traffic along the road that runs between Anapa and Sukko through Varvarovka is minimal as a result of the provision of the second construction bypass.

When one considers the changes that result from the median set of construction traffic flows, it can be seen that even on the section of road between the M25 and Gai Kodzor the overall change of is at a level that should not have a significant impact on the operation of the highway network, nor cause undue inconvenience and deterioration in amenity to those living along the route or walking or cycling on or beside it.



KEY

708	48
7	3
1%	6%

Average weekday hourly flow (vehicles), average weekday hourly flow (commercial vehicles)
Maximum weekday hourly flow (construction vehicles), maximum weekday hourly flow (construction commercial vehicles)
percentage increase (construction vehicles), percetnage incrcease (commercial vehicles)

Figure A9.1.11 Comparison of peak hourly construction flows with average base flows for a weekday

1.4.2 Operational Traffic

In the light of the expected low level of traffic that will be associated with the servicing and maintenance of the Pipeline it is considered that there will be no impact once it is operational.

1.5 Conclusion

In terms of vehicle kilometres travelled by construction related traffic a significant portion of this will occur on the M25 either west or east of Rassvet. The geometry of that road and the current traffic flows are such that it is a satisfactory route to be used by that traffic.

The potential problems that could have been created by construction traffic while travelling between the junction on the M25 at Rassvet and the landfall site will be negated by the provision of the bypass to Gai Kodzor and the proposed link from the south of that settlement to the landfall site.

With the exception of Rassvet, the heavy construction traffic will avoid locations where there may be sensitive receptors. It is noted that the road through Rassvet already carries appreciable levels of heavy goods vehicles associated with the construction of the compressor station; therefore the traffic associated with this project will be an extension of an existing impact rather than the introduction of a new impact.

Overall it can be concluded that with the provision of the construction traffic bypasses, the highway network is capable of accommodating the additional traffic without there being any perceptible impact on other road users with the exception of the section of route through Rassvet.

For the operation stage of the Pipeline, which will generate only small volumes of traffic, there will be no impact on other roads users or sensitive receptors.

References

Number	Reference
Ref. A.1	Russian Federation Federal Law #257-FZ "On auto roads and road activities in Russian Federation and on making amendments in certain legislative acts of Russian Federation" dated 8.11.2007
Ref. A.2	Russian Federal Ministry of Transport Decree # 16 "On defining the rules of assigning identification numbers to auto roads", dated 7.02.2007
Ref. A.3	The World Bank, Environment 2013, World Development Indicators. Accessed at http://wdi.worldbank.org/table/3.13#. Accessed on 17 September 2013
Ref. A.4	ART Administration, 27.3.13
Ref. A.5	Anapa International Airport, Recent development. Accessed at http://www.basel.ru/en/aviation/basel_aero/ Accessed on 17 September 2013
Ref. A.6	V Erygin (2008) *Southern Ports of Russia: Growth Development and Strengthening of Dangerous Goods and Environment Pollution Control.* PowerPoint Presentation to UNECE Conference on 'Hinterland Connections of Seaports' Piraeus, Greece, 17-18 September, 2008
Ref. A.7	Design Institute "GT Morstroy", JSC (2012) *Report on Determination of Main Ship Types and Traffic Intensity in the Black Sea near Offshore Gas Pipeline.* ХД NO. 21 – 2012 / 128 No 873. Saint Petersburg: Design Institute "GT Morstroy", JSC
Ref. A.8	South Stream-URS. 2013. *South Stream Offshore Pipeline Scoping Report – Bulgarian Sector*
Ref. A.9	TRL Ltd (2004) *Overseas Road Note 40, A guide to axle load surveys and traffic counts for determining traffic loading on pavements*

Annex A: Turning Movement Tables

Junction on M25 at Rassvet (Location A)

to Arm A

Arm A
Direction: Anapa to Anapa A to A
Date: 20/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	1	0	0	0	0	0	0	0	1	0.0%
07:00	0	1	0	0	0	0	0	0	0	1	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	1	0	0	0	0	0	0	1	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	1	0	0	0	0	0	0	0	1	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	1	0	0	0	0	0	0	0	1	0.0%
Total	0	4	1	0	0	0	0	0	0	5	0.0%

Arm A
Direction: Anapa to Anapa A to A
Date: 22/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	1	0	0	0	0	0	0	0	1	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	1	1	0	2	100.0%
11:00	0	1	0	0	0	0	0	1	0	2	50.0%
12:00	0	0	0	0	0	1	0	1	0	2	100.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	1	0	0	1	100.0%
15:00	0	1	0	0	0	0	0	0	0	1	0.0%
16:00	0	2	0	0	0	0	0	0	0	2	0.0%
17:00	0	0	1	0	0	0	0	0	0	1	0.0%
18:00	0	1	0	0	0	0	0	0	0	1	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	6	1	0	0	1	2	3	0	13	46.2%

Arm A
Direction: Anapa to Anapa A to A
Date: 23/02/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	1	0	0	0	1	100.0%
08:00	0	2	0	0	0	0	0	0	0	2	0.0%
09:00	0	1	0	0	0	0	0	0	0	1	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	1	0	0	0	0	0	0	0	1	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	1	0	0	0	0	0	0	0	1	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	1	0	0	0	0	0	0	0	1	0.0%
Total	0	6	0	0	0	1	0	0	0	7	14.3%

to Arm B

Arm A
Direction: Anapa to Novorossiysk A to B
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	134	17	9	8	7	10	5	0	190	15.8%
07:00	1	327	19	12	6	5	5	10	0	384	6.8%
08:00	1	332	18	10	8	11	8	12	0	399	9.8%
09:00	0	424	17	15	35	18	5	18	0	532	14.3%
10:00	3	528	22	14	23	19	11	16	0	633	10.9%
11:00	2	557	21	18	9	31	3	14	0	653	8.7%
12:00	2	628	25	23	13	37	6	18	0	750	9.9%
13:00	1	457	8	12	6	23	16	11	0	533	10.5%
14:00	1	422	4	13	19	29	4	7	0	498	11.8%
15:00	3	374	10	11	18	40	8	5	0	466	15.2%
16:00	1	347	4	13	9	26	4	8	0	411	11.4%
17:00	1	338	10	7	16	27	7	12	0	417	14.9%
18:00	2	347	9	7	9	26	3	6	0	407	10.8%
19:00	0	380	8	8	13	22	7	10	0	448	11.6%
Total	18	5595	192	172	192	321	97	152	0	6721	11.3%

Arm A
Direction: Anapa to Novorossiysk A to B
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	210	11	6	6	4	3	11	0	251	9.6%
07:00	0	323	12	6	10	9	1	13	0	374	8.8%
08:00	3	341	8	9	8	15	11	12	1	404	11.4%
09:00	4	399	19	14	44	19	11	5	0	511	15.5%
10:00	3	446	7	6	17	40	12	6	0	534	14.0%
11:00	3	476	8	18	6	43	9	12	0	572	12.2%
12:00	0	491	4	21	11	31	9	16	0	583	11.5%
13:00	0	549	34	6	6	27	10	17	0	649	9.2%
14:00	1	496	51	9	35	18	4	15	1	628	11.5%
15:00	1	379	30	11	25	48	4	7	0	504	16.7%
16:00	1	382	41	17	19	34	16	14	0	523	15.9%
17:00	0	408	21	6	11	18	8	5	0	477	8.8%
18:00	10	373	26	5	8	17	2	3	0	434	6.9%
19:00	4	400	23	2	5	14	2	4	0	450	5.6%
Total	32	5673	295	136	211	337	102	140	2	6894	11.5%

Arm A
Direction: Anapa to Novorossiysk A to B
Date: 23/02/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	175	7	4	10	2	1	6	0	205	9.3%
07:00	1	253	9	7	12	10	3	7	0	301	10.6%
08:00	1	289	15	6	10	9	7	12	0	348	10.9%
09:00	4	333	20	7	40	12	5	5	0	422	14.7%
10:00	1	497	21	8	21	35	8	10	0	600	12.3%
11:00	5	443	15	4	10	18	5	10	0	505	8.5%
12:00	2	490	11	3	8	30	8	10	0	560	10.0%
13:00	4	491	32	14	13	9	9	13	0	581	7.6%
14:00	1	547	24	4	14	23	4	8	2	624	7.9%
15:00	1	400	17	0	14	14	6	3	4	454	8.1%
16:00	1	517	18	15	7	17	3	6	0	583	5.7%
17:00	0	463	15	4	10	16	2	3	0	513	6.0%
18:00	6	476	34	3	18	2	2	6	0	541	5.2%
19:00	2	549	27	2	13	19	2	4	0	616	6.2%
Total	30	5923	265	81	200	216	65	103	6	6853	8.5%

to Arm C

Location: A
Direction: Anapa to Gai Kodzor A to C
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	41	5	3	2	11	18	4	0	84	41.7%
07:00	0	85	17	3	1	1	25	7	0	139	24.5%
08:00	0	85	14	9	2	1	11	10	0	132	18.2%
09:00	0	143	16	10	3	8	21	7	0	208	18.8%
10:00	0	139	19	9	0	12	32	2	0	213	21.6%
11:00	0	119	16	7	2	4	36	2	0	186	23.7%
12:00	0	79	16	7	0	6	54	2	0	164	37.8%
13:00	1	94	2	3	0	3	23	10	0	135	26.7%
14:00	1	66	2	4	2	7	26	8	1	115	37.4%
15:00	0	67	3	5	1	4	23	1	0	104	27.9%
16:00	0	70	4	3	1	6	18	4	0	106	27.4%
17:00	3	80	5	3	1	5	31	3	0	128	31.3%
18:00	1	78	8	5	1	2	29	2	0	125	27.2%
19:00	0	106	9	6	1	3	27	8	0	160	24.4%
Total	6	1252	136	77	17	73	374	70	1	1999	26.7%

Location: A
Direction: Anapa to Gai Kodzor A to C
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	15	1	1	0	2	0	0	0	19	10.5%
07:00	0	53	3	3	1	0	2	0	0	62	4.8%
08:00	0	71	4	5	4	7	6	0	0	97	17.5%
09:00	1	73	5	3	1	6	5	3	0	96	15.6%
10:00	0	73	5	5	2	7	3	0	0	95	12.6%
11:00	0	69	3	1	1	3	3	1	1	81	9.9%
12:00	0	72	4	3	0	3	5	0	1	87	9.2%
13:00	0	122	11	2	1	5	0	0	1	141	4.3%
14:00	0	67	6	2	0	2	2	0	0	79	5.1%
15:00	0	49	15	4	0	2	0	6	0	76	10.5%
16:00	0	120	19	10	2	8	0	1	0	160	6.9%
17:00	0	75	17	4	1	2	1	1	0	101	5.0%
18:00	0	94	9	1	3	2	1	0	0	110	5.5%
19:00	0	77	17	0	0	2	2	0	0	98	4.1%
Total	1	1030	119	44	16	51	30	12	3	1302	8.4%

Location: A
Direction: Anapa to Gai Kodzor A to C
Date: 23/02/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	19	0	0	1	1	0	0	0	21	9.5%
07:00	0	24	4	3	1	1	13	0	1	46	32.6%
08:00	0	71	4	3	3	5	11	2	1	99	21.2%
09:00	0	81	5	4	1	7	25	4	0	127	29.1%
10:00	1	65	4	3	1	11	15	6	0	105	31.4%
11:00	1	74	4	5	0	4	35	4	1	126	34.1%
12:00	2	86	6	3	2	1	26	5	2	129	26.4%
13:00	0	201	31	5	0	0	21	2	0	260	8.8%
14:00	0	124	10	3	2	0	29	2	0	170	19.4%
15:00	0	124	20	6	0	6	33	0	0	189	20.6%
16:00	0	183	11	4	1	7	42	0	0	248	20.2%
17:00	0	146	14	2	2	6	13	11	0	194	16.5%
18:00	1	192	30	3	0	8	18	0	0	251	10.4%
19:00	1	166	23	0	2	4	18	4	0	217	12.9%
Total	6	1556	166	44	16	61	299	40	5	2182	19.1%

Junction on M25 at Rassvet (Location A)

to Arm A

Arm B
Direction: Novorossiysk to Anapa B to A
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	134	17	3	6	10	0	10	0	180	14.4%
07:00	0	295	20	1	9	16	5	5	0	351	10.0%
08:00	4	365	30	1	14	26	7	10	1	453	12.6%
09:00	0	450	31	6	10	35	6	14	1	552	11.8%
10:00	0	412	35	3	13	33	6	16	0	518	13.1%
11:00	0	466	22	5	12	29	6	6	0	546	9.7%
12:00	0	393	29	10	12	23	6	8	0	481	10.2%
13:00	0	417	10	15	8	39	9	5	0	503	12.1%
14:00	3	428	14	19	9	23	6	7	1	506	8.9%
15:00	3	408	4	9	5	37	5	12	0	480	12.3%
16:00	2	470	8	10	9	29	6	22	0	554	11.9%
17:00	8	496	8	11	12	20	2	19	0	568	9.3%
18:00	2	485	7	9	22	21	5	8	2	557	10.1%
19:00	2	459	11	5	25	16	6	7	0	529	10.2%
Total	24	5678	246	107	166	357	75	149	5	6778	11.0%

to Arm B

Arm B
Direction: Novorossiysk to Novorossiysk B to B
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	1	0	0	0	0	0	0	0	1	0.0%
10:00	0	1	0	0	0	0	0	0	0	1	0.0%
11:00	0	1	0	0	0	0	0	0	0	1	0.0%
12:00	0	1	0	0	0	0	0	0	0	1	0.0%
13:00	0	1	0	0	0	0	0	0	0	1	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	1	0	0	0	0	0	0	0	1	0.0%
16:00	0	1	0	0	0	0	0	0	0	1	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	2	0	0	0	0	0	0	0	2	0.0%
Total	0	9	0	0	0	0	0	0	0	9	0.0%

to Arm C

Location: B
Direction: Novorossiysk to Gai Kodzor B to C
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	13	1	0	0	0	3	0	0	17	17.6%
07:00	0	26	1	0	0	2	0	0	0	29	6.9%
08:00	0	46	2	0	1	4	0	3	0	56	14.3%
09:00	0	76	5	0	0	6	1	2	0	90	10.0%
10:00	0	71	3	0	0	4	1	0	0	79	6.3%
11:00	1	83	6	4	0	5	0	0	0	98	5.1%
12:00	0	73	6	1	3	5	0	2	1	90	11.1%
13:00	1	78	1	2	0	4	0	0	0	85	4.7%
14:00	0	83	0	2	0	2	0	0	1	87	2.3%
15:00	0	73	1	7	0	10	0	1	0	92	12.0%
16:00	0	84	0	1	0	5	2	1	1	93	8.6%
17:00	0	81	6	1	1	2	0	3	0	94	6.4%
18:00	0	75	3	4	0	5	2	1	0	90	8.9%
19:00	1	74	0	1	2	3	0	1	1	81	7.4%
Total	3	936	35	23	7	57	9	14	4	1081	8.0%

Arm B
Direction: Novorossiysk to Anapa B to A
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	156	8	6	10	16	2	7	1	205	17.1%
07:00	0	269	10	9	9	17	6	9	0	329	12.5%
08:00	1	362	10	7	11	25	4	5	0	424	10.6%
09:00	1	439	10	14	7	36	3	2	0	511	9.4%
10:00	4	426	3	14	17	48	7	12	1	527	15.9%
11:00	3	430	4	18	12	38	6	11	0	519	12.9%
12:00	2	376	10	11	11	41	2	16	0	467	15.0%
13:00	2	406	28	5	14	30	4	10	1	497	11.7%
14:00	0	430	30	4	9	32	6	1	0	512	9.4%
15:00	1	475	23	4	10	25	9	11	0	557	9.9%
16:00	12	515	28	6	8	24	7	9	0	597	8.0%
17:00	3	497	25	5	22	11	2	4	0	566	6.9%
18:00	2	409	12	5	15	8	3	4	1	456	6.6%
19:00	4	486	32	1	28	13	3	12	0	575	9.7%
Total	37	5676	233	109	183	364	64	113	4	6742	10.7%

Arm B
Direction: Novorossiysk to Novorossiysk B to B
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	2	0	0	0	0	0	0	0	2	0.0%
09:00	0	2	0	0	0	0	0	0	0	2	0.0%
10:00	0	1	0	0	0	0	1	0	0	2	50.0%
11:00	0	1	0	0	0	0	0	0	0	1	0.0%
12:00	0	1	0	0	0	0	0	0	0	1	0.0%
13:00	0	2	0	0	0	0	0	0	0	2	0.0%
14:00	0	1	0	0	0	0	0	0	0	1	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	2	0	0	0	0	0	0	0	2	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	12	0	0	0	0	1	0	0	13	7.7%

Location: B
Direction: Novorossiysk to Gai Kodzor B to C
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	14	1	0	0	0	0	1	0	16	6.3%
07:00	0	46	0	1	0	1	0	5	0	53	11.3%
08:00	2	63	1	2	2	5	0	0	0	73	9.6%
09:00	2	57	1	6	0	9	0	1	0	74	13.5%
10:00	0	85	3	4	1	17	1	0	0	111	17.1%
11:00	0	58	0	10	0	8	0	0	0	76	10.5%
12:00	1	71	2	1	0	4	2	2	0	82	9.8%
13:00	1	93	4	0	0	5	0	2	0	104	6.7%
14:00	0	81	5	1	0	3	2	0	0	92	5.4%
15:00	1	96	7	4	1	6	0	0	1	114	6.1%
16:00	1	100	5	0	1	1	0	0	0	107	1.9%
17:00	0	91	4	0	0	2	1	2	0	100	5.0%
18:00	0	102	7	1	1	5	0	8	0	124	11.3%
19:00	1	104	5	0	0	2	0	2	1	113	3.5%
Total	9	1061	45	30	6	68	6	23	2	1239	8.3%

Arm B
Direction: Novorossiysk to Anapa B to A
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	131	16	1	10	14	3	3	0	178	16.9%
07:00	2	253	8	5	11	22	6	1	1	306	13.1%
08:00	1	379	15	4	13	27	2	1	0	441	9.8%
09:00	1	479	12	8	6	32	4	5	0	546	8.6%
10:00	2	497	11	7	21	36	1	8	0	581	11.4%
11:00	4	490	4	6	14	38	4	1	0	557	10.2%
12:00	2	448	2	6	9	31	2	6	0	504	9.5%
13:00	2	467	20	7	9	19	7	4	0	533	7.3%
14:00	3	485	23	1	10	9	8	8	0	544	6.4%
15:00	3	584	21	1	11	12	1	5	0	635	4.6%
16:00	3	560	13	2	12	13	3	8	1	611	5.9%
17:00	1	552	20	0	21	13	11	2	0	619	7.6%
18:00	5	460	23	3	31	7	3	2	1	529	8.1%
19:00	2	416	11	1	23	4	1	6	0	462	7.4%
Total	33	6201	199	52	201	277	56	60	3	7046	8.4%

Arm B
Direction: Novorossiysk to Novorossiysk B to B
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	1	0	0	0	0	0	0	0	1	0.0%
08:00	0	1	0	0	0	0	0	0	0	1	0.0%
09:00	0	2	0	0	0	0	0	0	0	2	0.0%
10:00	0	3	0	0	0	0	0	0	0	3	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	1	0	0	0	0	0	0	0	1	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	1	0	0	1	100.0%
15:00	0	0	0	0	0	0	0	1	0	1	100.0%
16:00	0	1	0	0	0	0	0	0	0	1	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	2	0	0	0	0	0	0	0	2	0.0%
Total	0	11	0	0	0	1	0	1	0	13	15.4%

Location: B
Direction: Novorossiysk to Gai Kodzor B to C
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	17	1	0	0	3	0	0	0	21	14.3%
07:00	0	53	0	0	0	1	1	2	0	57	7.0%
08:00	0	61	2	1	1	3	0	2	0	70	8.6%
09:00	0	81	1	2	0	3	0	0	0	87	3.4%
10:00	0	86	1	3	1	7	0	0	0	98	8.2%
11:00	1	71	2	8	0	4	1	3	0	89	9.0%
12:00	1	131	0	4	0	4	1	0	0	140	3.6%
13:00	0	109	7	1	0	1	0	1	0	119	1.7%
14:00	0	101	6	0	0	6	1	0	0	114	6.1%
15:00	0	123	1	1	0	1	1	1	0	128	2.3%
16:00	0	103	5	1	0	4	0	0	0	113	3.5%
17:00	0	84	3	1	0	2	1	2	0	93	5.4%
18:00	1	95	3	1	0	1	0	0	0	100	1.0%
19:00	0	68	3	0	0	0	1	0	0	72	1.4%
Total	4	1183	35	23	2	40	7	11	0	1301	4.6%

Junction on M25 at Rassvet (Location A)

to Arm A

Arm C
Direction: Gai Kodzor to Anapa C to A
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	46	7	2	2	2	6	3	0	68	19.1%
07:00	3	86	17	2	3	1	10	4	0	123	14.6%
08:00	0	118	15	2	3	1	28	1	0	168	19.6%
09:00	0	79	5	3	1	4	42	6	0	140	37.9%
10:00	0	64	6	0	0	6	36	12	0	124	43.5%
11:00	1	46	8	0	2	4	22	4	0	86	37.2%
12:00	0	51	4	2	0	2	16	4	0	79	27.8%
13:00	0	46	4	6	0	8	24	3	1	91	38.5%
14:00	0	69	6	2	0	5	31	7	2	120	35.8%
15:00	0	49	4	3	0	6	41	9	0	112	50.0%
16:00	0	53	4	1	0	4	28	6	0	96	39.6%
17:00	0	84	7	7	0	2	17	3	0	120	18.3%
18:00	0	75	7	6	0	2	10	5	0	105	16.2%
19:00	0	65	5	3	0	1	23	3	0	100	27.0%
Total	4	931	99	39	11	48	334	70	3	1532	30.2%

Arm C
Direction: Gai Kodzor to Anapa C to A
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	42	9	4	0	5	1	1	0	62	11.3%
07:00	1	78	13	5	0	2	2	1	0	101	5.0%
08:00	1	102	13	1	0	6	5	4	1	131	11.5%
09:00	3	67	7	2	0	4	12	0	0	92	17.4%
10:00	0	57	7	2	0	7	4	1	0	78	15.4%
11:00	0	54	3	3	0	6	4	5	0	75	20.0%
12:00	1	50	1	4	1	3	1	1	1	61	9.8%
13:00	0	53	9	0	0	3	3	0	0	68	8.8%
14:00	3	55	6	1	1	5	2	1	0	71	12.7%
15:00	0	52	9	0	0	4	0	1	0	66	7.6%
16:00	0	50	10	1	1	3	1	0	0	66	7.6%
17:00	1	68	10	0	1	1	1	1	0	82	4.9%
18:00	0	78	9	0	0	2	1	0	0	90	3.3%
19:00	0	85	3	0	3	1	1	0	0	93	5.4%
Total	10	891	109	23	7	52	38	16	2	1136	9.9%

Arm C
Direction: Gai Kodzor to Anapa C to A
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	36	7	2	1	4	2	0	0	52	13.5%
07:00	0	82	9	5	2	2	1	0	0	101	5.0%
08:00	0	89	9	2	2	5	24	2	0	133	24.8%
09:00	0	55	4	2	0	3	32	1	1	97	37.1%
10:00	3	66	7	1	0	7	20	1	2	102	27.5%
11:00	0	62	4	3	0	6	16	7	1	98	29.6%
12:00	3	82	3	1	1	6	25	8	0	126	31.7%
13:00	1	46	10	1	1	1	34	4	0	97	41.2%
14:00	0	64	8	0	0	1	24	4	1	101	28.7%
15:00	0	64	5	1	3	1	22	4	0	100	30.0%
16:00	0	51	9	1	0	2	27	3	1	93	34.4%
17:00	0	60	5	0	1	3	17	10	0	96	32.3%
18:00	0	91	7	0	0	6	21	1	0	126	22.2%
19:00	3	89	3	0	2	4	9	4	0	111	17.1%
Total	11	937	90	19	13	51	274	49	6	1433	27.0%

to Arm B

Arm C
Direction: Gai Kodzor to Novorossiysk C to B
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	20	4	1	0	0	0	0	0	25	0.0%
07:00	0	48	4	2	0	0	0	0	0	54	0.0%
08:00	0	61	5	2	2	2	0	0	0	72	5.6%
09:00	0	59	5	3	1	5	0	5	0	78	14.1%
10:00	0	82	5	0	0	4	5	6	0	102	14.7%
11:00	1	69	1	2	0	2	1	0	0	75	4.0%
12:00	0	64	3	0	0	3	2	2	0	74	9.5%
13:00	0	93	2	5	0	1	1	0	1	102	2.0%
14:00	4	91	2	6	0	1	1	1	1	102	2.9%
15:00	0	87	2	5	0	9	1	0	0	104	9.6%
16:00	0	63	1	5	0	8	0	0	0	77	10.4%
17:00	1	70	1	3	1	3	2	1	0	81	8.6%
18:00	0	98	3	1	1	9	0	1	0	113	9.7%
19:00	0	62	1	2	0	5	0	1	2	71	8.5%
Total	8	967	39	37	5	52	13	17	4	1130	7.7%

Arm C
Direction: Gai Kodzor to Novorossiysk C to B
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	33	4	2	0	1	0	0	0	40	2.5%
07:00	0	41	1	2	0	1	0	1	1	46	4.3%
08:00	0	68	5	1	0	6	0	1	0	81	8.6%
09:00	0	47	1	0	1	3	0	2	0	54	11.1%
10:00	1	71	0	2	0	5	1	4	0	83	12.0%
11:00	0	77	3	5	0	6	0	0	2	91	6.6%
12:00	2	88	2	4	1	5	2	4	0	106	11.3%
13:00	1	76	1	4	1	4	1	1	1	88	8.0%
14:00	0	83	7	1	0	6	1	3	0	101	9.9%
15:00	0	67	3	0	0	9	0	0	0	79	11.4%
16:00	0	56	2	3	0	5	0	0	1	66	7.6%
17:00	1	96	8	2	2	4	1	0	0	113	6.2%
18:00	0	97	5	0	0	6	0	1	0	109	6.4%
19:00	1	90	6	3	1	6	0	1	0	107	7.5%
Total	6	990	48	29	6	67	6	18	5	1164	8.3%

Arm C
Direction: Gai Kodzor to Novorossiysk C to B
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	18	3	0	0	1	0	1	0	23	8.7%
07:00	0	38	2	1	0	2	0	1	0	44	6.8%
08:00	0	23	2	0	0	0	0	2	0	27	7.4%
09:00	2	56	1	1	0	4	1	0	0	63	7.9%
10:00	0	91	3	1	0	2	0	0	0	97	2.1%
11:00	0	70	1	1	0	6	1	1	0	80	10.0%
12:00	1	79	3	4	0	4	2	0	0	92	6.5%
13:00	0	118	6	0	0	4	0	3	0	131	5.3%
14:00	0	83	7	0	0	4	0	2	0	96	6.3%
15:00	2	87	2	0	0	5	1	0	0	95	6.3%
16:00	1	112	13	2	0	5	0	0	0	132	3.8%
17:00	0	95	6	0	1	7	1	0	0	110	8.2%
18:00	0	100	3	1	0	2	0	0	0	106	1.9%
19:00	2	132	0	7	0	0	3	0	0	142	2.1%
Total	8	1102	52	18	1	46	9	10	0	1238	5.3%

to Arm C

Location: C
Direction: Gai Kodzor to Gai Kodzor C to C
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	1	0	0	0	0	0	0	0	1	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	1	0	0	0	0	0	0	0	1	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	1	0	0	0	0	0	0	0	1	0.0%
19:00	0	2	0	0	0	0	0	0	0	2	0.0%
Total	0	5	0	0	0	0	0	0	0	5	0.0%

Location: C
Direction: Gai Kodzor to Gai Kodzor C to C
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Location: C
Direction: Gai Kodzor to Gai Kodzor C to C
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	1	0	0	0	0	0	0	0	1	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	1	0	0	0	0	0	0	0	1	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	2	0	0	0	0	0	0	0	2	0.0%

Junction on M25 at Rassvet (Location A)

13373

Location: A
Direction: Anapa to All A into Junction
Date: 20/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	176	22	12	10	18	28	9	0	275	23.6%
07:00	1	413	36	15	7	6	30	17	0	524	11.5%
08:00	1	417	32	19	10	12	19	22	0	531	11.9%
09:00	0	567	34	25	38	26	26	25	0	741	15.5%
10:00	3	667	41	23	23	31	43	18	0	846	13.6%
11:00	2	677	37	25	11	35	39	16	0	840	12.0%
12:00	2	707	41	30	13	43	60	20	0	914	14.9%
13:00	2	551	10	15	6	26	39	21	0	668	13.8%
14:00	2	488	6	17	21	36	30	15	1	613	16.6%
15:00	3	441	13	16	19	44	31	6	0	570	17.5%
16:00	1	417	8	16	10	32	22	12	0	517	14.7%
17:00	4	418	15	10	17	32	38	15	0	545	18.7%
18:00	3	425	17	12	10	28	32	8	0	532	14.7%
19:00	0	487	17	14	14	25	34	18	0	609	14.9%
Total	24	6851	329	249	209	394	471	222	1	8725	14.9%

Location: A
Direction: All to Anapa A out of Junction
Date: 20/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	181	24	5	8	12	6	13	0	249	15.7%
07:00	3	382	37	3	12	17	15	9	0	475	11.2%
08:00	4	483	45	3	17	27	35	11	1	621	14.5%
09:00	0	529	37	9	11	39	48	20	1	693	17.0%
10:00	0	476	41	3	13	39	42	28	0	642	19.0%
11:00	1	513	30	5	14	33	28	10	0	633	13.4%
12:00	0	444	33	12	12	25	22	12	0	560	12.7%
13:00	0	463	14	21	8	47	33	8	1	594	16.2%
14:00	3	497	20	21	9	28	37	14	3	626	14.1%
15:00	3	457	8	12	5	43	46	21	0	592	19.4%
16:00	2	523	12	11	9	33	34	28	0	650	16.0%
17:00	8	580	15	18	12	22	19	22	0	688	10.9%
18:00	2	560	14	15	22	23	15	13	2	662	11.0%
19:00	2	525	16	8	25	17	29	10	0	630	12.9%
Total	28	6613	346	146	177	405	409	219	8	8315	14.6%

Location: A
Direction: Anapa to All A into Junction
Date: 22/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	225	12	7	6	6	3	11	0	270	9.6%
07:00	0	376	15	9	11	9	3	13	0	436	8.3%
08:00	3	413	12	14	12	22	17	12	1	502	12.5%
09:00	5	472	24	17	45	25	16	8	0	607	15.5%
10:00	3	519	12	11	19	47	16	7	0	631	14.1%
11:00	3	546	11	19	7	46	12	14	1	655	12.1%
12:00	0	563	8	24	11	35	14	17	1	672	11.5%
13:00	0	671	45	8	7	32	10	17	1	790	8.4%
14:00	1	563	57	11	35	20	7	15	1	708	10.9%
15:00	1	429	45	15	25	50	4	13	0	581	15.8%
16:00	1	504	60	27	21	42	16	15	0	685	13.7%
17:00	0	483	39	10	12	20	9	6	0	579	8.1%
18:00	10	468	35	6	11	19	3	3	0	545	6.6%
19:00	4	477	40	2	5	16	4	4	0	548	5.3%
Total	33	6709	415	180	227	389	134	155	5	8209	11.0%

Location: A
Direction: All to Anapa A out of Junction
Date: 22/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	198	17	10	10	21	3	8	1	267	15.7%
07:00	1	347	23	14	9	19	8	10	0	430	10.7%
08:00	2	465	23	8	11	31	9	9	1	556	10.8%
09:00	4	506	17	16	7	40	15	2	0	603	10.6%
10:00	4	483	10	16	17	55	12	14	1	607	16.1%
11:00	3	485	7	21	12	44	10	17	0	596	13.9%
12:00	3	426	11	15	12	45	3	18	1	530	14.7%
13:00	2	459	37	5	14	33	7	10	1	565	11.3%
14:00	3	485	36	5	10	37	9	2	0	584	9.9%
15:00	1	528	32	4	10	29	9	12	0	624	9.6%
16:00	12	567	38	7	9	27	8	9	0	665	8.0%
17:00	4	565	36	5	23	12	3	5	0	649	6.6%
18:00	2	488	21	5	15	10	4	4	1	547	6.0%
19:00	4	571	35	1	31	14	4	12	0	668	9.1%
Total	47	6573	343	132	190	417	104	132	6	7891	10.7%

Location: A
Direction: Anapa to All A into Junction
Date: 23/02/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	194	7	4	11	3	1	6	0	226	9.3%
07:00	1	277	13	10	13	12	16	7	1	348	13.8%
08:00	1	362	19	9	13	14	18	14	1	449	13.1%
09:00	4	415	25	11	41	19	30	9	0	550	18.0%
10:00	2	562	25	11	22	46	23	16	0	705	15.2%
11:00	6	518	19	9	10	22	40	14	1	632	13.6%
12:00	4	576	17	6	10	31	34	15	2	689	13.1%
13:00	4	692	63	19	13	9	30	15	0	841	8.0%
14:00	1	671	34	7	16	23	33	10	2	794	10.3%
15:00	1	524	37	6	14	20	39	3	4	643	11.8%
16:00	1	700	29	19	8	24	45	6	0	831	10.0%
17:00	0	610	29	6	12	22	15	14	0	708	8.9%
18:00	7	668	64	6	18	10	20	6	0	792	6.8%
19:00	3	716	50	2	15	23	20	8	0	834	7.9%
Total	36	7485	431	125	216	278	364	143	11	9042	11.1%

Location: A
Direction: All to Anapa A out of Junction
Date: 23/02/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	167	23	3	11	18	5	3	0	230	16.1%
07:00	2	335	17	10	13	25	7	1	1	408	11.3%
08:00	1	470	24	6	15	32	26	3	0	576	13.2%
09:00	1	535	16	10	6	35	36	6	1	644	12.9%
10:00	5	563	18	8	21	43	21	9	2	683	13.8%
11:00	4	553	8	9	14	44	20	8	1	656	13.1%
12:00	5	530	5	7	10	37	27	14	0	630	14.0%
13:00	3	513	30	8	10	20	41	8	0	630	12.5%
14:00	3	549	31	1	10	10	32	12	1	645	9.9%
15:00	3	648	26	2	14	13	23	9	0	735	8.0%
16:00	3	611	22	3	12	15	30	11	2	704	9.7%
17:00	1	613	25	0	22	16	28	12	0	716	10.9%
18:00	5	551	30	3	31	13	24	3	1	655	10.8%
19:00	5	506	14	1	25	8	10	10	0	574	9.2%
Total	44	7144	289	71	214	329	330	109	9	8486	11.6%

Junction on M25 at Rassvet (Location A)

Location: B
Direction: Novorossiysk to All B into Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	147	18	3	6	10	3	10	0	197	14.7%
07:00	0	321	21	1	9	18	5	5	0	380	9.7%
08:00	4	411	32	1	15	30	7	13	1	509	12.8%
09:00	0	527	36	6	10	41	7	16	1	643	11.5%
10:00	0	484	38	3	13	37	7	16	0	598	12.2%
11:00	1	550	28	9	12	34	6	6	0	645	9.0%
12:00	0	467	35	11	15	28	6	10	1	572	10.3%
13:00	1	496	11	17	8	43	9	5	0	589	11.0%
14:00	3	511	14	21	9	25	6	7	2	593	7.9%
15:00	3	482	5	16	5	47	5	13	0	573	12.2%
16:00	2	555	8	11	9	34	8	23	1	648	11.4%
17:00	8	577	14	12	13	22	2	22	0	662	8.9%
18:00	2	560	10	13	22	26	7	9	2	647	9.9%
19:00	3	535	11	6	27	19	6	8	1	612	9.8%
Total	27	6623	281	130	173	414	84	163	9	7868	10.6%

Location: B
Direction: All to Anapa B out of Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	154	21	10	8	7	10	5	0	215	14.0%
07:00	1	375	23	14	6	5	5	10	0	438	5.9%
08:00	1	393	23	12	10	13	8	12	0	471	9.1%
09:00	0	484	22	18	36	23	5	23	0	611	14.2%
10:00	3	611	27	14	23	23	16	22	0	736	11.4%
11:00	3	627	22	20	9	33	4	14	0	729	8.2%
12:00	2	693	28	23	13	40	8	20	0	825	9.8%
13:00	1	551	10	17	6	24	17	11	1	636	9.1%
14:00	5	513	6	19	19	30	5	8	1	600	10.3%
15:00	3	462	12	16	18	49	9	5	0	571	14.2%
16:00	1	411	5	18	9	34	4	8	0	489	11.2%
17:00	2	408	11	10	17	30	9	13	0	498	13.9%
18:00	2	445	12	8	10	35	3	7	0	520	10.6%
19:00	0	444	9	10	13	27	7	11	2	521	11.1%
Total	26	6571	231	209	197	373	110	169	4	7860	10.8%

Location: B
Direction: Novorossiysk to All B into Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	170	9	6	10	16	2	8	1	221	16.3%
07:00	0	315	10	10	9	18	6	14	0	382	12.3%
08:00	3	427	11	9	13	30	4	5	0	499	10.4%
09:00	3	498	11	20	7	45	3	3	0	587	9.9%
10:00	4	512	6	18	18	65	9	12	1	640	16.3%
11:00	3	489	4	28	12	46	6	11	0	596	12.6%
12:00	3	448	12	12	11	45	4	18	0	550	14.2%
13:00	3	501	32	5	14	35	4	12	1	603	10.8%
14:00	0	512	35	5	9	35	8	1	0	605	8.8%
15:00	2	571	30	8	11	31	9	11	1	671	9.2%
16:00	13	615	33	6	9	25	7	9	0	704	7.1%
17:00	3	588	29	5	22	13	3	6	0	666	6.6%
18:00	2	513	19	6	16	13	3	12	1	582	7.6%
19:00	5	590	37	1	28	15	3	14	1	688	8.7%
Total	46	6749	278	139	189	432	71	136	6	7994	10.4%

Location: B
Direction: All to Anapa B out of Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	243	15	8	6	5	3	11	0	291	8.6%
07:00	0	364	13	8	10	10	1	14	1	420	8.3%
08:00	3	411	13	10	8	21	11	13	1	487	10.9%
09:00	4	448	20	14	45	22	11	7	0	567	15.0%
10:00	4	518	7	8	17	45	14	10	0	619	13.9%
11:00	3	554	11	23	6	49	9	12	2	664	11.4%
12:00	2	580	6	25	12	36	11	20	0	690	11.4%
13:00	1	627	35	10	7	31	11	18	1	739	9.1%
14:00	1	580	58	10	35	24	5	18	1	730	11.2%
15:00	1	446	33	11	25	57	4	7	0	583	16.0%
16:00	1	438	43	20	19	39	16	14	1	589	14.9%
17:00	1	504	29	8	13	22	9	5	0	590	8.3%
18:00	10	472	31	5	8	23	2	4	0	545	6.8%
19:00	5	490	29	5	6	20	2	5	0	557	5.9%
Total	38	6675	343	165	217	404	109	158	7	8071	11.0%

Location: B
Direction: Novorossiysk to All B into Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	148	17	1	10	17	3	3	0	199	16.6%
07:00	2	307	8	5	11	23	7	3	1	364	12.1%
08:00	1	441	17	5	14	30	2	3	0	512	9.6%
09:00	1	562	13	10	6	35	4	5	0	635	7.9%
10:00	2	586	12	10	22	43	1	8	0	682	10.9%
11:00	5	561	6	14	14	42	5	4	0	646	10.1%
12:00	3	580	2	10	9	35	3	6	0	645	8.2%
13:00	2	576	27	8	9	20	7	5	0	652	6.3%
14:00	3	586	29	1	10	16	9	8	0	659	6.5%
15:00	3	707	22	2	11	13	2	7	0	764	4.3%
16:00	3	664	18	3	12	17	3	8	1	725	5.5%
17:00	1	636	23	1	21	15	12	4	0	712	7.3%
18:00	6	555	26	4	31	8	3	2	1	629	7.0%
19:00	2	486	14	1	23	4	2	6	0	536	6.5%
Total	37	7395	234	75	203	318	63	72	3	8360	7.8%

Location: B
Direction: All to Anapa B out of Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	193	10	4	10	3	1	7	0	228	9.2%
07:00	1	292	11	8	12	12	3	8	0	346	10.1%
08:00	1	313	17	6	10	9	7	14	0	376	10.6%
09:00	6	391	21	8	40	16	6	5	0	487	13.8%
10:00	1	591	24	9	21	37	8	10	0	700	10.9%
11:00	5	513	16	5	10	24	6	11	0	585	8.7%
12:00	3	570	14	7	8	34	10	10	0	653	9.5%
13:00	4	609	38	14	13	13	9	16	0	712	7.2%
14:00	1	630	31	4	14	28	4	10	2	721	7.8%
15:00	3	487	19	0	14	19	7	4	4	550	8.0%
16:00	2	630	31	17	7	22	3	6	0	716	5.3%
17:00	0	558	21	4	11	23	3	3	0	623	6.4%
18:00	6	576	37	4	18	4	2	6	0	647	4.6%
19:00	4	683	27	9	13	19	5	4	0	760	5.4%
Total	38	7036	317	99	201	263	74	114	6	8104	8.0%

Junction on M25 at Rassvet (Location A)

Location: C
Direction: Gai Kodzor to All C into Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	66	11	3	2	2	6	3	0	93	14.0%
07:00	3	134	21	4	3	1	10	4	0	177	10.2%
08:00	0	179	20	4	5	3	28	1	0	240	15.4%
09:00	0	138	10	6	2	9	42	11	0	218	29.4%
10:00	0	146	11	0	0	10	41	18	0	226	30.5%
11:00	2	116	9	2	2	6	23	4	0	162	21.6%
12:00	0	115	7	2	0	5	18	6	0	153	19.0%
13:00	0	139	6	11	0	9	25	3	2	193	19.2%
14:00	4	160	8	8	0	6	32	8	3	222	20.7%
15:00	0	137	6	8	0	15	42	9	0	217	30.4%
16:00	0	116	5	6	0	12	28	6	0	173	26.6%
17:00	1	154	8	10	1	5	19	4	0	201	14.4%
18:00	0	174	10	7	1	11	10	6	0	219	12.8%
19:00	0	129	6	5	0	6	23	4	2	173	19.1%
Total	12	1903	138	76	16	100	347	87	7	2667	20.6%

Location: C
Direction: All to Anapa C out of Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	54	6	3	2	11	21	4	0	101	37.6%
07:00	0	111	18	3	1	3	25	7	0	168	21.4%
08:00	0	131	16	9	3	5	11	13	0	188	17.0%
09:00	0	219	21	10	3	14	22	9	0	298	16.1%
10:00	0	210	22	9	0	16	33	2	0	292	17.5%
11:00	1	203	22	11	2	9	36	2	0	285	17.2%
12:00	0	152	22	8	3	11	54	4	1	254	28.3%
13:00	2	172	3	5	0	7	23	10	0	220	18.2%
14:00	1	149	2	6	2	9	26	8	2	202	22.3%
15:00	0	141	4	12	1	14	23	2	0	197	20.3%
16:00	0	154	4	4	1	11	20	5	1	199	18.6%
17:00	3	161	11	4	2	7	31	6	0	222	20.7%
18:00	1	154	11	9	1	7	31	3	0	216	19.4%
19:00	1	182	9	7	3	6	27	9	1	243	18.5%
Total	9	2193	171	100	24	130	383	84	5	3085	20.1%

Location: C
Direction: Gai Kodzor to All C into Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	75	13	6	0	6	1	1	0	102	7.8%
07:00	1	119	14	7	0	3	2	2	1	147	4.8%
08:00	1	170	18	2	0	12	5	5	1	212	10.4%
09:00	3	114	8	2	1	7	12	2	0	146	15.1%
10:00	1	128	7	4	0	12	5	5	0	161	13.7%
11:00	0	131	6	8	0	12	4	5	2	166	12.7%
12:00	3	138	3	8	2	8	3	5	1	167	10.8%
13:00	1	129	10	4	1	7	4	1	1	156	8.3%
14:00	3	138	13	2	1	11	3	4	0	172	11.0%
15:00	0	119	12	0	0	13	0	1	0	145	9.7%
16:00	0	106	12	4	1	8	1	0	1	132	7.6%
17:00	2	164	18	2	3	5	2	1	0	195	5.6%
18:00	0	175	14	0	0	8	1	1	0	199	5.0%
19:00	1	175	9	3	4	7	1	1	0	200	6.5%
Total	16	1881	157	52	13	119	44	34	7	2300	9.1%

Location: C
Direction: All to Anapa C out of Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	29	2	1	0	2	0	1	0	35	8.6%
07:00	0	99	3	4	1	1	2	5	0	115	7.8%
08:00	2	134	5	7	6	12	6	0	0	170	14.1%
09:00	3	130	6	9	1	15	5	4	0	170	14.7%
10:00	0	158	8	9	3	24	4	0	0	206	15.0%
11:00	0	127	3	11	1	11	3	1	1	157	10.2%
12:00	1	143	6	4	0	7	7	2	1	169	9.5%
13:00	1	215	15	2	1	10	0	2	1	245	5.3%
14:00	0	148	11	3	0	5	4	0	0	171	5.3%
15:00	1	145	22	8	1	8	0	6	1	190	7.9%
16:00	1	220	24	10	3	9	0	1	0	267	4.9%
17:00	0	166	21	4	1	4	2	3	0	201	5.0%
18:00	0	196	16	2	4	7	1	8	0	234	8.5%
19:00	1	181	22	0	0	4	2	2	1	211	3.8%
Total	10	2091	164	74	22	119	36	35	5	2541	8.3%

Location: C
Direction: Gai Kodzor to All C into Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	54	10	2	1	5	2	1	0	75	12.0%
07:00	0	121	11	6	2	4	1	1	0	146	5.5%
08:00	0	112	11	2	2	5	24	4	0	160	21.9%
09:00	2	111	5	3	0	7	33	1	1	160	25.6%
10:00	3	157	10	2	0	9	20	1	2	199	15.1%
11:00	0	132	5	4	0	12	17	8	1	178	20.8%
12:00	4	162	6	5	1	10	27	8	0	219	21.0%
13:00	1	164	16	1	1	5	34	7	0	228	20.6%
14:00	0	147	15	0	0	5	24	6	1	197	17.8%
15:00	2	151	7	1	3	6	23	4	0	195	18.5%
16:00	1	163	22	3	0	7	27	3	1	225	16.4%
17:00	0	155	11	0	2	10	18	10	0	206	19.4%
18:00	0	191	10	1	0	8	21	1	0	232	12.9%
19:00	5	221	3	7	2	4	12	4	0	253	8.7%
Total	19	2041	142	37	14	97	283	59	6	2673	16.9%

Location: C
Direction: All to Anapa C out of Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	36	1	0	1	4	0	0	0	42	11.9%
07:00	0	78	4	3	1	2	14	2	1	104	18.3%
08:00	0	132	6	4	4	8	11	4	1	169	16.0%
09:00	0	162	6	6	1	10	25	4	0	214	18.7%
10:00	1	151	5	6	2	18	15	6	0	203	20.2%
11:00	2	145	6	13	0	8	36	7	1	215	23.7%
12:00	3	218	6	7	2	5	27	5	2	270	14.4%
13:00	0	310	38	6	0	1	21	3	0	379	6.6%
14:00	0	225	16	3	2	6	30	2	0	284	14.1%
15:00	0	247	21	7	0	7	34	1	0	317	13.2%
16:00	0	286	16	5	1	11	42	0	0	361	15.0%
17:00	0	230	17	3	2	8	14	13	0	287	12.9%
18:00	2	287	33	4	0	9	18	0	0	351	7.7%
19:00	1	234	26	0	2	4	19	4	0	289	10.0%
Total	10	2741	201	67	18	101	306	51	5	3485	13.7%

Northern End of Temporary Gai Kadzor Bypass (Location B)

to Arm D

Arm D
Direction: Gai Kodzor to Gai Kodzor D to D
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	1	0	0	0	0	0	0	1	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	1	0	0	0	0	0	0	1	0.0%
15:00	0	1	0	0	0	0	0	0	0	1	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	1	0	0	0	0	0	0	0	1	0.0%
Total	0	2	2	0	0	0	0	0	0	4	0.0%

Arm D
Direction: Gai Kodzor to Gai Kodzor D to D
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	1	0	0	0	0	0	0	0	1	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	1	0	0	1	100.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	2	0	0	0	0	0	0	0	2	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	1	0	0	0	0	0	0	0	1	0.0%
Total	0	4	0	0	0	0	1	0	0	5	20.0%

Arm D
Direction: Gai Kodzor to Gai Kodzor D to D
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	1	0	0	1	100.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	1	0	0	0	0	0	0	0	1	0.0%
14:00	0	1	0	0	0	0	0	0	0	1	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	1	0	0	0	0	0	0	0	1	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	3	0	0	0	0	1	0	0	4	25.0%

to Arm E

Arm D
Direction: Gai Kodzor to Rassvet D to E
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	46	6	1	4	5	2	0	0	64	17.2%
07:00	1	93	11	5	2	5	2	0	0	118	7.6%
08:00	1	126	4	2	3	5	5	1	1	146	9.6%
09:00	0	127	3	4	1	15	8	3	0	161	16.8%
10:00	1	122	10	3	0	6	5	4	0	150	10.0%
11:00	1	112	7	2	1	9	5	1	1	137	11.7%
12:00	0	107	3	6	0	7	5	2	0	130	10.8%
13:00	0	92	4	5	0	3	4	1	0	109	7.3%
14:00	5	115	11	6	0	3	7	1	0	143	7.7%
15:00	1	107	9	4	1	12	2	1	0	136	11.8%
16:00	2	129	8	3	0	7	2	1	0	150	6.7%
17:00	1	133	11	3	1	5	1	2	0	156	5.8%
18:00	0	165	10	5	2	8	1	2	2	193	6.7%
19:00	1	97	7	1	0	4	1	2	0	112	6.3%
Total	17	1571	104	50	15	94	50	21	4	1905	9.4%

Arm D
Direction: Gai Kodzor to Rassvet D to E
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	53	8	0	4	7	1	0	0	73	16.4%
07:00	1	89	9	2	2	6	1	0	0	109	8.3%
08:00	0	141	11	2	4	9	1	0	0	168	8.3%
09:00	0	88	3	1	2	8	3	1	0	106	13.2%
10:00	0	102	8	1	0	10	3	0	0	124	10.5%
11:00	0	116	5	3	1	11	1	8	0	145	14.5%
12:00	3	127	5	2	2	10	2	0	1	148	9.5%
13:00	0	132	10	2	2	11	3	0	0	160	10.0%
14:00	0	101	11	1	1	7	1	2	0	124	8.9%
15:00	0	112	5	0	0	11	0	0	0	128	8.6%
16:00	1	109	7	1	0	12	0	0	0	129	9.3%
17:00	1	155	12	2	4	4	2	1	0	180	6.1%
18:00	0	172	9	0	1	4	1	1	0	188	3.7%
19:00	1	149	5	2	1	3	2	1	0	163	4.3%
Total	8	1646	108	19	24	113	21	14	1	1945	8.8%

Arm D
Direction: Gai Kodzor to Rassvet D to E
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	40	7	0	3	1	2	0	0	53	11.3%
07:00	0	97	8	2	2	6	2	0	0	117	8.5%
08:00	0	85	5	0	2	2	2	2	0	98	8.2%
09:00	2	101	4	3	0	3	5	1	0	117	7.7%
10:00	2	137	8	2	1	1	0	0	0	149	1.3%
11:00	1	120	4	2	1	8	2	0	1	137	8.0%
12:00	2	149	5	1	2	8	1	1	0	167	7.2%
13:00	0	152	3	6	1	4	10	1	0	177	9.0%
14:00	1	150	9	2	0	5	3	2	1	171	5.8%
15:00	1	130	3	1	2	4	1	2	0	143	6.3%
16:00	2	165	11	3	0	13	1	0	1	193	7.3%
17:00	0	152	8	2	2	11	3	2	0	180	10.0%
18:00	0	170	6	4	1	6	2	1	0	190	5.3%
19:00	2	161	3	3	1	4	1	0	0	173	3.5%
Total	15	1809	84	31	18	76	35	12	3	2065	6.8%

to Arm F

Location: D
Direction: Gai Kodzor to Compressor Station D to F
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	3	0	0	0	1	5	0	0	9	66.7%
08:00	0	3	0	2	0	1	3	0	0	9	44.4%
09:00	0	1	0	0	0	1	1	0	1	3	66.7%
10:00	0	2	0	0	0	0	0	0	0	2	0.0%
11:00	0	2	0	2	0	2	1	0	0	7	42.9%
12:00	0	1	0	0	0	0	4	0	0	5	80.0%
13:00	0	5	0	0	0	0	3	0	0	8	37.5%
14:00	0	1	0	0	0	0	9	0	0	10	90.0%
15:00	0	1	0	0	0	1	0	0	0	2	50.0%
16:00	0	1	0	0	0	0	0	0	0	1	0.0%
17:00	0	1	0	0	0	0	5	0	0	6	83.3%
18:00	0	0	0	0	0	0	2	0	0	2	100.0%
19:00	0	0	0	0	0	0	3	0	0	3	100.0%
Total	0	21	0	4	0	6	36	0	1	67	62.7%

Location: D
Direction: Gai Kodzor to Compressor Station D to F
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	2	0	0	0	1	0	0	0	3	33.3%
08:00	0	1	0	1	0	0	1	0	0	3	33.3%
09:00	0	1	0	1	0	2	0	0	0	4	50.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	4	2	0	0	3	1	0	0	10	40.0%
12:00	0	1	0	0	0	0	0	0	0	1	0.0%
13:00	0	0	0	0	0	0	5	1	0	6	100.0%
14:00	0	0	0	0	0	0	6	0	0	6	100.0%
15:00	0	0	0	0	0	0	1	0	0	1	100.0%
16:00	0	0	0	0	0	0	1	0	0	1	100.0%
17:00	0	0	0	0	0	0	2	0	0	2	100.0%
18:00	0	0	0	0	1	0	1	0	0	2	100.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	9	2	2	1	6	18	1	0	39	66.7%

Location: D
Direction: Gai Kodzor to Compressor Station D to F
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	5	1	0	0	0	11	0	0	17	64.7%
08:00	0	2	0	1	0	1	5	2	0	11	72.7%
09:00	0	1	0	1	0	0	1	0	0	3	33.3%
10:00	0	1	0	0	0	0	1	0	0	2	50.0%
11:00	0	1	0	0	0	0	6	0	1	7	85.7%
12:00	0	3	0	0	0	1	5	0	0	9	66.7%
13:00	0	1	0	0	0	0	1	0	1	2	50.0%
14:00	0	2	0	0	0	0	4	0	0	6	66.7%
15:00	0	0	0	0	0	0	1	0	0	1	100.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	3	0	0	3	100.0%
18:00	0	1	0	0	0	0	0	1	0	2	50.0%
19:00	0	1	0	0	0	0	1	0	0	2	50.0%
Total	0	18	1	2	0	2	39	3	2	65	67.7%

Northern End of Temporary Gai Kadzor Bypass (Location B)

to Arm D

Arm E
Direction: Rassvet to Gai Kodzor E to D
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	28	7	0	2	0	0	0	0	37	5.4%
07:00	0	96	6	2	0	6	5	0	0	115	9.6%
08:00	2	142	8	2	3	2	1	3	0	161	5.6%
09:00	0	142	0	0	1	9	1	1	0	154	7.8%
10:00	1	132	12	3	1	9	4	1	0	162	9.3%
11:00	2	139	10	2	2	11	3	0	0	167	9.6%
12:00	0	121	17	1	2	9	9	2	0	161	13.7%
13:00	1	128	2	5	0	0	11	0	0	146	7.5%
14:00	2	145	2	10	2	3	0	1	2	163	3.7%
15:00	0	155	2	19	1	4	5	0	1	186	5.4%
16:00	1	159	3	13	0	1	4	0	0	180	2.8%
17:00	0	162	1	2	1	1	4	3	1	174	5.2%
18:00	1	167	5	7	1	0	7	1	0	188	4.8%
19:00	1	147	5	8	3	1	5	2	1	171	6.4%
Total	11	1863	80	74	19	56	59	14	5	2165	6.8%

Arm E
Direction: Rassvet to Gai Kodzor E to D
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	22	5	0	0	1	0	1	0	29	6.9%
07:00	1	105	5	1	1	4	0	0	0	116	4.3%
08:00	1	121	12	1	7	4	2	0	0	147	8.8%
09:00	0	128	14	5	1	10	6	1	0	165	10.9%
10:00	1	128	15	0	3	16	3	0	0	165	13.3%
11:00	1	107	14	3	0	13	0	1	0	138	10.1%
12:00	0	123	14	0	0	5	4	0	0	146	6.2%
13:00	2	142	2	4	1	1	0	0	0	150	1.3%
14:00	0	137	3	16	2	3	5	0	0	166	6.0%
15:00	1	143	7	10	0	3	1	3	1	167	4.2%
16:00	0	150	36	8	3	2	1	1	0	201	3.5%
17:00	1	157	4	3	1	0	1	2	0	168	2.4%
18:00	0	152	3	6	1	3	0	1	0	166	3.0%
19:00	0	158	4	13	4	2	2	2	0	185	5.4%
Total	8	1773	138	70	24	67	25	12	1	2109	6.1%

Arm E
Direction: Rassvet to Gai Kodzor E to D
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	23	3	0	1	1	0	0	0	28	7.1%
07:00	1	98	7	0	1	6	2	0	0	114	7.9%
08:00	0	118	10	0	3	4	0	3	0	138	7.2%
09:00	0	165	12	0	2	5	2	0	0	186	4.8%
10:00	1	134	13	5	2	7	0	0	0	161	5.6%
11:00	2	114	15	0	0	5	5	1	0	140	7.9%
12:00	2	188	15	2	1	2	6	0	2	214	4.2%
13:00	1	115	3	9	0	1	1	0	0	129	1.6%
14:00	1	141	1	6	1	1	3	0	0	153	3.3%
15:00	1	158	2	9	0	3	2	2	0	176	4.0%
16:00	0	155	4	18	3	1	4	0	1	185	4.3%
17:00	0	158	0	0	0	0	0	0	0	158	0.0%
18:00	1	169	6	9	2	2	2	3	0	193	4.7%
19:00	0	104	1	3	1	1	0	0	0	110	1.8%
Total	11	1840	92	61	17	39	27	9	3	2085	4.4%

to Arm E

Arm E
Direction: Rassvet to Rassvet E to E
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm E
Direction: Rassvet to Rassvet E to E
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm E
Direction: Rassvet to Rassvet E to E
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

to Arm

Location: E
Direction: Rassvet to Compressor Station E to F
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	1	0	0	0	0	20	1	0	22	95.5%
07:00	0	1	0	0	0	0	21	5	0	27	96.3%
08:00	0	1	0	0	0	1	11	8	0	21	95.2%
09:00	0	1	1	0	0	0	10	2	0	14	85.7%
10:00	0	2	0	0	0	0	23	3	0	28	92.9%
11:00	0	0	0	0	0	0	21	3	0	24	100.0%
12:00	0	0	0	0	0	0	37	0	0	37	100.0%
13:00	0	1	0	0	0	0	24	1	0	26	96.2%
14:00	0	1	0	0	0	0	31	0	0	32	96.9%
15:00	0	1	0	0	0	0	22	0	0	23	95.7%
16:00	0	0	0	0	0	0	19	0	0	19	100.0%
17:00	0	0	0	0	0	0	35	0	0	35	100.0%
18:00	0	0	0	0	0	0	21	0	0	21	100.0%
19:00	0	0	0	0	0	0	27	1	0	28	100.0%
Total	0	9	1	0	0	1	322	24	0	357	97.2%

Location: E
Direction: Rassvet to Compressor Station E to F
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	3	0	0	0	0	1	1	0	5	40.0%
08:00	0	1	1	0	0	0	3	0	0	5	60.0%
09:00	0	1	0	0	0	0	0	0	0	1	0.0%
10:00	0	0	0	0	0	0	0	4	0	4	100.0%
11:00	0	1	1	0	0	0	0	1	0	3	33.3%
12:00	0	1	0	0	0	0	0	0	0	1	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	3	0	0	0	1	2	0	0	6	50.0%
15:00	0	4	1	0	0	0	0	0	0	5	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	1	0	0	0	1	0	8	0	10	90.0%
19:00	0	2	0	0	0	0	1	2	0	5	60.0%
Total	0	17	3	0	0	2	7	16	0	45	55.6%

Location: E
Direction: Rassvet to Compressor Station E to F
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	3	0	0	0	0	0	0	0	3	0.0%
07:00	0	0	0	0	0	0	11	0	0	11	100.0%
08:00	0	1	0	0	0	0	13	1	0	15	93.3%
09:00	0	0	0	0	0	0	21	8	0	29	100.0%
10:00	0	1	0	0	0	0	16	4	0	21	95.2%
11:00	0	0	0	0	0	0	26	3	0	29	100.0%
12:00	0	0	0	0	0	0	28	5	0	33	100.0%
13:00	0	0	0	0	0	0	17	2	0	19	100.0%
14:00	0	1	0	0	0	0	33	1	0	35	97.1%
15:00	0	1	0	0	0	0	30	1	0	32	96.9%
16:00	0	0	0	0	0	0	32	0	0	32	100.0%
17:00	0	0	0	0	0	0	23	7	0	30	100.0%
18:00	0	0	0	0	0	0	19	0	0	19	100.0%
19:00	0	0	0	0	0	0	16	1	0	17	100.0%
Total	0	7	0	0	0	0	285	33	0	325	97.8%

Northern End of Temporary Gai Kadzor Bypass (Location B)

to Arm D

Arm F
Direction: Compressor Station to Gai Kodzor F to D
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	1	0	0	0	0	0	1	0.0%
07:00	0	1	0	0	0	0	1	0	0	2	50.0%
08:00	0	0	2	0	0	1	7	0	1	10	80.0%
09:00	0	0	1	0	0	0	8	0	0	9	88.9%
10:00	0	5	0	0	0	2	2	0	0	9	44.4%
11:00	0	0	0	0	0	0	3	0	0	3	100.0%
12:00	0	3	1	0	0	0	11	0	0	15	73.3%
13:00	0	2	0	0	0	0	6	0	0	8	75.0%
14:00	0	2	0	0	0	0	3	0	0	5	60.0%
15:00	0	1	0	1	0	0	2	0	0	4	50.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	1	0	0	1	100.0%
18:00	0	4	0	1	0	0	1	0	0	6	16.7%
19:00	0	3	0	0	0	0	0	0	0	3	0.0%
Total	0	21	4	3	0	3	45	0	1	76	63.2%

Arm F
Direction: Compressor Station to Gai Kodzor F to D
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	1	0	0	1	100.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	4	0	0	0	1	1	0	0	6	33.3%
09:00	0	2	0	0	0	0	0	0	0	2	0.0%
10:00	0	1	0	0	0	1	0	1	0	3	66.7%
11:00	0	2	1	0	0	0	0	0	0	3	0.0%
12:00	0	1	0	0	0	2	5	0	0	8	87.5%
13:00	0	2	0	0	0	0	3	0	0	5	60.0%
14:00	0	1	0	0	0	0	1	0	0	2	50.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	1	0	0	0	1	0	0	0	2	50.0%
17:00	0	1	0	0	0	0	0	0	0	1	0.0%
18:00	0	1	0	1	0	1	1	0	0	4	50.0%
19:00	0	2	0	0	0	0	1	0	0	3	33.3%
Total	0	18	1	1	0	6	13	1	0	40	50.0%

Arm F
Direction: Compressor Station to Gai Kodzor F to D
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	2	0	0	0	0	0	0	0	2	0.0%
08:00	0	1	0	0	0	0	0	1	0	2	50.0%
09:00	0	2	0	0	0	2	0	0	0	4	50.0%
10:00	0	1	0	0	0	0	0	0	0	1	0.0%
11:00	1	1	0	0	0	1	2	0	0	4	75.0%
12:00	0	0	0	0	0	0	9	0	1	9	100.0%
13:00	0	2	1	0	0	0	1	1	0	5	40.0%
14:00	0	2	0	0	0	0	1	0	0	3	33.3%
15:00	0	0	0	0	0	2	1	0	0	3	100.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	4	0	0	0	0	3	0	0	7	42.9%
19:00	0	0	0	0	0	0	4	1	0	5	100.0%
Total	1	15	1	0	0	5	21	3	1	45	64.4%

to Arm E

Arm F
Direction: Compressor Station to Rassvet F to E
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	7	3	0	10	100.0%
07:00	0	0	0	0	0	0	9	4	0	13	100.0%
08:00	0	1	0	0	0	0	18	0	0	19	94.7%
09:00	0	0	0	0	0	0	29	4	0	33	100.0%
10:00	0	0	1	0	0	0	32	9	0	42	97.6%
11:00	0	1	0	0	0	0	18	3	0	22	95.5%
12:00	0	1	0	0	0	0	16	0	0	17	94.1%
13:00	0	1	0	0	0	0	9	3	0	13	92.3%
14:00	0	0	0	0	0	0	21	8	0	29	100.0%
15:00	0	1	0	0	0	0	34	3	0	38	97.4%
16:00	0	0	0	0	0	0	28	4	0	32	100.0%
17:00	0	0	0	0	0	0	12	5	0	17	100.0%
18:00	0	0	0	0	0	0	7	3	0	10	100.0%
19:00	0	0	0	0	0	0	26	0	0	26	100.0%
Total	0	5	1	0	0	0	266	49	0	321	98.1%

Arm F
Direction: Compressor Station to Rassvet F to E
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	1	0	1	100.0%
07:00	0	0	0	0	0	0	3	0	0	3	100.0%
08:00	0	0	0	0	0	0	1	0	0	1	100.0%
09:00	0	0	0	0	0	0	8	0	0	8	100.0%
10:00	0	0	1	0	0	0	0	4	0	5	80.0%
11:00	0	2	1	0	0	1	1	0	0	5	40.0%
12:00	0	2	0	0	0	0	2	5	0	9	77.8%
13:00	0	2	0	0	0	0	1	0	0	3	33.3%
14:00	0	2	0	0	0	0	2	0	0	4	50.0%
15:00	0	0	0	1	0	0	0	0	0	1	0.0%
16:00	0	1	0	0	0	0	0	0	0	1	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	6	0	0	0	0	1	0	0	7	14.3%
Total	0	15	2	1	0	1	19	10	0	48	62.5%

Arm F
Direction: Compressor Station to Rassvet F to E
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	1	0	0	0	0	1	0	0	2	50.0%
07:00	0	0	0	0	0	0	1	0	0	1	100.0%
08:00	0	2	0	0	0	0	19	0	0	21	90.5%
09:00	0	0	0	0	0	0	30	3	0	33	100.0%
10:00	0	1	0	0	0	0	15	4	0	20	95.0%
11:00	0	0	0	0	0	0	17	3	0	20	100.0%
12:00	0	1	0	0	0	0	23	6	0	30	96.7%
13:00	0	2	0	0	0	0	21	0	0	23	91.3%
14:00	0	0	0	0	0	0	24	0	0	24	100.0%
15:00	0	0	0	0	0	0	21	3	0	24	100.0%
16:00	0	0	0	0	0	0	25	0	0	25	100.0%
17:00	0	0	0	0	0	0	20	2	0	22	100.0%
18:00	0	1	0	0	0	0	20	0	0	21	95.2%
19:00	0	1	0	0	0	0	8	5	0	14	92.9%
Total	0	9	0	0	0	0	245	26	0	280	96.8%

to Arm

Location: F
Direction: Compressor Station to Compressor Station F to F
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	3	0	0	0	3	100.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	3	0	0	0	3	100.0%

Location: F
Direction: Compressor Station to Compressor Station F to F
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	1	0	0	0	0	0	0	1	0.0%
12:00	0	0	0	0	0	0	4	0	0	4	100.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	5	0	0	5	100.0%
15:00	0	0	0	0	0	0	5	0	0	5	100.0%
16:00	0	0	0	0	0	0	7	0	0	7	100.0%
17:00	0	0	0	0	0	0	8	0	0	8	100.0%
18:00	0	0	0	0	0	0	2	0	0	2	100.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	1	0	0	0	31	0	0	32	96.9%

Location: F
Direction: Compressor Station to Compressor Station F to F
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	2	0	0	2	100.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	2	0	0	2	100.0%

Northern End of Temporary Gai Kadzor Bypass (Location B)

Location: D
Direction: Gai Kodzor to All D into Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	46	6	1	4	5	2	0	0	64	17.2%
07:00	1	96	11	5	2	6	7	0	0	127	11.8%
08:00	1	129	4	4	3	6	8	1	1	155	11.6%
09:00	0	128	3	4	1	16	9	3	1	164	17.7%
10:00	1	124	10	3	0	6	5	4	0	152	9.9%
11:00	1	114	7	4	1	11	6	1	1	144	13.2%
12:00	0	108	4	6	0	7	9	2	0	136	13.2%
13:00	0	97	4	5	0	3	7	1	0	117	9.4%
14:00	5	116	12	6	0	3	16	1	0	154	13.0%
15:00	1	109	9	4	1	13	2	1	0	139	12.2%
16:00	2	130	8	3	0	7	2	1	0	151	6.6%
17:00	1	134	11	3	1	5	6	2	0	162	8.6%
18:00	0	165	10	5	2	8	3	2	2	195	7.7%
19:00	1	98	7	1	0	4	4	2	0	116	8.6%
Total	17	1594	106	54	15	100	86	21	5	1976	11.2%

Location: D
Direction: All to Gai Kodzor D out of Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	28	7	1	2	0	0	0	0	38	5.3%
07:00	0	97	6	2	0	6	6	0	0	117	10.3%
08:00	2	142	10	2	3	3	8	3	1	171	9.9%
09:00	0	142	1	0	1	9	9	1	0	163	12.3%
10:00	1	137	12	3	1	11	6	1	0	171	11.1%
11:00	2	139	10	2	2	11	6	0	0	170	11.2%
12:00	0	124	19	1	2	9	20	2	0	177	18.6%
13:00	1	130	2	5	0	0	17	0	0	154	11.0%
14:00	2	147	3	10	2	3	3	1	2	169	5.3%
15:00	0	157	2	20	1	4	7	0	1	191	6.3%
16:00	1	159	3	13	0	1	4	0	0	180	2.8%
17:00	0	162	1	2	1	1	5	3	1	175	5.7%
18:00	1	171	5	8	1	0	8	1	0	194	5.2%
19:00	1	151	5	8	3	1	5	2	1	175	6.3%
Total	11	1886	86	77	19	59	104	14	6	2245	8.7%

Location: D
Direction: Gai Kodzor to All D into Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	53	8	0	4	7	1	0	0	73	16.4%
07:00	1	91	9	2	2	7	1	0	0	112	8.9%
08:00	0	142	11	3	4	9	2	0	0	171	8.8%
09:00	0	90	3	2	2	10	3	1	0	111	14.4%
10:00	0	102	8	1	0	10	3	0	0	124	10.5%
11:00	0	120	7	3	1	14	3	8	0	156	16.7%
12:00	3	128	5	2	2	10	2	0	1	149	9.4%
13:00	0	134	10	2	2	11	8	1	0	168	13.1%
14:00	0	101	11	1	1	7	7	2	0	130	13.1%
15:00	0	112	5	0	0	11	1	0	0	129	9.3%
16:00	1	109	7	1	0	12	1	0	0	130	10.0%
17:00	1	155	12	2	4	4	4	1	0	182	7.1%
18:00	0	172	9	0	2	4	2	1	0	190	4.7%
19:00	1	150	5	2	1	3	2	1	0	164	4.3%
Total	8	1659	110	21	25	119	40	15	1	1989	10.0%

Location: D
Direction: Gai Kodzor to Gai Kodzor D out of Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	22	5	0	0	1	1	1	0	30	10.0%
07:00	1	105	5	1	1	4	0	0	0	116	4.3%
08:00	1	125	12	1	7	5	3	0	0	153	9.8%
09:00	0	131	14	5	1	10	6	1	0	168	10.7%
10:00	1	129	15	0	3	17	3	1	0	168	14.3%
11:00	1	109	15	3	0	13	1	1	0	142	10.6%
12:00	0	124	14	0	0	7	9	0	0	154	10.4%
13:00	2	146	2	4	1	1	3	0	0	157	3.2%
14:00	0	138	3	16	2	3	6	0	0	168	6.5%
15:00	1	143	7	10	0	3	1	3	1	167	4.2%
16:00	0	151	36	8	3	3	1	1	0	203	3.9%
17:00	1	158	4	3	1	0	1	2	0	169	2.4%
18:00	0	153	3	7	1	4	1	1	0	170	4.1%
19:00	0	161	4	13	4	2	3	2	0	189	5.8%
Total	8	1795	139	71	24	73	39	13	1	2154	6.9%

Location: D
Direction: Gai Kodzor to All D into Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	40	7	0	3	1	2	0	0	53	11.3%
07:00	0	102	9	2	2	6	13	0	0	134	15.7%
08:00	0	87	5	1	2	3	7	4	0	109	14.7%
09:00	2	102	4	4	0	3	6	1	0	120	8.3%
10:00	2	138	8	2	1	1	2	0	0	152	2.6%
11:00	1	121	4	2	1	8	8	0	2	144	11.8%
12:00	2	152	5	1	2	9	6	1	0	176	10.2%
13:00	0	154	3	6	1	4	11	1	1	180	9.4%
14:00	1	153	9	2	0	5	7	2	1	178	7.9%
15:00	1	130	3	1	2	4	2	2	0	144	6.9%
16:00	2	165	11	3	0	13	1	0	1	193	7.3%
17:00	0	152	8	2	2	11	6	2	0	183	11.5%
18:00	0	172	6	4	1	6	2	2	0	193	5.7%
19:00	2	162	3	3	1	4	2	0	0	175	4.0%
Total	15	1830	85	33	18	78	75	15	5	2134	8.7%

Location: D
Direction: All to Gai Kodzor D out of Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	23	3	0	1	1	0	0	0	28	7.1%
07:00	1	100	7	0	1	6	2	0	0	116	7.8%
08:00	0	119	10	0	3	4	0	4	0	140	7.9%
09:00	0	167	12	0	2	7	2	0	0	190	5.8%
10:00	1	135	13	5	2	7	1	0	0	163	6.1%
11:00	3	115	15	0	0	6	7	1	0	144	9.7%
12:00	2	188	15	2	1	2	15	0	3	223	8.1%
13:00	1	118	4	9	0	1	2	1	0	135	3.0%
14:00	1	144	1	6	1	1	4	0	0	157	3.8%
15:00	1	158	2	9	0	5	3	2	0	179	5.6%
16:00	0	155	4	18	3	1	4	0	1	185	4.3%
17:00	0	158	0	0	0	0	0	0	0	158	0.0%
18:00	1	174	6	9	2	2	5	3	0	201	6.0%
19:00	0	104	1	3	1	1	4	1	0	115	6.1%
Total	12	1858	93	61	17	44	49	12	4	2134	5.7%

Northern End of Temporary Gai Kadzor Bypass (Location B)

Location: E
Direction: Rassvet to All E into Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	29	7	0	2	0	20	1	0	59	39.0%
07:00	0	97	6	2	0	6	26	5	0	142	26.1%
08:00	2	143	8	2	3	3	12	11	0	182	15.9%
09:00	0	143	1	0	1	9	11	3	0	168	14.3%
10:00	1	134	12	3	1	9	27	4	0	190	21.6%
11:00	2	139	10	2	2	11	24	3	0	191	20.9%
12:00	0	121	17	1	2	9	46	2	0	198	29.8%
13:00	1	129	2	5	0	0	35	1	0	172	20.9%
14:00	2	146	2	10	2	3	31	1	2	195	19.0%
15:00	0	156	2	19	1	4	27	0	1	209	15.3%
16:00	1	159	3	13	0	1	23	0	0	199	12.1%
17:00	0	162	1	2	1	1	39	3	1	209	21.1%
18:00	1	167	5	7	1	0	28	1	0	209	14.4%
19:00	1	147	5	8	3	1	32	3	1	199	19.6%
Total	11	1872	81	74	19	57	381	38	5	2522	19.6%

Location: E
Direction: All to Gai Kodzor E out of Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	46	6	1	4	5	9	3	0	74	28.4%
07:00	1	93	11	5	2	5	11	4	0	131	16.8%
08:00	1	127	4	2	3	5	23	1	1	165	19.4%
09:00	0	127	3	4	1	15	37	7	0	194	30.9%
10:00	1	122	11	3	0	6	37	13	0	192	29.2%
11:00	1	113	7	2	1	9	23	4	1	159	23.3%
12:00	0	108	3	6	0	7	21	2	0	147	20.4%
13:00	0	93	4	5	0	3	13	4	0	122	16.4%
14:00	5	115	11	6	0	3	28	9	0	172	23.3%
15:00	1	108	9	4	1	12	36	4	0	174	30.5%
16:00	2	129	8	3	0	7	30	5	0	182	23.1%
17:00	1	133	11	3	1	5	13	7	0	173	15.0%
18:00	0	165	10	5	2	8	8	5	2	203	11.3%
19:00	1	97	7	1	0	4	27	2	0	138	23.9%
Total	17	1576	105	50	15	94	316	70	4	2226	22.2%

Location: E
Direction: Rassvet to All E into Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	22	5	0	0	1	0	1	0	29	6.9%
07:00	1	108	5	1	1	4	1	1	0	121	5.8%
08:00	1	122	13	1	7	4	5	0	0	152	10.5%
09:00	0	129	14	5	1	10	6	1	0	166	10.8%
10:00	1	128	15	0	3	16	3	4	0	169	15.4%
11:00	1	108	15	3	0	13	0	2	0	141	10.6%
12:00	0	124	14	0	0	5	4	0	0	147	6.1%
13:00	2	142	2	4	1	1	0	0	0	150	1.3%
14:00	0	140	3	16	2	4	7	0	0	172	7.6%
15:00	1	147	8	10	0	3	1	3	1	172	4.1%
16:00	0	150	36	8	3	2	1	1	0	201	3.5%
17:00	1	157	4	3	1	0	1	2	0	168	2.4%
18:00	0	153	3	6	1	4	0	9	0	176	8.0%
19:00	0	160	4	13	4	2	3	4	0	190	6.8%
Total	8	1790	141	70	24	69	32	28	1	2154	7.1%

Location: E
Direction: All to Gai Kodzor E out of Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	53	8	0	4	7	1	1	0	74	17.6%
07:00	1	89	9	2	2	6	4	0	0	112	10.7%
08:00	0	141	11	2	4	9	2	0	0	169	8.9%
09:00	0	88	3	1	2	8	11	1	0	114	19.3%
10:00	0	102	9	1	0	10	3	4	0	129	13.2%
11:00	0	118	6	3	1	12	2	8	0	150	15.3%
12:00	3	129	5	2	2	10	4	5	1	157	13.4%
13:00	0	134	10	2	2	11	4	0	0	163	10.4%
14:00	0	103	11	1	1	7	3	2	0	128	10.2%
15:00	0	112	5	1	0	11	0	0	0	129	8.5%
16:00	1	110	7	1	0	12	0	0	0	130	9.2%
17:00	1	155	12	2	4	4	2	1	0	180	6.1%
18:00	0	172	9	0	1	4	1	1	0	188	3.7%
19:00	1	155	5	2	1	3	3	1	0	170	4.7%
Total	8	1661	110	20	24	114	40	24	1	1993	10.1%

Location: E
Direction: Rassvet to All E into Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	26	3	0	1	1	0	0	0	31	6.5%
07:00	1	98	7	0	1	6	13	0	0	125	16.0%
08:00	0	119	10	0	3	4	13	4	0	153	15.7%
09:00	0	165	12	0	2	5	23	8	0	215	17.7%
10:00	1	135	13	5	2	7	16	4	0	182	15.9%
11:00	2	114	15	0	0	5	31	4	0	169	23.7%
12:00	2	188	15	2	1	2	34	5	2	247	17.0%
13:00	1	115	3	9	0	1	18	2	0	148	14.2%
14:00	1	142	1	6	1	1	36	1	0	188	20.7%
15:00	1	159	2	9	0	3	32	3	0	208	18.3%
16:00	0	155	4	18	3	1	36	0	1	217	18.4%
17:00	0	158	0	0	0	0	23	7	0	188	16.0%
18:00	1	169	6	9	2	2	21	3	0	212	13.2%
19:00	0	104	1	3	1	1	16	1	0	127	15.0%
Total	11	1847	92	61	17	39	312	42	3	2410	17.0%

Location: E
Direction: All to Gai Kodzor E out of Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	41	7	0	3	1	3	0	0	55	12.7%
07:00	0	97	8	2	2	6	3	0	0	118	9.3%
08:00	0	87	5	0	2	2	21	2	0	119	22.7%
09:00	2	101	4	3	0	3	35	4	0	150	28.0%
10:00	2	138	8	2	1	1	15	4	0	169	12.4%
11:00	1	120	4	2	1	8	19	3	1	157	19.7%
12:00	2	150	5	1	2	8	24	7	0	197	20.8%
13:00	0	154	3	6	1	4	31	1	0	200	18.5%
14:00	1	150	9	2	0	5	27	2	1	195	17.4%
15:00	1	130	3	1	2	4	22	5	0	167	19.8%
16:00	2	165	11	3	0	13	26	0	1	218	17.9%
17:00	0	152	8	2	2	11	23	4	0	202	19.8%
18:00	0	171	6	4	1	6	22	1	0	211	14.2%
19:00	2	162	3	3	1	4	9	5	0	187	10.2%
Total	15	1818	84	31	18	76	280	38	3	2345	17.6%

Northern End of Temporary Gai Kadzor Bypass (Location B)

Location: F
Direction: Compressor Station to All F into Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	1	0	0	7	3	0	11	90.9%
07:00	0	1	0	0	0	0	10	4	0	15	93.3%
08:00	0	1	2	0	0	1	25	0	1	29	89.7%
09:00	0	0	1	0	0	0	37	4	0	42	97.6%
10:00	0	5	1	0	0	2	34	9	0	51	88.2%
11:00	0	1	0	0	0	0	21	3	0	25	96.0%
12:00	0	4	1	0	0	0	27	0	0	32	84.4%
13:00	0	3	0	0	0	0	15	3	0	21	85.7%
14:00	0	2	0	0	0	0	24	8	0	34	94.1%
15:00	0	2	0	1	0	0	36	3	0	42	92.9%
16:00	0	0	0	0	0	3	28	4	0	35	100.0%
17:00	0	0	0	0	0	0	13	5	0	18	100.0%
18:00	0	4	0	1	0	0	8	3	0	16	68.8%
19:00	0	3	0	0	0	0	26	0	0	29	89.7%
Total	0	26	5	3	0	6	311	49	1	400	91.5%
										366	

Location: F
Direction: All to Gai Kodzor F out of Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	1	0	0	0	0	20	1	0	22	95.5%
07:00	0	4	0	0	0	1	26	5	0	36	88.9%
08:00	0	4	0	2	0	2	14	8	0	30	80.0%
09:00	0	2	1	0	0	1	11	2	1	17	82.4%
10:00	0	4	0	0	0	0	23	3	0	30	86.7%
11:00	0	2	0	2	0	2	22	3	0	31	87.1%
12:00	0	1	0	0	0	0	41	0	0	42	97.6%
13:00	0	6	0	0	0	0	27	1	0	34	82.4%
14:00	0	2	0	0	0	0	40	0	0	42	95.2%
15:00	0	2	0	0	0	1	22	0	0	25	92.0%
16:00	0	1	0	0	0	3	19	0	0	23	95.7%
17:00	0	1	0	0	0	0	40	0	0	41	97.6%
18:00	0	0	0	0	0	0	23	0	0	23	100.0%
19:00	0	0	0	0	0	0	30	1	0	31	100.0%
Total	0	30	1	4	0	10	358	24	1	427	91.8%

Location: F
Direction: Compressor Station to All F into Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	1	1	0	2	100.0%
07:00	0	0	0	0	0	0	3	0	0	3	100.0%
08:00	0	4	0	0	0	1	2	0	0	7	42.9%
09:00	0	2	0	0	0	0	8	0	0	10	80.0%
10:00	0	1	1	0	0	1	0	5	0	8	75.0%
11:00	0	4	3	0	0	1	1	0	0	9	22.2%
12:00	0	3	0	0	0	2	11	5	0	21	85.7%
13:00	0	4	0	0	0	0	4	0	0	8	50.0%
14:00	0	3	0	0	0	0	8	0	0	11	72.7%
15:00	0	0	0	1	0	0	5	0	0	6	83.3%
16:00	0	2	0	0	0	1	7	0	0	10	80.0%
17:00	0	1	0	0	0	0	8	0	0	9	88.9%
18:00	0	1	0	1	0	1	3	0	0	6	66.7%
19:00	0	8	0	0	0	0	2	0	0	10	20.0%
Total	0	33	4	2	0	7	63	11	0	120	67.5%
										81	

Location: F
Direction: All to Gai Kodzor F out of Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	5	0	0	0	1	1	1	0	8	37.5%
08:00	0	2	1	1	0	0	4	0	0	8	50.0%
09:00	0	2	0	1	0	2	0	0	0	5	40.0%
10:00	0	0	0	0	0	0	0	4	0	4	100.0%
11:00	0	5	4	0	0	3	1	1	0	14	35.7%
12:00	0	2	0	0	0	0	4	0	0	6	66.7%
13:00	0	0	0	0	0	0	5	1	0	6	100.0%
14:00	0	3	0	0	0	1	13	0	0	17	82.4%
15:00	0	4	1	0	0	0	6	0	0	11	54.5%
16:00	0	0	0	0	0	0	8	0	0	8	100.0%
17:00	0	0	0	0	0	0	10	0	0	10	100.0%
18:00	0	1	0	0	1	1	3	8	0	14	92.9%
19:00	0	2	0	0	0	0	1	2	0	5	60.0%
Total	0	26	6	2	1	8	56	17	0	116	70.7%

Location: F
Direction: Compressor Station to All F into Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	1	0	0	0	0	1	0	0	2	50.0%
07:00	0	2	0	0	0	0	1	0	0	3	33.3%
08:00	0	3	0	0	0	0	19	1	0	23	87.0%
09:00	0	2	0	0	0	2	30	3	0	37	94.6%
10:00	0	2	0	0	0	2	15	4	0	23	91.3%
11:00	1	1	0	0	0	1	19	3	0	24	95.8%
12:00	0	1	0	0	0	0	32	6	1	39	97.4%
13:00	0	4	1	0	0	0	22	1	0	28	82.1%
14:00	0	2	0	0	0	0	25	0	0	27	92.6%
15:00	0	0	0	0	0	2	22	3	0	27	100.0%
16:00	0	0	0	0	0	0	25	0	0	25	100.0%
17:00	0	0	0	0	0	0	20	2	0	22	100.0%
18:00	0	5	0	0	0	0	23	0	0	28	82.1%
19:00	0	1	0	0	0	0	12	6	0	19	94.7%
Total	1	24	1	0	0	7	266	29	1	327	92.4%
										302	

Location: F
Direction: All to Gai Kodzor F out of Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	3	0	0	0	0	0	0	0	3	0.0%
07:00	0	5	1	0	0	0	22	0	0	28	78.6%
08:00	0	3	0	1	0	1	18	3	0	26	84.6%
09:00	0	1	0	1	0	0	22	8	0	32	93.8%
10:00	0	2	0	0	0	2	17	4	0	25	92.0%
11:00	0	1	0	0	0	0	32	3	1	36	97.2%
12:00	0	3	0	0	0	1	33	5	0	42	92.9%
13:00	0	1	0	0	0	0	18	2	1	21	95.2%
14:00	0	3	0	0	0	0	37	1	0	41	92.7%
15:00	0	1	0	0	0	0	31	1	0	33	97.0%
16:00	0	0	0	0	0	0	32	0	0	32	100.0%
17:00	0	0	0	0	0	0	26	7	0	33	100.0%
18:00	0	1	0	0	0	0	19	1	0	21	95.2%
19:00	0	1	0	0	0	0	17	1	0	19	94.7%
Total	0	25	1	2	0	4	324	36	2	392	92.9%

Junction on Anapa to Sukko Road north of Varvarovka (Location C)

to Arm G

Arm G
Direction: Supsekh to Supsekh G to G
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	1	0	0	0	0	0	0	0	1	0.0%
12:00	0	1	0	0	0	0	0	0	0	1	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	1	0	0	0	0	0	0	0	1	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	3	0	0	0	0	0	0	0	3	0.0%

Arm G
Direction: Supsekh to Supsekh G to G
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm G
Direction: Supsekh to Supsekh G to G
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

to Arm H

Arm G
Direction: Supsekh to Gai Kodzor G to H
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	20	2	2	1	1	3	0	0	29	17.2%
07:00	0	65	0	0	2	3	0	0	0	70	7.1%
08:00	0	68	1	3	1	2	0	0	0	75	4.0%
09:00	0	63	2	15	0	1	1	0	0	82	2.4%
10:00	1	69	2	6	0	1	4	0	0	82	6.1%
11:00	0	84	1	5	0	1	5	0	0	96	6.3%
12:00	0	40	1	3	0	1	1	0	0	46	4.3%
13:00	0	61	2	5	1	1	2	0	1	72	5.6%
14:00	1	78	5	4	0	4	0	0	0	91	4.4%
15:00	0	60	4	2	0	0	0	0	0	66	0.0%
16:00	1	67	7	3	1	0	0	0	0	78	1.3%
17:00	1	89	3	4	1	2	0	0	0	99	3.0%
18:00	2	97	3	3	0	0	0	0	0	103	0.0%
19:00	2	96	4	1	1	0	0	0	0	102	1.0%
Total	8	957	37	56	8	17	16	0	1	1091	3.8%

Arm G
Direction: Supsekh to Gai Kodzor G to H
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	23	1	1	2	0	1	0	0	28	10.7%
07:00	0	50	0	6	0	0	0	0	0	56	0.0%
08:00	0	59	2	7	0	2	1	0	0	71	4.2%
09:00	0	61	4	0	0	0	0	0	0	65	0.0%
10:00	0	64	0	5	0	0	0	0	0	69	0.0%
11:00	0	85	3	11	1	0	0	0	0	100	1.0%
12:00	2	83	3	3	2	3	3	0	0	97	8.2%
13:00	0	61	11	3	1	0	0	0	0	76	1.3%
14:00	1	59	5	4	0	1	0	0	0	69	1.4%
15:00	0	84	5	2	1	3	1	0	0	96	5.2%
16:00	0	56	4	4	0	3	6	0	0	73	12.3%
17:00	1	96	3	2	1	0	2	0	0	104	2.9%
18:00	1	95	8	1	0	2	0	0	0	106	1.9%
19:00	2	81	5	1	1	3	3	0	0	94	7.4%
Total	7	957	54	50	9	17	17	0	0	1104	3.9%

Arm G
Direction: Supsekh to Gai Kodzor G to H
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	19	1	0	1	0	3	0	0	24	16.7%
07:00	0	50	1	3	0	1	1	0	0	56	3.6%
08:00	0	49	0	0	0	2	0	0	0	51	3.9%
09:00	0	66	1	4	1	0	0	1	0	73	2.7%
10:00	0	96	1	3	0	0	0	0	0	100	0.0%
11:00	0	71	0	2	0	0	0	1	0	74	1.4%
12:00	0	76	1	2	0	0	0	0	0	79	0.0%
13:00	0	86	5	3	0	0	0	0	0	94	0.0%
14:00	0	91	10	2	0	1	0	0	0	104	1.0%
15:00	1	71	3	2	2	0	0	0	0	78	2.6%
16:00	1	51	3	2	1	0	0	0	0	57	1.8%
17:00	1	45	5	2	1	0	0	0	0	53	1.9%
18:00	0	58	4	2	0	1	0	0	0	65	1.5%
19:00	0	53	5	3	2	2	0	0	0	65	6.2%
Total	3	882	40	30	8	7	4	2	0	973	2.2%

to Arm I

Location: G
Direction: Supsekh to Varvarovka G to I
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	143	12	5	8	3	0	2	0	173	7.5%
07:00	0	213	3	12	9	4	0	0	1	241	5.4%
08:00	4	316	10	7	21	4	2	0	3	360	7.5%
09:00	5	369	3	8	11	1	2	1	0	395	3.8%
10:00	2	407	3	18	7	1	0	0	0	436	1.8%
11:00	1	193	4	5	4	0	0	1	0	207	2.4%
12:00	3	300	16	7	7	8	0	0	0	338	4.4%
13:00	25	265	15	1	8	8	3	0	2	300	6.3%
14:00	5	245	17	4	16	2	1	0	0	285	6.7%
15:00	1	260	12	3	11	3	1	0	0	290	5.2%
16:00	2	255	7	6	10	1	0	0	0	279	3.9%
17:00	16	235	5	5	7	1	1	0	0	254	3.5%
18:00	5	241	15	0	13	1	0	0	0	270	5.2%
19:00										0	0.0%
Total	69	3442	122	81	132	37	10	4	6	3828	4.8%

Location: G
Direction: Supsekh to Varvarovka G to I
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	51	2	2	2	1	0	1	0	59	6.8%
07:00	2	146	5	7	5	2	1	0	0	166	4.8%
08:00	2	263	4	12	8	4	1	0	0	292	4.5%
09:00	7	352	8	12	16	5	4	2	4	399	6.8%
10:00	3	338	5	12	12	2	2	1	1	372	4.6%
11:00	8	305	3	8	7	1	2	0	0	326	3.1%
12:00	6	335	3	17	8	0	3	2	3	368	3.5%
13:00	5	237	15	5	12	3	3	0	1	275	6.5%
14:00	4	239	13	4	10	2	2	0	0	270	5.2%
15:00	11	181	18	6	13	4	3	0	0	225	8.9%
16:00	4	215	17	2	5	5	2	1	0	247	5.3%
17:00	2	235	9	5	7	1	3	1	0	261	4.6%
18:00	3	215	10	1	8	2	1	0	0	237	4.6%
19:00	4	222	10	2	8	3	0	0	0	245	4.5%
Total	61	3334	122	95	121	35	27	8	9	3742	5.1%

Location: G
Direction: Supsekh to Varvarovka G to I
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	53	1	3	4	0	0	0	0	61	6.6%
07:00	2	144	3	4	1	1	0	0	0	153	1.3%
08:00	4	249	12	7	7	3	2	0	1	280	4.3%
09:00	3	362	6	14	20	1	1	0	0	404	5.4%
10:00	3	359	11	14	17	1	2	0	1	404	5.0%
11:00	8	375	3	10	7	1	2	0	1	398	2.5%
12:00	4	379	4	11	7	1	4	0	1	406	3.0%
13:00	8	265	17	8	11	2	1	0	0	304	4.6%
14:00	6	246	25	4	17	3	2	0	0	297	7.4%
15:00	3	182	24	11	24	3	1	0	0	245	11.4%
16:00	14	206	17	6	10	2	0	0	0	241	5.0%
17:00	3	231	13	5	5	3	1	0	0	258	3.5%
18:00	5	232	15	5	12	2	0	0	0	266	5.3%
19:00	1	199	15	3	10	1	0	1	0	229	5.2%
Total	64	3482	166	105	152	24	16	1	4	3946	4.9%

Junction on Anapa to Sukko Road north of Varvarovka (Location C)

to Arm G

Arm H
Direction: Gai Kodzor to Supsekh H to G
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	34	4	7	1	0	0	0	0	46	2.2%
07:00	0	98	2	6	1	0	0	0	0	107	0.9%
08:00	1	163	0	11	2	0	0	0	0	176	1.1%
09:00	0	100	1	9	1	1	1	0	0	113	2.7%
10:00	2	98	1	9	1	0	4	0	0	113	4.4%
11:00	2	92	0	16	1	0	4	0	0	113	4.4%
12:00	1	84	0	9	0	1	0	1	0	95	2.1%
13:00	0	81	3	2	0	8	1	1	0	96	10.4%
14:00	0	78	3	1	0	3	2	0	1	87	5.7%
15:00	0	71	3	2	0	3	0	0	1	79	3.8%
16:00	1	75	1	5	2	5	0	0	0	88	8.0%
17:00	1	103	4	0	0	3	2	0	0	112	4.5%
18:00	0	114	1	2	1	2	1	0	0	121	3.3%
19:00	1	101	2	3	2	2	0	0	0	110	3.6%
Total	9	1292	25	82	12	28	15	2	2	1456	3.9%

Arm H
Direction: Gai Kodzor to Supsekh H to G
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	21	5	6	3	0	0	0	0	35	8.6%
07:00	0	111	3	5	0	0	0	0	0	119	0.0%
08:00	1	141	3	3	0	0	0	0	0	147	0.0%
09:00	0	113	1	11	0	1	1	0	0	127	1.6%
10:00	1	87	2	9	0	2	1	0	0	101	3.0%
11:00	0	81	0	5	1	1	0	1	0	89	3.4%
12:00	1	72	0	6	0	0	0	0	0	78	0.0%
13:00	1	83	3	1	1	2	0	0	0	90	3.3%
14:00	0	72	4	1	0	4	1	0	0	82	6.1%
15:00	0	61	4	2	0	7	0	0	0	74	9.5%
16:00	0	86	7	2	0	8	2	0	0	105	9.5%
17:00	0	79	3	0	0	1	4	0	0	87	5.7%
18:00	1	76	3	4	1	4	0	0	0	88	5.7%
19:00	1	87	6	4	0	2	2	0	0	101	4.0%
Total	6	1170	44	59	6	32	11	1	0	1323	3.8%

Arm H
Direction: Gai Kodzor to Supsekh H to G
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	20	5	3	1	0	0	0	0	29	3.4%
07:00	0	58	1	6	0	0	1	0	0	66	1.5%
08:00	2	133	2	3	1	1	0	0	0	140	1.4%
09:00	0	84	0	9	4	0	0	0	0	97	4.1%
10:00	1	78	0	9	1	1	0	0	0	89	2.2%
11:00	0	66	0	4	0	0	0	0	0	70	0.0%
12:00	0	98	1	6	1	0	1	1	0	108	2.8%
13:00	0	79	4	5	1	3	0	0	0	92	4.3%
14:00	0	65	5	5	0	3	0	0	0	78	3.8%
15:00	0	57	3	0	0	5	0	0	0	65	7.7%
16:00	0	61	3	1	0	0	1	0	0	66	1.5%
17:00	0	63	2	1	0	0	0	0	0	66	0.0%
18:00	0	76	1	1	0	4	0	0	0	82	4.9%
19:00	0	79	4	2	0	0	0	0	0	85	0.0%
Total	3	1017	31	55	9	17	3	1	0	1133	2.6%

to Arm H

Arm H
Direction: Gai Kodzor to Gai Kodzor H to H
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	3	0	0	0	0	0	0	0	3	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	1	0	0	0	0	0	0	0	1	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	4	0	0	0	0	0	0	0	4	0.0%

Arm H
Direction: Gai Kodzor to Gai Kodzor H to H
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	1	0	0	0	0	0	0	0	1	0.0%
12:00	0	1	0	0	0	0	0	0	0	1	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	2	0	0	0	0	0	0	0	2	0.0%

Arm H
Direction: Gai Kodzor to Gai Kodzor H to H
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	0	0	0	0	0	0	0	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	1	0	0	0	0	0	0	0	1	0.0%
10:00	0	1	0	0	0	0	0	0	0	1	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	1	0	0	0	0	0	0	0	1	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	3	0	0	0	0	0	0	0	3	0.0%

to Arm I

Location: H
Direction: Gai Kodzor to Varvarovka H to I
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	17	2	1	1	0	0	0	0	21	4.8%
07:00	2	37	1	3	1	0	1	0	0	43	4.7%
08:00	0	44	0	1	3	2	2	0	0	52	13.5%
09:00	0	65	0	5	1	1	2	0	0	74	5.4%
10:00	0	75	1	3	0	1	0	0	0	80	1.3%
11:00	2	89	1	1	1	0	1	0	0	93	2.2%
12:00	0	73	0	7	1	1	1	0	0	83	3.6%
13:00	0	86	5	0	0	1	0	0	0	92	1.1%
14:00	1	68	3	0	2	2	0	0	0	75	5.3%
15:00	1	71	9	0	2	5	1	0	0	88	9.1%
16:00	0	59	1	0	0	1	2	0	0	63	4.8%
17:00	0	67	1	1	1	3	1	0	0	74	6.8%
18:00	0	79	5	3	3	0	3	0	0	93	6.5%
19:00	1	81	5	2	2	0	3	0	0	93	5.4%
Total	7	911	34	27	18	17	17	0	0	1024	5.1%

Location: H
Direction: Gai Kodzor to Varvarovka H to I
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	13	3	1	1	0	0	0	0	18	5.6%
07:00	0	33	0	2	0	0	0	0	0	35	0.0%
08:00	0	54	0	2	5	3	0	0	0	64	12.5%
09:00	0	51	1	10	2	1	0	0	0	65	4.6%
10:00	1	35	1	8	1	0	0	0	0	45	2.2%
11:00	1	59	3	8	1	7	1	0	0	79	11.4%
12:00	1	55	1	5	1	0	2	0	1	64	4.7%
13:00	0	78	4	3	0	1	1	1	0	88	3.4%
14:00	0	77	6	1	0	4	3	0	0	91	7.7%
15:00	1	66	2	2	1	3	2	0	0	76	7.9%
16:00	2	80	10	2	1	2	0	0	0	95	3.2%
17:00	0	79	6	1	2	0	0	1	0	89	3.4%
18:00	0	111	6	2	2	2	3	0	0	126	5.6%
19:00	2	98	3	2	1	4	0	0	0	108	4.6%
Total	9	889	46	49	18	27	12	2	1	1043	5.7%

Location: H
Direction: Gai Kodzor to Varvarovka H to I
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	6	0	0	1	0	1	0	0	8	25.0%
07:00	1	38	1	4	0	1	0	0	0	44	2.3%
08:00	0	65	0	2	1	3	1	0	0	72	6.9%
09:00	0	94	1	4	1	2	0	0	0	102	2.9%
10:00	1	88	3	2	0	3	0	0	0	96	3.1%
11:00	1	69	2	4	0	0	1	0	0	76	1.3%
12:00	2	119	0	4	0	0	0	0	1	123	0.0%
13:00	0	111	6	1	0	1	2	0	0	121	2.5%
14:00	0	106	4	2	2	5	0	0	0	119	5.9%
15:00	0	108	3	1	1	2	0	0	0	115	2.6%
16:00	0	102	2	2	0	1	1	0	0	108	1.9%
17:00	1	109	3	3	0	0	0	0	0	115	0.0%
18:00	0	95	7	3	2	1	3	0	0	111	5.4%
19:00	1	65	3	2	1	0	2	0	0	73	4.1%
Total	7	1175	35	34	9	19	11	0	1	1283	3.0%

Junction on Anapa to Sukko Road north of Varvarovka (Location C)

to Arm G

Arm I
Direction: Varvarovka to Supsekh I to G
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	25	3	0	0	0	0	1	0	29	3.4%
07:00	3	157	3	4	9	1	0	0	0	174	5.7%
08:00	5	228	6	4	10	2	0	0	0	250	4.8%
09:00	5	232	8	6	7	4	3	0	0	260	5.4%
10:00	0	272	4	8	6	8	2	0	2	300	5.3%
11:00	2	283	1	6	7	9	0	0	1	306	5.2%
12:00	1	173	5	0	17	9	0	0	0	204	12.7%
13:00	3	300	33	8	15	3	1	1	0	361	5.5%
14:00	7	312	12	17	7	2	0	0	0	350	2.6%
15:00	9	311	12	4	7	5	1	5	0	345	5.2%
16:00	6	307	12	7	7	2	1	2	1	338	3.6%
17:00	3	342	22	4	10	3	2	2	0	385	4.4%
18:00	2	473	23	4	7	2	3	0	0	512	2.3%
19:00	2	263	23	3	23	3	2	2	0	319	9.4%
Total	49	3678	167	75	132	53	15	13	4	4133	5.2%

Arm I
Direction: Varvarovka to Supsekh I to G
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	38	3	0	2	1	1	1	0	46	10.9%
07:00	0	149	6	1	6	3	0	3	0	168	7.1%
08:00	4	246	5	4	9	7	2	0	0	273	6.6%
09:00	0	245	6	8	6	5	0	0	0	270	4.1%
10:00	3	282	6	16	5	10	1	3	0	323	5.9%
11:00	4	182	7	7	8	7	1	0	0	212	7.5%
12:00	3	245	7	13	11	12	1	0	1	289	8.3%
13:00	6	266	22	8	11	3	3	1	0	314	5.7%
14:00	5	257	23	6	9	8	3	3	1	309	7.4%
15:00	7	275	29	1	9	8	2	1	0	325	6.2%
16:00	5	318	10	2	11	4	2	3	3	350	5.7%
17:00	10	334	27	6	11	3	3	3	0	387	5.2%
18:00	6	353	25	3	8	1	2	1	3	393	3.1%
19:00	10	411	31	2	20	3	0	2	4	469	5.3%
Total	64	3601	207	77	126	75	21	21	12	4128	5.9%

Arm I
Direction: Varvarovka to Supsekh I to G
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	49	0	1	2	1	1	0	0	54	7.4%
07:00	2	133	4	4	5	0	0	0	0	146	3.4%
08:00	5	192	6	7	5	5	0	1	1	216	5.1%
09:00	3	215	6	12	10	4	1	1	1	249	6.4%
10:00	7	276	7	9	7	8	1	0	0	308	5.2%
11:00	4	261	3	10	5	15	0	2	1	296	7.4%
12:00	5	325	5	6	29	8	2	0	0	375	10.4%
13:00	1	330	38	3	9	6	3	1	3	390	4.9%
14:00	4	291	13	3	8	4	2	1	0	322	4.7%
15:00	6	265	15	3	6	5	2	2	0	298	5.0%
16:00	5	325	10	6	6	1	0	2	1	350	2.6%
17:00	7	300	12	3	15	3	1	0	1	334	5.7%
18:00	4	437	10	4	10	1	0	0	0	462	2.4%
19:00	4	575	16	3	17	2	2	0	2	615	3.4%
Total	58	3974	145	74	134	63	15	10	10	4415	5.0%

to Arm H

Arm I
Direction: Varvarovka to Gai Kodzor I to H
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	8	2	0	1	0	1	0	0	12	16.7%
07:00	1	50	2	3	5	0	2	0	0	62	11.3%
08:00	2	49	2	3	2	2	1	3	0	62	12.9%
09:00	0	49	0	1	0	1	2	0	0	53	5.7%
10:00	0	65	3	0	0	0	0	0	0	68	0.0%
11:00	1	66	1	1	0	1	0	0	0	69	1.4%
12:00	0	40	0	3	3	1	0	0	0	47	8.5%
13:00	0	63	1	2	0	0	0	0	0	66	0.0%
14:00	4	73	4	5	0	1	0	0	0	83	1.2%
15:00	0	57	4	2	1	1	1	1	0	67	6.0%
16:00	1	77	3	4	0	0	1	0	0	85	1.2%
17:00	0	77	6	1	1	0	1	1	0	87	3.4%
18:00	0	109	7	1	1	1	0	0	0	119	1.7%
19:00	0	57	5	1	2	0	1	0	0	66	4.5%
Total	12	840	40	27	16	8	10	5	0	946	4.1%

Arm I
Direction: Varvarovka to Gai Kodzor I to H
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	27	2	0	1	0	1	0	0	31	6.5%
07:00	1	41	2	3	3	0	3	0	0	52	11.5%
08:00	1	51	2	1	1	0	2	0	0	57	5.3%
09:00	0	47	0	3	5	2	0	0	0	57	12.3%
10:00	0	38	3	1	1	0	0	0	0	43	2.3%
11:00	3	61	3	1	1	1	0	3	0	70	7.1%
12:00	0	52	1	4	1	4	0	0	0	62	8.1%
13:00	0	66	3	3	2	1	1	0	0	76	5.3%
14:00	1	75	3	1	0	2	1	0	0	82	3.7%
15:00	0	57	4	2	0	1	0	0	0	64	1.6%
16:00	1	77	6	5	0	1	0	0	0	89	1.1%
17:00	0	91	9	3	2	1	0	0	0	106	2.8%
18:00	1	93	5	2	0	1	0	0	0	101	1.0%
19:00	0	107	4	3	3	1	1	0	0	119	4.2%
Total	8	883	47	32	20	15	9	3	0	1009	4.7%

Arm I
Direction: Varvarovka to Gai Kodzor I to H
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	18	1	0	1	1	1	0	0	22	13.6%
07:00	1	45	2	3	3	0	3	0	0	56	10.7%
08:00	0	35	0	1	0	0	1	1	0	38	5.3%
09:00	2	46	0	1	1	2	0	1	0	51	7.8%
10:00	1	64	2	1	0	2	0	0	0	69	2.9%
11:00	0	51	1	1	0	3	0	0	0	56	5.4%
12:00	0	72	2	0	1	1	0	0	0	76	2.6%
13:00	0	90	8	3	0	0	2	0	0	103	1.9%
14:00	1	98	4	1	2	0	0	0	0	105	1.9%
15:00	1	78	2	2	1	1	0	0	0	84	2.4%
16:00	2	104	10	2	1	2	1	0	0	120	3.3%
17:00	0	116	3	7	2	0	0	0	0	128	1.6%
18:00	3	138	3	0	1	1	1	0	0	144	2.1%
19:00	2	162	1	0	2	1	1	0	0	167	2.4%
Total	14	1117	39	22	15	14	10	2	0	1219	3.4%

to Arm I

Location: I
Direction: Varvarovka to Varvarovka I to I
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	0	1	0	0	0	0	0	1	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	0	0	0	0	0	0	0	0	0	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	0	0	1	0	0	0	0	0	1	0.0%

Location: I
Direction: Varvarovka to Varvarovka I to I
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	0	1	0	0	0	0	0	0	1	0.0%
08:00	0	1	0	0	0	0	0	0	0	1	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	1	0	0	0	0	0	0	0	1	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	0	0	0	0	0	0	0	0	0	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	2	1	0	0	0	0	0	0	3	0.0%

Location: I
Direction: Varvarovka to Varvarovka I to I
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	0	0	0	0	0	0	0	0	0	0.0%
07:00	0	1	0	0	0	0	0	0	0	1	0.0%
08:00	0	0	0	0	0	0	0	0	0	0	0.0%
09:00	0	0	0	0	0	0	0	0	0	0	0.0%
10:00	0	1	0	0	0	0	0	0	0	1	0.0%
11:00	0	0	0	0	0	0	0	0	0	0	0.0%
12:00	0	0	0	0	0	0	0	0	0	0	0.0%
13:00	0	0	0	0	0	0	0	0	0	0	0.0%
14:00	0	1	0	0	0	0	0	0	0	1	0.0%
15:00	0	0	0	0	0	0	0	0	0	0	0.0%
16:00	0	0	0	0	0	0	0	0	0	0	0.0%
17:00	0	0	0	0	0	0	0	0	0	0	0.0%
18:00	0	0	0	0	0	0	0	0	0	0	0.0%
19:00	0	0	0	0	0	0	0	0	0	0	0.0%
Total	0	3	0	0	0	0	0	0	0	3	0.0%

Junction on Anapa to Sukko Road north of Varvarovka (Location C)

Location: G
Direction: Supsekh to All G into Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	163	14	7	9	4	3	2	0	202	8.9%
07:00	0	278	3	12	11	7	0	0	1	311	5.8%
08:00	4	384	11	10	22	6	2	0	3	435	6.9%
09:00	5	432	5	23	11	2	3	1	0	477	3.6%
10:00	3	476	5	24	7	2	4	0	0	518	2.5%
11:00	1	278	5	10	4	1	5	1	0	304	3.6%
12:00	3	341	17	10	7	9	1	0	0	385	4.4%
13:00	25	326	17	6	9	9	5	0	3	372	6.2%
14:00	6	324	22	8	16	6	1	0	0	377	6.1%
15:00	1	320	16	5	11	3	1	0	0	356	4.2%
16:00	3	322	14	9	11	1	0	0	0	357	3.4%
17:00	17	324	8	9	8	3	1	0	0	353	3.4%
18:00	7	338	18	3	13	1	0	0	0	373	3.8%
19:00	2	96	4	1	1	0	0	0	0	102	1.0%
Total	77	4402	159	137	140	54	26	4	7	4922	4.6%

Location: G
Direction: All to Supsekh G out of Junction
Date: 20/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	59	7	7	1	0	0	1	0	75	2.7%
07:00	3	255	5	10	10	1	0	0	0	281	3.9%
08:00	6	391	6	15	12	2	0	0	0	426	3.3%
09:00	5	332	9	15	8	5	4	0	0	373	4.6%
10:00	2	370	5	17	7	8	6	0	2	413	5.1%
11:00	4	376	1	22	8	9	4	0	1	420	5.0%
12:00	2	258	5	9	17	10	0	1	0	300	9.3%
13:00	3	381	36	10	15	11	2	2	0	457	6.6%
14:00	7	391	15	18	7	5	2	0	1	438	3.2%
15:00	9	382	15	6	7	8	1	5	1	424	5.0%
16:00	7	382	13	12	9	7	1	2	1	426	4.5%
17:00	4	445	26	4	10	6	4	2	0	497	4.4%
18:00	2	587	24	6	8	4	4	0	0	633	2.5%
19:00	3	364	25	6	25	5	2	2	0	429	7.9%
Total	58	4973	192	157	144	81	30	15	6	5592	4.8%

Location: G
Direction: Supsekh to All G into Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	74	3	3	4	1	1	1	0	87	8.0%
07:00	2	196	5	13	5	2	1	0	0	222	3.6%
08:00	2	322	6	19	8	6	2	0	0	363	4.4%
09:00	7	413	12	12	16	5	4	2	4	464	5.8%
10:00	3	402	5	17	12	2	2	1	1	441	3.9%
11:00	8	390	6	19	8	1	2	0	0	426	2.6%
12:00	8	418	6	20	10	3	6	2	3	465	4.5%
13:00	5	298	26	8	13	3	3	0	1	351	5.4%
14:00	5	298	18	8	10	3	2	0	0	339	4.4%
15:00	11	265	23	8	14	7	4	0	0	321	7.8%
16:00	4	271	21	6	5	8	8	1	0	320	6.9%
17:00	3	331	12	7	8	1	5	1	0	365	4.1%
18:00	4	310	18	2	8	4	1	0	0	343	3.8%
19:00	6	303	15	3	9	6	3	0	0	339	5.3%
Total	68	4291	176	145	130	52	44	8	9	4846	4.8%

Location: G
Direction: All to Supsekh G out of Junction
Date: 22/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	59	8	6	5	1	1	1	0	81	9.9%
07:00	0	260	9	6	6	3	0	3	0	287	4.2%
08:00	5	387	8	7	9	7	2	0	0	420	4.3%
09:00	0	358	7	19	6	6	1	0	0	397	3.3%
10:00	4	369	8	25	5	12	2	3	0	424	5.2%
11:00	4	263	7	12	9	8	1	1	0	301	6.3%
12:00	4	317	7	19	11	12	1	0	1	367	6.5%
13:00	7	349	25	9	12	5	3	1	0	404	5.2%
14:00	5	329	27	7	9	12	4	3	1	391	7.2%
15:00	7	336	33	3	9	15	2	1	0	399	6.8%
16:00	5	404	17	4	11	12	4	3	3	455	6.6%
17:00	10	413	30	6	11	4	7	3	0	474	5.3%
18:00	7	429	28	7	9	5	2	1	3	481	3.5%
19:00	11	498	37	6	20	5	2	2	4	570	5.1%
Total	70	4771	251	136	132	107	32	22	12	5451	5.4%

Location: G
Direction: Supsekh to All G into Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	72	2	3	5	0	3	0	0	85	9.4%
07:00	2	194	4	7	1	2	1	0	0	209	1.9%
08:00	4	298	12	7	7	5	2	0	1	331	4.2%
09:00	3	428	7	18	21	1	1	1	0	477	5.0%
10:00	3	455	12	17	17	1	2	0	1	504	4.0%
11:00	8	446	3	12	7	1	2	1	1	472	2.3%
12:00	4	455	5	13	7	1	4	0	1	485	2.5%
13:00	8	351	22	11	11	2	1	0	0	398	3.5%
14:00	6	337	35	6	17	4	2	0	0	401	5.7%
15:00	4	253	27	13	26	3	1	0	0	323	9.3%
16:00	15	257	20	8	11	2	0	0	0	298	4.4%
17:00	4	276	18	7	6	3	1	0	0	311	3.2%
18:00	5	290	19	7	12	3	0	0	0	331	4.5%
19:00	1	252	20	6	12	3	0	1	0	294	5.4%
Total	67	4364	206	135	160	31	20	3	4	4919	4.4%

Location: G
Direction: All to Supsekh G out of Junction
Date: 23/02/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	69	5	4	3	1	1	0	0	83	6.0%
07:00	2	191	5	10	5	0	1	0	0	212	2.8%
08:00	7	325	8	10	6	6	0	1	1	356	3.7%
09:00	3	299	6	21	14	4	1	1	1	346	5.8%
10:00	8	354	7	18	8	9	1	0	0	397	4.5%
11:00	4	327	3	14	5	15	0	2	1	366	6.0%
12:00	5	423	6	12	30	8	3	1	0	483	8.7%
13:00	1	409	42	8	10	9	3	1	3	482	4.8%
14:00	4	356	18	8	8	7	2	1	0	400	4.5%
15:00	6	322	18	3	6	10	2	2	0	363	5.5%
16:00	5	386	13	7	6	1	1	2	1	416	2.4%
17:00	7	363	14	4	15	3	1	0	1	400	4.8%
18:00	4	513	11	5	10	5	0	0	0	544	2.8%
19:00	4	654	20	5	17	2	2	0	2	700	3.0%
Total	61	4991	176	129	143	80	18	11	10	5548	4.5%

Junction on Anapa to Sukko Road north of Varvarovka (Location C)

Location: H
Direction: Gai Kodzor to All H into Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	51	6	8	2	0	0	0	0	67	3.0%
07:00	2	135	3	9	2	0	1	0	0	150	2.0%
08:00	1	207	0	12	5	2	2	0	0	228	3.9%
09:00	0	165	1	14	2	2	3	0	0	187	3.7%
10:00	2	173	2	12	1	1	4	0	0	193	3.1%
11:00	4	181	1	17	2	0	5	0	0	206	3.4%
12:00	1	157	0	16	1	2	1	1	0	178	2.8%
13:00	0	167	8	2	0	9	1	1	0	188	5.9%
14:00	1	149	6	1	2	5	2	0	1	165	5.5%
15:00	1	142	12	2	2	8	1	0	1	167	6.6%
16:00	1	135	2	5	2	6	2	0	0	152	6.6%
17:00	1	170	5	1	1	6	3	0	0	186	5.4%
18:00	0	193	6	5	4	2	4	0	0	214	4.7%
19:00	2	182	7	5	4	2	3	0	0	203	4.4%
Total	16	2207	59	109	30	45	32	2	2	2484	4.4%

Location: H
Direction: All to Supsekh H out of Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	28	4	2	2	1	4	0	0	41	17.1%
07:00	1	115	2	3	7	3	2	0	0	132	9.1%
08:00	2	117	3	6	3	4	1	3	0	137	8.0%
09:00	0	112	2	16	0	2	3	0	0	135	3.7%
10:00	1	134	5	6	0	1	4	0	0	150	3.3%
11:00	1	150	2	6	0	2	5	0	0	165	4.2%
12:00	0	80	1	6	3	2	1	0	0	93	6.5%
13:00	0	124	3	7	1	1	2	0	1	138	2.9%
14:00	5	154	9	9	0	5	0	0	0	177	2.8%
15:00	0	117	8	4	1	1	1	1	0	133	3.0%
16:00	2	145	10	7	1	0	1	0	0	164	1.2%
17:00	1	166	9	5	2	2	1	1	0	186	3.2%
18:00	2	206	10	4	1	1	0	0	0	222	0.9%
19:00	2	153	9	2	3	0	1	0	0	168	2.4%
Total	20	1801	77	83	24	25	26	5	1	2041	3.9%

Location: H
Direction: Gai Kodzor to All H into Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	34	8	7	4	0	0	0	0	53	7.5%
07:00	0	144	3	7	0	0	0	0	0	154	0.0%
08:00	1	195	3	5	5	3	0	0	0	211	3.8%
09:00	0	164	2	21	2	2	1	0	0	192	2.6%
10:00	2	122	3	17	1	2	1	0	0	146	2.7%
11:00	1	141	3	13	2	8	1	1	0	169	7.1%
12:00	2	128	1	11	1	0	2	0	1	143	2.1%
13:00	1	161	7	4	1	3	1	1	0	178	3.4%
14:00	0	149	10	2	0	8	4	0	0	173	6.9%
15:00	1	127	6	4	1	10	2	0	0	150	8.7%
16:00	2	166	17	4	1	10	2	0	0	200	6.5%
17:00	0	158	9	1	2	1	4	1	0	176	4.5%
18:00	1	187	9	6	3	6	3	0	0	214	5.6%
19:00	3	185	9	6	1	6	2	0	0	209	4.3%
Total	15	2061	90	108	24	59	23	3	1	2368	4.6%

Location: H
Direction: All to Supsekh H out of Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	50	3	1	3	0	2	0	0	59	8.5%
07:00	1	91	2	9	3	0	3	0	0	108	5.6%
08:00	1	110	4	8	1	2	3	0	0	128	4.7%
09:00	0	108	4	3	5	2	0	0	0	122	5.7%
10:00	0	102	3	6	1	0	0	0	0	112	0.9%
11:00	3	147	6	12	2	1	0	3	0	171	3.5%
12:00	2	136	4	7	3	7	3	0	0	160	8.1%
13:00	0	127	14	6	3	1	1	0	0	152	3.3%
14:00	2	134	8	5	0	3	1	0	0	151	2.6%
15:00	0	141	9	4	1	4	1	0	0	160	3.8%
16:00	1	133	10	9	0	4	6	0	0	162	6.2%
17:00	1	187	12	5	3	1	2	0	0	210	2.9%
18:00	2	188	13	3	0	3	0	0	0	207	1.4%
19:00	2	188	9	4	4	4	4	0	0	213	5.6%
Total	15	1842	101	82	29	32	26	3	0	2115	4.3%

Location: H
Direction: Gai Kodzor to All H into Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	26	5	3	2	0	1	0	0	37	8.1%
07:00	1	96	2	10	0	1	1	0	0	110	1.8%
08:00	2	198	2	5	2	4	1	0	0	212	3.3%
09:00	0	179	1	13	5	2	0	0	0	200	3.5%
10:00	2	167	3	11	1	4	0	0	0	186	2.7%
11:00	1	135	2	8	0	0	1	0	0	146	0.7%
12:00	2	217	1	10	1	0	1	1	1	231	1.3%
13:00	0	190	10	6	1	4	2	0	0	213	3.3%
14:00	0	172	9	7	2	8	0	0	0	198	5.1%
15:00	0	165	6	1	1	7	0	0	0	180	4.4%
16:00	0	163	5	3	0	1	2	0	0	174	1.7%
17:00	1	172	5	4	0	0	0	0	0	181	0.0%
18:00	0	171	8	4	2	5	3	0	0	193	5.2%
19:00	1	144	7	4	1	0	2	0	0	158	1.9%
Total	10	2195	66	89	18	36	14	1	1	2419	2.9%

Location: H
Direction: All to Supsekh H out of Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	37	2	0	2	1	4	0	0	46	15.2%
07:00	1	95	3	6	3	1	4	0	0	112	7.1%
08:00	0	84	0	1	0	2	1	1	0	89	4.5%
09:00	2	113	1	5	2	2	0	2	0	125	4.8%
10:00	1	161	3	4	0	2	0	0	0	170	1.2%
11:00	0	122	1	3	0	3	0	1	0	130	3.1%
12:00	0	148	3	2	1	1	0	0	0	155	1.3%
13:00	0	176	13	6	0	0	2	0	0	197	1.0%
14:00	1	190	14	3	2	1	0	0	0	210	1.4%
15:00	2	149	5	4	3	1	0	0	0	162	2.5%
16:00	3	155	13	4	2	2	1	0	0	177	2.8%
17:00	1	161	8	9	3	0	0	0	0	181	1.7%
18:00	3	196	7	2	1	2	1	0	0	209	1.9%
19:00	2	215	6	3	4	3	1	0	0	232	3.4%
Total	17	2002	79	52	23	21	14	4	0	2195	2.8%

Junction on Anapa to Sukko Road north of Varvarovka (Location C)

Location: I
Direction: Varvarovka to All I into Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	4	33	5	0	1	0	1	1	0	41	7.3%
07:00	4	207	5	8	14	1	2	0	0	237	7.2%
08:00	7	277	8	7	12	4	1	3	0	312	6.4%
09:00	5	281	8	7	7	5	5	0	0	313	5.4%
10:00	0	337	7	8	6	8	2	0	2	368	4.3%
11:00	3	349	2	7	7	10	0	0	1	375	4.5%
12:00	1	213	5	3	20	10	0	0	0	251	12.0%
13:00	3	363	34	10	15	3	1	1	0	427	4.7%
14:00	11	385	16	22	7	3	0	0	0	433	2.3%
15:00	9	368	16	6	8	6	2	6	0	412	5.3%
16:00	7	384	15	11	7	2	2	2	1	423	3.1%
17:00	3	419	28	5	11	3	3	3	0	472	4.2%
18:00	2	582	30	5	8	3	3	0	0	631	2.2%
19:00	2	320	28	4	25	3	3	2	0	385	8.6%
Total	61	4518	207	103	148	61	25	18	4	5080	5.0%

Location: I
Direction: All to Supsekh I out of Junction
Date: 13/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	160	14	6	9	3	0	2	0	194	7.2%
07:00	2	250	4	16	10	4	1	0	1	285	5.3%
08:00	4	360	10	8	24	6	4	0	3	412	8.3%
09:00	5	434	3	13	12	2	4	1	0	469	4.1%
10:00	2	482	4	21	7	2	0	0	0	516	1.7%
11:00	3	282	5	6	5	0	1	1	0	300	2.3%
12:00	3	373	16	14	8	9	1	0	0	421	4.3%
13:00	25	351	20	1	8	9	3	0	2	392	5.1%
14:00	6	313	20	4	18	4	1	0	0	360	6.4%
15:00	2	331	21	3	13	8	2	0	0	378	6.1%
16:00	2	314	8	6	10	2	2	0	0	342	4.1%
17:00	16	302	6	6	8	4	2	0	0	328	4.3%
18:00	5	320	20	3	16	1	3	0	0	363	5.5%
19:00	1	81	5	2	2	0	3	0	0	93	5.4%
Total	76	4353	156	109	150	54	27	4	6	4853	4.8%

Location: I
Direction: Varvarovka to All I into Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	65	5	0	3	1	2	1	0	77	9.1%
07:00	1	190	9	4	9	3	3	3	0	221	8.1%
08:00	5	298	7	5	10	7	4	0	0	331	6.3%
09:00	0	292	6	11	11	7	0	0	0	327	5.5%
10:00	3	321	9	17	6	10	1	3	0	367	5.4%
11:00	7	243	10	8	9	8	1	3	0	282	7.4%
12:00	3	297	8	17	12	16	1	0	1	351	8.3%
13:00	6	332	25	11	13	4	4	1	0	390	5.6%
14:00	6	332	26	7	9	10	4	3	1	391	6.6%
15:00	7	332	33	3	9	9	2	1	0	389	5.4%
16:00	6	395	16	7	11	5	2	3	3	439	4.8%
17:00	10	425	36	9	13	4	3	3	0	493	4.7%
18:00	7	446	30	5	8	2	2	1	3	494	2.6%
19:00	10	518	35	5	23	4	1	2	4	588	5.1%
Total	72	4486	255	109	146	90	30	24	12	5140	5.6%

Location: I
Direction: All to Supsekh I out of Junction
Date: 15/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	64	5	3	3	1	0	1	0	77	6.5%
07:00	2	179	6	9	5	2	1	0	0	202	4.0%
08:00	2	318	4	14	13	7	1	0	0	357	5.9%
09:00	7	403	9	22	18	6	4	2	4	464	6.5%
10:00	4	374	6	20	13	2	2	1	1	418	4.3%
11:00	9	364	6	16	8	8	3	0	0	405	4.7%
12:00	7	390	4	22	9	0	5	2	4	432	3.7%
13:00	5	315	19	8	12	4	4	1	1	363	5.8%
14:00	4	316	19	5	10	6	5	0	0	361	5.8%
15:00	12	247	20	8	14	7	5	0	0	301	8.6%
16:00	6	295	27	4	6	7	2	1	0	342	4.7%
17:00	2	314	15	6	9	1	3	2	0	350	4.3%
18:00	3	326	16	3	10	4	4	0	0	363	5.0%
19:00	6	320	13	4	9	7	0	0	0	353	4.5%
Total	70	4225	169	144	139	62	39	10	10	4788	5.2%

Location: I
Direction: Varvarovka to All I into Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	67	1	1	3	2	2	0	0	76	9.2%
07:00	3	179	6	7	8	0	3	0	0	203	5.4%
08:00	5	227	6	8	5	5	1	2	1	254	5.1%
09:00	5	261	6	13	11	6	1	2	1	300	6.7%
10:00	8	341	9	10	7	10	1	0	0	378	4.8%
11:00	4	312	4	11	5	18	0	2	1	352	7.1%
12:00	5	397	7	6	30	9	2	0	0	451	9.1%
13:00	1	420	46	6	9	6	5	1	3	493	4.3%
14:00	5	390	17	4	10	4	2	1	0	428	4.0%
15:00	7	343	17	5	7	6	2	2	0	382	4.5%
16:00	7	429	20	8	7	3	1	2	1	470	2.8%
17:00	7	416	15	10	17	3	1	0	1	462	4.5%
18:00	7	575	13	4	11	2	1	0	0	606	2.3%
19:00	6	737	17	3	19	3	3	0	2	782	3.2%
Total	72	5094	184	96	149	77	25	12	10	5637	4.7%

Location: I
Direction: All to Supsekh I out of Junction
Date: 17/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	59	1	3	5	0	1	0	0	69	8.7%
07:00	3	183	4	8	1	2	0	0	0	198	1.5%
08:00	4	314	12	9	8	6	3	0	1	352	4.8%
09:00	3	456	7	18	21	3	1	0	0	506	4.9%
10:00	4	448	14	16	17	4	2	0	1	501	4.6%
11:00	9	444	5	14	7	1	3	0	1	474	2.3%
12:00	6	498	4	15	7	1	4	0	2	529	2.3%
13:00	8	376	23	9	11	3	3	0	0	425	4.0%
14:00	6	353	29	6	19	8	2	0	0	417	7.0%
15:00	3	290	27	12	25	5	1	0	0	360	8.6%
16:00	14	308	19	8	10	3	1	0	0	349	4.0%
17:00	4	340	16	8	5	3	1	0	0	373	2.4%
18:00	5	327	22	8	14	3	3	0	0	377	5.3%
19:00	2	264	18	5	11	1	2	1	0	302	5.0%
Total	71	4660	201	139	161	43	27	1	5	5232	4.4%

Link Count on Anapa to Sukko Road south of Varvarovka (Location D)

to Arm J

Arm J
Direction: Varvarovka to Varvarovka J to J
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm J
Direction: Varvarovka to Varvarovka J to J
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm J
Direction: Varvarovka to Varvarovka J to J
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

to Arm K

Arm J
Direction: Varvarovka to Sukko J to K
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	61	2	2	6	2	1	0	0	74	12.2%
07:00	2	157	12	4	10	3	2	0	0	188	8.0%
08:00	1	235	18	8	7	5	0	0	0	273	4.4%
09:00	2	305	25	3	17	6	3	0	0	359	7.2%
10:00	4	375	26	6	9	13	1	3	2	433	6.0%
11:00	1	364	17	1	7	20	0	0	0	409	6.6%
12:00	1	352	16	4	7	6	8	0	0	393	5.3%
13:00	4	308	22	0	8	11	2	2	1	353	6.5%
14:00	3	320	24	2	27	13	1	0	2	387	10.6%
15:00	1	360	17	5	10	9	2	1	0	404	5.4%
16:00	6	356	3	6	16	14	3	1	1	399	8.5%
17:00	10	347	6	7	7	21	1	1	0	390	7.7%
18:00	3	358	1	8	17	8	4	0	0	396	7.3%
19:00	10	320	4	5	11	7	1	1	0	349	5.7%
Total	50	4218	193	61	159	138	29	9	6	4807	7.0%

Arm J
Direction: Varvarovka to Sukko J to K
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	73	1	2	6	6	0	0	0	88	13.6%
07:00	3	174	2	5	9	8	5	0	0	203	10.8%
08:00	2	267	11	7	13	7	0	0	0	305	6.6%
09:00	4	376	5	13	19	20	2	3	1	438	10.0%
10:00	4	370	12	14	10	14	1	0	0	421	5.9%
11:00	2	384	8	10	5	15	4	0	0	426	5.6%
12:00	6	399	7	6	12	8	3	0	0	435	5.3%
13:00	5	377	6	8	13	14	1	0	0	419	6.7%
14:00	11	391	6	2	13	12	3	1	1	428	6.8%
15:00	3	399	12	8	11	14	2	1	0	447	6.3%
16:00	7	387	8	8	12	13	0	0	1	428	5.8%
17:00	7	421	11	12	17	11	2	2	0	476	6.7%
18:00	4	361	15	12	9	10	1	0	0	408	4.9%
19:00	6	413	9	9	16	6	2	0	0	455	5.3%
Total	64	4792	113	116	165	158	26	7	3	5377	6.6%

Arm J
Direction: Varvarovka to Sukko J to K
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	60	7	0	4	4	0	0	0	75	10.7%
07:00	1	138	21	1	7	5	2	0	1	174	8.0%
08:00	4	274	14	1	8	10	0	0	0	307	5.9%
09:00	4	409	10	3	17	16	1	1	1	457	7.7%
10:00	3	506	13	9	7	12	1	2	0	550	4.0%
11:00	5	424	16	9	7	11	0	0	0	467	3.9%
12:00	2	465	2	8	7	10	0	0	0	492	3.5%
13:00	5	465	13	4	7	10	0	0	0	499	3.4%
14:00	10	484	6	10	13	9	0	0	3	522	4.2%
15:00	12	485	7	9	13	13	0	0	2	527	4.9%
16:00	8	515	8	8	16	10	2	0	0	559	5.0%
17:00	8	466	10	6	11	8	2	2	0	505	4.6%
18:00	5	414	9	4	13	6	1	0	0	447	4.5%
19:00	9	351	10	8	9	2	1	2	0	383	3.7%
Total	76	5456	146	80	139	126	10	7	7	5964	4.7%

Link Count on Anapa to Sukko Road south of Varvarovka (Location D)

to Arm J

Arm K
Direction: Sukko to Varvarovka K to J
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	54	4	2	3	0	2	0	0	65	7.7%
07:00	5	160	16	2	10	0	3	0	0	191	6.8%
08:00	2	256	33	11	8	7	3	0	0	318	5.7%
09:00	2	218	10	3	9	3	1	0	0	244	5.3%
10:00	3	291	23	6	7	7	7	0	0	341	6.2%
11:00	3	355	10	16	14	13	1	1	0	410	7.1%
12:00	3	359	22	2	16	7	3	0	0	409	6.4%
13:00	2	340	8	6	10	15	4	1	0	384	7.8%
14:00	3	326	17	2	7	14	3	0	0	369	6.5%
15:00	6	330	10	1	8	8	1	0	1	358	4.7%
16:00	3	325	8	8	16	18	1	0	0	376	9.3%
17:00	0	392	15	4	13	13	0	1	0	438	6.2%
18:00	7	396	13	5	10	10	3	1	0	438	5.5%
19:00	5	424	16	6	22	6	1	1	1	476	6.3%
Total	44	4226	205	74	153	121	33	5	2	4817	6.5%

to Arm K

Arm K
Direction: Sukko to Sukko K to K
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm K
Direction: Sukko to Varvarovka K to J
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	72	2	1	6	1	7	0	0	89	15.7%
07:00	3	178	5	7	7	2	5	0	0	204	6.9%
08:00	5	224	7	7	8	6	0	1	1	253	5.9%
09:00	2	244	6	1	14	3	1	1	0	270	7.0%
10:00	1	259	7	11	9	15	3	0	1	304	8.9%
11:00	1	265	5	7	8	15	1	0	3	301	8.0%
12:00	5	305	10	6	23	14	2	2	0	362	11.3%
13:00	5	321	7	4	11	9	3	0	0	355	6.5%
14:00	4	335	11	9	10	11	2	0	0	378	6.1%
15:00	5	333	6	4	9	9	1	1	0	363	5.5%
16:00	4	379	14	5	8	20	1	1	0	428	7.0%
17:00	7	400	14	8	12	16	1	0	0	451	6.4%
18:00	8	473	17	8	21	11	3	1	1	534	6.7%
19:00	3	498	10	10	18	2	2	0	0	540	4.1%
Total	55	4286	121	88	164	134	32	7	6	4832	7.0%

Arm K
Direction: Sukko to Sukko K to K
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm K
Direction: Sukko to Varvarovka K to J
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	64	4	0	2	1	2	0	0	73	6.8%
07:00	3	134	14	1	9	2	4	0	0	164	9.1%
08:00	3	173	10	2	9	5	0	0	0	199	7.0%
09:00	2	282	10	3	11	6	0	1	0	313	5.8%
10:00	5	280	8	5	6	12	2	1	0	314	6.7%
11:00	1	317	11	7	7	13	1	1	0	357	6.2%
12:00	4	378	8	11	13	11	0	0	0	421	5.7%
13:00	2	344	7	6	10	8	0	0	0	375	4.8%
14:00	4	303	7	9	7	7	0	0	0	333	4.2%
15:00	10	372	10	16	9	7	1	0	0	415	4.1%
16:00	5	453	7	8	10	12	2	0	3	492	4.9%
17:00	12	445	6	10	8	12	1	0	2	482	4.4%
18:00	15	534	7	7	14	7	3	1	1	573	4.4%
19:00	4	645	13	3	21	7	0	0	0	689	4.1%
Total	71	4724	122	88	136	110	16	4	6	5200	5.1%

Arm K
Direction: Sukko to Sukko K to K
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Link Count on Anapa to Sukko Road south of Varvarovka (Location D)

Location: J
Direction: Varvarovka to All J into Junction
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	61	2	2	6	2	1	0	0	74	12.2%
07:00	2	157	12	4	10	3	2	0	0	188	8.0%
08:00	1	235	18	8	7	5	0	0	0	273	4.4%
09:00	2	305	25	3	17	6	3	0	0	359	7.2%
10:00	4	375	26	6	9	13	1	3	2	433	6.0%
11:00	1	364	17	1	7	20	0	0	0	409	6.6%
12:00	1	352	16	4	7	6	8	0	0	393	5.3%
13:00	4	308	22	0	8	11	2	2	1	353	6.5%
14:00	3	320	24	2	27	13	1	0	2	387	10.6%
15:00	1	360	17	5	10	9	2	1	0	404	5.4%
16:00	6	356	3	6	16	14	3	1	1	399	8.5%
17:00	10	347	6	7	7	21	1	1	0	390	7.7%
18:00	3	358	1	8	17	8	4	0	0	396	7.3%
19:00	10	320	4	5	11	7	1	1	0	349	5.7%
Total	50	4218	193	61	159	138	29	9	6	4807	7.0%

Location: J
Direction: All to Varvarovka J out of Junction
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	54	4	2	3	0	2	0	0	65	7.7%
07:00	5	160	16	2	10	0	3	0	0	191	6.8%
08:00	2	256	33	11	8	7	3	0	0	318	5.7%
09:00	2	218	10	3	9	3	1	0	0	244	5.3%
10:00	3	291	23	6	7	7	7	0	0	341	6.2%
11:00	3	355	10	16	14	13	1	1	0	410	7.1%
12:00	3	359	22	2	16	7	3	0	0	409	6.4%
13:00	2	340	8	6	10	15	4	1	0	384	7.8%
14:00	3	326	17	2	7	14	3	0	0	369	6.5%
15:00	6	330	10	1	8	8	1	0	1	358	4.7%
16:00	3	325	8	8	16	18	1	0	0	376	9.3%
17:00	0	392	15	4	13	13	0	1	0	438	6.2%
18:00	7	396	13	5	10	10	3	1	0	438	5.5%
19:00	5	424	16	6	22	6	1	1	1	476	6.3%
Total	44	4226	205	74	153	121	33	5	2	4817	6.5%

Location: J
Direction: Varvarovka to All J into Junction
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	73	1	2	6	6	0	0	0	88	13.6%
07:00	3	174	2	5	9	8	5	0	0	203	10.8%
08:00	2	267	11	7	13	7	0	0	0	305	6.6%
09:00	4	376	5	13	19	20	2	3	1	438	10.0%
10:00	4	370	12	14	10	14	1	0	0	421	5.9%
11:00	2	384	8	10	5	15	4	0	0	426	5.6%
12:00	6	399	7	6	12	8	3	0	0	435	5.3%
13:00	5	377	6	8	13	14	1	0	0	419	6.7%
14:00	11	391	6	2	13	12	3	1	1	428	6.8%
15:00	3	399	12	8	11	14	2	1	0	447	6.3%
16:00	7	387	8	8	12	13	0	0	1	428	5.8%
17:00	7	421	11	12	17	11	2	2	0	476	6.7%
18:00	4	361	15	12	9	10	1	0	0	408	4.9%
19:00	6	413	9	9	16	6	2	0	0	455	5.3%
Total	64	4792	113	116	165	158	26	7	3	5377	6.6%

Location: J
Direction: All to Varvarovka J out of Junction
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	72	2	1	6	1	7	0	0	89	15.7%
07:00	3	178	5	7	7	2	5	0	0	204	6.9%
08:00	5	224	7	7	8	6	0	1	1	253	5.9%
09:00	2	244	6	1	14	3	1	1	0	270	7.0%
10:00	1	259	7	11	9	15	3	0	1	304	8.9%
11:00	1	265	5	7	8	15	1	0	3	301	8.0%
12:00	5	305	10	6	23	14	2	2	0	362	11.3%
13:00	5	321	7	4	11	9	3	0	0	355	6.5%
14:00	4	335	11	9	10	11	2	0	0	378	6.1%
15:00	5	333	6	4	9	9	1	1	0	363	5.5%
16:00	4	379	14	5	8	20	1	1	0	428	7.0%
17:00	7	400	14	8	12	16	1	0	0	451	6.4%
18:00	8	473	17	8	21	11	3	1	1	534	6.7%
19:00	3	498	10	10	18	2	2	0	0	540	4.1%
Total	55	4286	121	88	164	134	32	7	6	4832	7.0%

Location: J
Direction: Varvarovka to All J into Junction
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	60	7	0	4	4	0	0	0	75	10.7%
07:00	1	138	21	1	7	5	2	0	1	174	8.0%
08:00	4	274	14	1	8	10	0	0	0	307	5.9%
09:00	4	409	10	3	17	16	1	1	1	457	7.7%
10:00	3	506	13	9	7	12	1	2	0	550	4.0%
11:00	5	424	16	9	7	11	0	0	0	467	3.9%
12:00	2	465	2	8	7	10	0	0	0	492	3.5%
13:00	5	465	13	4	7	10	0	0	0	499	3.4%
14:00	10	484	6	10	13	9	0	0	3	522	4.2%
15:00	12	485	7	9	13	13	0	0	2	527	4.9%
16:00	8	515	8	8	16	10	2	0	0	559	5.0%
17:00	8	466	10	6	11	8	2	2	0	505	4.6%
18:00	5	414	9	4	13	6	1	0	0	447	4.5%
19:00	9	351	10	8	9	2	1	2	0	383	3.7%
Total	76	5456	146	80	139	126	10	7	7	5964	4.7%

Location: J
Direction: All to Varvarovka J out of Junction
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	64	4	0	2	1	2	0	0	73	6.8%
07:00	3	134	14	1	9	2	4	0	0	164	9.1%
08:00	3	173	10	2	9	5	0	0	0	199	7.0%
09:00	2	282	10	3	11	6	0	1	0	313	5.8%
10:00	5	280	8	5	6	12	2	1	0	314	6.7%
11:00	1	317	11	7	7	13	1	1	0	357	6.2%
12:00	4	378	8	11	13	11	0	0	0	421	5.7%
13:00	2	344	7	6	10	8	0	0	0	375	4.8%
14:00	4	303	7	9	7	7	0	0	0	333	4.2%
15:00	10	372	10	16	9	7	1	0	0	415	4.1%
16:00	5	453	7	8	10	12	2	0	3	492	4.9%
17:00	12	445	6	10	8	12	1	0	2	482	4.4%
18:00	15	534	7	7	14	7	3	1	1	573	4.4%
19:00	4	645	13	3	21	7	0	0	0	689	4.1%
Total	71	4724	122	88	136	110	16	4	6	5200	5.1%

Link Count on Anapa to Sukko Road south of Varvarovka (Location D)

Location: K
Direction: Sukko to All K into Junction
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	54	4	2	3	0	2	0	0	65	7.7%
07:00	5	160	16	2	10	0	3	0	0	191	6.8%
08:00	2	256	33	11	8	7	3	0	0	318	5.7%
09:00	2	218	10	3	9	3	1	0	0	244	5.3%
10:00	3	291	23	6	7	7	7	0	0	341	6.2%
11:00	3	355	10	16	14	13	1	1	0	410	7.1%
12:00	3	359	22	2	16	7	3	0	0	409	6.4%
13:00	2	340	8	6	10	15	4	1	0	384	7.8%
14:00	3	326	17	2	7	14	3	0	0	369	6.5%
15:00	6	330	10	1	8	8	1	0	1	358	4.7%
16:00	3	325	8	8	16	18	1	0	0	376	9.3%
17:00	0	392	15	4	13	13	0	1	0	438	6.2%
18:00	7	396	13	5	10	10	3	1	0	438	5.5%
19:00	5	424	16	6	22	6	1	1	1	476	6.3%
Total	44	4226	205	74	153	121	33	5	2	4817	6.5%

Location: K
Direction: All to Varvarovka K out of Junction
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	61	2	2	6	2	1	0	0	74	12.2%
07:00	2	157	12	4	10	3	2	0	0	188	8.0%
08:00	1	235	18	8	7	5	0	0	0	273	4.4%
09:00	2	305	25	3	17	6	3	0	0	359	7.2%
10:00	4	375	26	6	9	13	1	3	2	433	6.0%
11:00	1	364	17	1	7	20	0	0	0	409	6.6%
12:00	1	352	16	4	7	6	8	0	0	393	5.3%
13:00	4	308	22	0	8	11	2	2	1	353	6.5%
14:00	3	320	24	2	27	13	1	0	2	387	10.6%
15:00	1	360	17	5	10	9	2	1	0	404	5.4%
16:00	6	356	3	6	16	14	3	1	1	399	8.5%
17:00	10	347	6	7	7	21	1	1	0	390	7.7%
18:00	3	358	1	8	17	8	4	0	0	396	7.3%
19:00	10	320	4	5	11	7	1	1	0	349	5.7%
Total	50	4218	193	61	159	138	29	9	6	4807	7.0%

Location: K
Direction: Sukko to All K into Junction
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	72	2	1	6	1	7	0	0	89	15.7%
07:00	3	178	5	7	7	2	5	0	0	204	6.9%
08:00	5	224	7	7	8	6	0	1	1	253	5.9%
09:00	2	244	6	1	14	3	1	1	0	270	7.0%
10:00	1	259	7	11	9	15	3	0	1	304	8.9%
11:00	1	265	5	7	8	15	1	0	3	301	8.0%
12:00	5	305	10	6	23	14	2	2	0	362	11.3%
13:00	5	321	7	4	11	9	3	0	0	355	6.5%
14:00	4	335	11	9	10	11	2	0	0	378	6.1%
15:00	5	333	6	4	9	9	1	1	0	363	5.5%
16:00	4	379	14	5	8	20	1	1	0	428	7.0%
17:00	7	400	14	8	12	16	1	0	0	451	6.4%
18:00	8	473	17	8	21	11	3	1	1	534	6.7%
19:00	3	498	10	10	18	2	2	0	0	540	4.1%
Total	55	4286	121	88	164	134	32	7	6	4832	7.0%

Location: K
Direction: All to Varvarovka K out of Junction
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	73	1	2	6	6	0	0	0	88	13.6%
07:00	3	174	2	5	9	8	5	0	0	203	10.8%
08:00	2	267	11	7	13	7	0	0	0	305	6.6%
09:00	4	376	5	13	19	20	2	3	1	438	10.0%
10:00	4	370	12	14	10	14	1	0	0	421	5.9%
11:00	2	384	8	10	5	15	4	0	0	426	5.6%
12:00	6	399	7	6	12	8	3	0	0	435	5.3%
13:00	5	377	6	8	13	14	1	0	0	419	6.7%
14:00	11	391	6	2	13	12	3	1	1	428	6.8%
15:00	3	399	12	8	11	14	2	1	0	447	6.3%
16:00	7	387	8	8	12	13	0	0	1	428	5.8%
17:00	7	421	11	12	17	11	2	2	0	476	6.7%
18:00	4	361	15	12	9	10	1	0	0	408	4.9%
19:00	6	413	9	9	16	6	2	0	0	455	5.3%
Total	64	4792	113	116	165	158	26	7	3	5377	6.6%

Location: K
Direction: Sukko to All K into Junction
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	64	4	0	2	1	2	0	0	73	6.8%
07:00	3	134	14	1	9	2	4	0	0	164	9.1%
08:00	3	173	10	2	9	5	0	0	0	199	7.0%
09:00	2	282	10	3	11	6	0	1	0	313	5.8%
10:00	5	280	8	5	6	12	2	1	0	314	6.7%
11:00	1	317	11	7	7	13	1	1	0	357	6.2%
12:00	4	378	8	11	13	11	0	0	0	421	5.7%
13:00	2	344	7	6	10	8	0	0	0	375	4.8%
14:00	4	303	7	9	7	7	0	0	0	333	4.2%
15:00	10	372	10	16	9	7	1	0	0	415	4.1%
16:00	5	453	7	8	10	12	2	0	3	492	4.9%
17:00	12	445	6	10	8	12	1	0	2	482	4.4%
18:00	15	534	7	7	14	7	3	1	1	573	4.4%
19:00	4	645	13	3	21	7	0	0	0	689	4.1%
Total	71	4724	122	88	136	110	16	4	6	5200	5.1%

Location: K
Direction: All to Varvarovka K out of Junction
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	0	60	7	0	4	4	0	0	0	75	10.7%
07:00	1	138	21	1	7	5	2	0	1	174	8.0%
08:00	4	274	14	1	8	10	0	0	0	307	5.9%
09:00	4	409	10	3	17	16	1	1	1	457	7.7%
10:00	3	506	13	9	7	12	1	2	0	550	4.0%
11:00	5	424	16	9	7	11	0	0	0	467	3.9%
12:00	2	465	2	8	7	10	0	0	0	492	3.5%
13:00	5	465	13	4	7	10	0	0	0	499	3.4%
14:00	10	484	6	10	13	9	0	0	3	522	4.2%
15:00	12	485	7	9	13	13	0	0	2	527	4.9%
16:00	8	515	8	8	16	10	2	0	0	559	5.0%
17:00	8	466	10	6	11	8	2	2	0	505	4.6%
18:00	5	414	9	4	13	6	1	0	0	447	4.5%
19:00	9	351	10	8	9	2	1	2	0	383	3.7%
Total	76	5456	146	80	139	126	10	7	7	5964	4.7%

Link Count on Anapa to Sukko Road west of Supsekh (Location E)

to Arm L

Arm L
Direction: Anapa to Anapa L to L
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm L
Direction: Anapa to Anapa L to L
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm L
Direction: Anapa to Anapa L to L
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

to Arm M

Arm L
Direction: Anapa to Supsekh L to M
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	4	109	11	1	14	2	1	0	1	138	12.3%
07:00	4	336	40	19	12	9	2	0	0	418	5.5%
08:00	5	542	44	13	20	36	6	2	5	663	9.7%
09:00	4	594	60	12	24	57	15	1	0	763	12.7%
10:00	10	767	62	26	19	70	17	3	1	964	11.3%
11:00	14	693	47	10	14	53	16	0	0	833	10.0%
12:00	7	715	67	17	13	44	9	1	1	866	7.7%
13:00	11	680	27	42	9	5	19	3	5	785	4.6%
14:00	7	806	24	54	22	16	8	1	0	931	5.0%
15:00	12	747	23	45	27	11	18	0	2	871	6.4%
16:00	16	666	13	53	20	4	16	0	1	772	5.2%
17:00	15	858	27	44	16	10	19	0	1	974	4.6%
18:00	17	1070	18	29	16	4	11	0	0	1148	2.7%
19:00	10	882	20	18	16	4	2	1	1	943	2.4%
Total	136	9465	483	383	242	325	159	12	18	11069	6.7%

Arm L
Direction: Anapa to Supsekh L to M
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	152	12	9	7	0	1	0	0	181	4.4%
07:00	1	349	22	18	11	3	2	0	1	405	4.0%
08:00	7	505	21	35	8	3	4	0	4	576	2.6%
09:00	6	671	28	44	14	7	6	1	0	771	3.6%
10:00	15	731	29	48	7	9	13	0	3	837	3.5%
11:00	9	786	24	49	14	8	14	0	2	895	4.0%
12:00	18	830	18	47	12	8	9	1	1	925	3.2%
13:00	14	715	32	18	22	63	11	1	2	862	11.3%
14:00	14	678	43	17	15	61	10	1	1	825	10.5%
15:00	15	610	43	20	18	45	7	1	3	744	9.5%
16:00	14	614	47	5	23	44	9	0	1	742	10.2%
17:00	20	1020	38	6	26	60	7	1	4	1158	8.1%
18:00	18	1025	45	5	26	33	4	0	1	1138	5.5%
19:00	21	982	48	5	29	26	14	0	0	1104	6.3%
Total	173	9668	450	326	232	370	111	6	23	11163	6.4%

Arm L
Direction: Anapa to Supsekh L to M
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	109	12	1	9	4	1	0	0	136	10.3%
07:00	2	300	25	2	9	10	1	0	0	347	5.8%
08:00	9	499	36	6	16	22	5	0	0	584	7.4%
09:00	11	655	53	3	23	39	8	2	0	783	9.2%
10:00	8	842	39	2	15	44	6	0	0	948	6.9%
11:00	16	769	32	0	12	59	8	1	1	881	9.1%
12:00	6	907	42	2	20	65	12	1	2	1049	9.3%
13:00	11	819	33	33	16	6	4	0	0	911	2.9%
14:00	20	863	18	36	16	6	10	0	1	949	3.4%
15:00	22	768	16	33	17	12	6	0	0	852	4.1%
16:00	22	860	17	28	19	4	8	0	1	936	3.3%
17:00	22	860	18	29	14	3	7	1	1	932	2.7%
18:00	14	796	19	20	9	4	5	1	2	854	2.2%
19:00	19	734	22	13	12	1	1	0	0	783	1.8%
Total	183	9781	382	208	207	279	82	6	8	10945	5.2%

Link Count on Anapa to Sukko Road west of Supsekh (Location E)

to Arm L

Arm M
Direction: Supsekh to Anapa M to L
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	184	37	2	17	6	0	0	4	246	9.3%
07:00	16	754	50	2	46	16	3	0	7	871	7.5%
08:00	20	990	60	3	20	28	7	0	7	1108	5.0%
09:00	16	718	70	6	11	27	15	0	8	847	6.3%
10:00	11	731	45	5	14	30	10	1	4	836	6.6%
11:00	15	691	51	7	19	43	10	4	5	825	9.2%
12:00	14	569	43	3	22	35	8	0	2	680	9.6%
13:00	11	860	38	50	13	8	14	1	2	984	3.7%
14:00	14	813	40	56	13	7	12	0	1	941	3.4%
15:00	11	745	22	56	12	14	10	1	1	860	4.3%
16:00	6	618	18	41	22	5	14	0	2	718	5.7%
17:00	12	970	28	54	20	4	13	0	0	1089	3.4%
18:00	5	836	24	13	10	8	7	1	1	899	2.9%
19:00	6	936	16	14	24	2	7	1	2	1000	3.4%
Total	159	10415	542	312	263	233	130	9	46	11904	5.3%

to Arm M

Arm M
Direction: Supsekh to Supsekh M to M
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm M
Direction: Supsekh to Anapa M to L
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	230	21	14	19	2	1	0	3	287	7.7%
07:00	15	754	30	15	24	5	0	0	6	828	3.5%
08:00	14	1069	20	45	21	7	3	0	10	1165	2.7%
09:00	15	905	18	54	16	2	7	1	6	1003	2.6%
10:00	12	725	17	58	14	8	14	0	3	836	4.3%
11:00	9	656	28	33	14	14	4	3	4	752	4.7%
12:00	15	658	21	57	27	21	9	3	0	796	7.5%
13:00	20	681	65	2	16	40	9	0	6	813	8.0%
14:00	17	675	44	3	20	37	9	4	6	792	8.8%
15:00	11	671	61	9	10	24	8	0	1	783	5.4%
16:00	17	686	37	3	14	35	10	1	6	786	7.6%
17:00	13	795	57	6	17	27	8	0	3	910	5.7%
18:00	14	752	47	2	21	18	4	0	3	844	5.1%
19:00	12	824	38	4	24	11	6	1	1	908	4.6%
Total	186	10081	504	305	257	251	92	13	58	11503	5.3%

Arm M
Direction: Supsekh to Supsekh M to M
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Arm M
Direction: Supsekh to Anapa M to L
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	182	18	0	11	5	0	0	0	216	7.4%
07:00	9	504	46	5	14	10	1	0	5	580	4.3%
08:00	9	767	51	2	23	23	2	0	7	868	5.5%
09:00	10	834	67	6	17	26	4	1	1	955	5.0%
10:00	14	766	52	2	14	33	9	3	2	879	6.7%
11:00	14	690	57	6	13	46	3	0	4	815	7.6%
12:00	14	677	60	6	19	40	3	1	1	806	7.8%
13:00	14	536	19	46	22	9	7	0	0	639	5.9%
14:00	11	630	13	32	15	11	6	2	1	709	4.8%
15:00	12	710	14	31	12	14	6	0	0	787	4.1%
16:00	18	690	11	37	18	6	6	0	0	768	3.9%
17:00	24	760	15	33	12	6	5	1	0	832	2.9%
18:00	24	750	15	17	22	1	7	1	0	813	3.8%
19:00	9	870	17	22	22	2	6	0	0	939	3.2%
Total	185	9366	455	245	234	232	65	9	21	10606	5.1%

Arm M
Direction: Supsekh to Supsekh M to M
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00										0	0.0%
07:00										0	0.0%
08:00										0	0.0%
09:00										0	0.0%
10:00										0	0.0%
11:00										0	0.0%
12:00										0	0.0%
13:00										0	0.0%
14:00										0	0.0%
15:00										0	0.0%
16:00										0	0.0%
17:00										0	0.0%
18:00										0	0.0%
19:00										0	0.0%
Total	0	0	0	0	0	0	0	0	0	0	0.0%

Link Count on Anapa to Sukko Road west of Supsekh (Location E)

Location: L
Direction: Anapa to All L into Junction
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	4	109	11	1	14	2	1	0	1	138	12.3%
07:00	4	336	40	19	12	9	2	0	0	418	5.5%
08:00	5	542	44	13	20	36	6	2	5	663	9.7%
09:00	4	594	60	12	24	57	15	1	0	763	12.7%
10:00	10	767	62	26	19	70	17	3	1	964	11.3%
11:00	14	693	47	10	14	53	16	0	0	833	10.0%
12:00	7	715	67	17	13	44	9	1	1	866	7.7%
13:00	11	680	27	42	9	5	19	3	5	785	4.6%
14:00	7	806	24	54	22	16	8	1	0	931	5.0%
15:00	12	747	23	45	27	11	18	0	2	871	6.4%
16:00	16	666	13	53	20	4	16	0	1	772	5.2%
17:00	15	858	27	44	16	10	19	0	1	974	4.6%
18:00	17	1070	18	29	16	4	11	0	0	1148	2.7%
19:00	10	882	20	18	16	4	2	1	1	943	2.4%
Total	136	9465	483	383	242	325	159	12	18	11069	6.7%

Location: L
Direction: All to Anapa L out of Junction
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	184	37	2	17	6	0	0	4	246	9.3%
07:00	16	754	50	2	46	16	3	0	7	871	7.5%
08:00	20	990	60	3	20	28	7	0	7	1108	5.0%
09:00	16	718	70	6	11	27	15	0	8	847	6.3%
10:00	11	731	45	5	14	30	10	1	4	836	6.6%
11:00	15	691	51	7	19	43	10	4	5	825	9.2%
12:00	14	569	43	3	22	35	8	0	2	680	9.6%
13:00	11	860	38	50	13	8	14	1	2	984	3.7%
14:00	14	813	40	56	13	7	12	0	1	941	3.4%
15:00	11	745	22	56	12	14	10	1	1	860	4.3%
16:00	6	618	18	41	22	5	14	0	2	718	5.7%
17:00	12	970	28	54	20	4	13	0	0	1089	3.4%
18:00	5	836	24	13	10	8	7	1	1	899	2.9%
19:00	6	936	16	14	24	2	7	1	2	1000	3.4%
Total	159	10415	542	312	263	233	130	9	46	11904	5.3%

Location: L
Direction: Anapa to All L into Junction
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	152	12	9	7	0	1	0	0	181	4.4%
07:00	1	349	22	18	11	3	2	0	1	405	4.0%
08:00	7	505	21	35	8	3	4	0	4	576	2.6%
09:00	6	671	28	44	14	7	6	1	0	771	3.6%
10:00	15	731	29	48	7	9	13	0	3	837	3.5%
11:00	9	786	24	49	14	8	14	0	2	895	4.0%
12:00	18	830	18	47	12	8	9	1	1	925	3.2%
13:00	14	715	32	18	22	63	11	1	2	862	11.3%
14:00	14	678	43	17	15	61	10	1	1	825	10.5%
15:00	15	610	43	20	18	45	7	1	3	744	9.5%
16:00	14	614	47	5	23	44	9	0	1	742	10.2%
17:00	20	1020	38	6	26	60	7	1	4	1158	8.1%
18:00	18	1025	45	5	26	33	4	0	1	1138	5.5%
19:00	21	982	48	5	29	26	14	0	0	1104	6.3%
Total	173	9668	450	326	232	370	111	6	23	11163	6.4%

Location: L
Direction: All to Anapa L out of Junction
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	230	21	14	19	2	1	0	3	287	7.7%
07:00	15	754	30	15	24	5	0	0	6	828	3.5%
08:00	14	1069	20	45	21	7	3	0	10	1165	2.7%
09:00	15	905	18	54	16	2	7	1	6	1003	2.6%
10:00	12	725	17	58	14	8	14	0	3	836	4.3%
11:00	9	656	28	33	14	14	4	3	4	752	4.7%
12:00	15	658	21	57	27	21	9	3	0	796	7.5%
13:00	20	681	65	2	16	40	9	0	6	813	8.0%
14:00	17	675	44	3	20	37	9	4	6	792	8.8%
15:00	11	671	61	9	10	24	8	0	1	783	5.4%
16:00	17	686	37	3	14	35	10	1	6	786	7.6%
17:00	13	795	57	6	17	27	8	0	3	910	5.7%
18:00	14	752	47	2	21	18	4	0	3	844	5.1%
19:00	12	824	38	4	24	11	6	1	1	908	4.6%
Total	186	10081	504	305	257	251	92	13	58	11503	5.3%

Location: L
Direction: Anapa to All L into Junction
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	109	12	1	9	4	1	0	0	136	10.3%
07:00	2	300	25	2	9	10	1	0	0	347	5.8%
08:00	9	499	36	6	16	22	5	0	0	584	7.4%
09:00	11	655	53	3	23	39	8	2	0	783	9.2%
10:00	8	842	39	2	15	44	6	0	0	948	6.9%
11:00	16	769	32	0	12	59	8	1	1	881	9.1%
12:00	6	907	42	2	20	65	12	1	2	1049	9.3%
13:00	11	819	33	33	16	6	4	0	0	911	2.9%
14:00	20	863	18	36	16	6	10	0	1	949	3.4%
15:00	22	768	16	33	17	12	6	0	0	852	4.1%
16:00	22	860	17	28	19	4	8	0	1	936	3.3%
17:00	22	860	18	29	14	3	7	1	1	932	2.7%
18:00	14	796	19	20	9	4	5	1	2	854	2.2%
19:00	19	734	22	13	12	1	1	0	0	783	1.8%
Total	183	9781	382	208	207	279	82	6	8	10945	5.2%

Location: L
Direction: All to Anapa L out of Junction
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	182	18	0	11	5	0	0	0	216	7.4%
07:00	9	504	46	5	14	10	1	0	5	580	4.3%
08:00	9	767	51	2	23	23	2	0	7	868	5.5%
09:00	10	834	67	6	17	26	4	1	1	955	5.0%
10:00	14	766	52	2	14	33	9	3	2	879	6.7%
11:00	14	690	57	6	13	46	3	0	4	815	7.6%
12:00	14	677	60	6	19	40	3	1	1	806	7.8%
13:00	14	536	19	46	22	9	7	0	0	639	5.9%
14:00	11	630	13	32	15	11	6	2	1	709	4.8%
15:00	12	710	14	31	12	14	6	0	0	787	4.1%
16:00	18	690	11	37	18	6	6	0	0	768	3.9%
17:00	24	760	15	33	12	6	5	1	0	832	2.9%
18:00	24	750	15	17	22	1	7	1	0	813	3.8%
19:00	9	870	17	22	22	2	6	0	0	939	3.2%
Total	185	9366	455	245	234	232	65	9	21	10606	5.1%

Link Count on Anapa to Sukko Road west of Supsekh (Location E)

Location: M
Direction: Supsekh to All M into Junction
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	184	37	2	17	6	0	0	4	246	9.3%
07:00	16	754	50	2	46	16	3	0	7	871	7.5%
08:00	20	990	60	3	20	28	7	0	7	1108	5.0%
09:00	16	718	70	6	11	27	15	0	8	847	6.3%
10:00	11	731	45	5	14	30	10	1	4	836	6.6%
11:00	15	691	51	7	19	43	10	4	5	825	9.2%
12:00	14	569	43	3	22	35	8	0	2	680	9.6%
13:00	11	860	38	50	13	8	14	1	2	984	3.7%
14:00	14	813	40	56	13	7	12	0	1	941	3.4%
15:00	11	745	22	56	12	14	10	1	1	860	4.3%
16:00	6	618	18	41	22	5	14	0	2	718	5.7%
17:00	12	970	28	54	20	4	13	0	0	1089	3.4%
18:00	5	836	24	13	10	8	7	1	1	899	2.9%
19:00	6	936	16	14	24	2	7	1	2	1000	3.4%
Total	159	10415	542	312	263	233	130	9	46	11904	5.3%

Location: M
Direction: All to Anapa M out of Junction
Date: 06/08/2013 Day: Tuesday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	4	109	11	1	14	2	1	0	1	138	12.3%
07:00	4	336	40	19	12	9	2	0	0	418	5.5%
08:00	5	542	44	13	20	36	6	2	5	663	9.7%
09:00	4	594	60	12	24	57	15	1	0	763	12.7%
10:00	10	767	62	26	19	70	17	3	1	964	11.3%
11:00	14	693	47	10	14	53	16	0	0	833	10.0%
12:00	7	715	67	17	13	44	9	1	1	866	7.7%
13:00	11	680	27	42	9	5	19	3	5	785	4.6%
14:00	7	806	24	54	22	16	8	1	0	931	5.0%
15:00	12	747	23	45	27	11	18	0	2	871	6.4%
16:00	16	666	13	53	20	4	16	0	1	772	5.2%
17:00	15	858	27	44	16	10	19	0	1	974	4.6%
18:00	17	1070	18	29	16	4	11	0	0	1148	2.7%
19:00	10	882	20	18	16	4	2	1	1	943	2.4%
Total	136	9465	483	383	242	325	159	12	18	11069	6.7%

Location: M
Direction: Supsekh to All M into Junction
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	2	230	21	14	19	2	1	0	3	287	7.7%
07:00	15	754	30	15	24	5	0	0	6	828	3.5%
08:00	14	1069	20	45	21	7	3	0	10	1165	2.7%
09:00	15	905	18	54	16	2	7	1	6	1003	2.6%
10:00	12	725	17	58	14	8	14	0	3	836	4.3%
11:00	9	656	28	33	14	14	4	3	4	752	4.7%
12:00	15	658	21	57	27	21	9	3	0	796	7.5%
13:00	20	681	65	2	16	40	9	0	6	813	8.0%
14:00	17	675	44	3	20	37	9	4	6	792	8.8%
15:00	11	671	61	9	10	24	8	0	1	783	5.4%
16:00	17	686	37	3	14	35	10	1	6	786	7.6%
17:00	13	795	57	6	17	27	8	0	3	910	5.7%
18:00	14	752	47	2	21	18	4	0	3	844	5.1%
19:00	12	824	38	4	24	11	6	1	1	908	4.6%
Total	186	10081	504	305	257	251	92	13	58	11503	5.3%

Location: M
Direction: All to Anapa M out of Junction
Date: 08/08/2013 Day: Thursday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	152	12	9	7	0	1	0	0	181	4.4%
07:00	1	349	22	18	11	3	2	0	1	405	4.0%
08:00	7	505	21	35	8	3	4	0	4	576	2.6%
09:00	6	671	28	44	14	7	6	1	0	771	3.6%
10:00	15	731	29	48	7	9	13	0	3	837	3.5%
11:00	9	786	24	49	14	8	14	0	2	895	4.0%
12:00	18	830	18	47	12	8	9	1	1	925	3.2%
13:00	14	715	32	18	22	63	11	1	2	862	11.3%
14:00	14	678	43	17	15	61	10	1	1	825	10.5%
15:00	15	610	43	20	18	45	7	1	3	744	9.5%
16:00	14	614	47	5	23	44	9	0	1	742	10.2%
17:00	20	1020	38	6	26	60	7	1	4	1158	8.1%
18:00	18	1025	45	5	26	33	4	0	1	1138	5.5%
19:00	21	982	48	5	29	26	14	0	0	1104	6.3%
Total	173	9668	450	326	232	370	111	6	23	11163	6.4%

Location: M
Direction: Supsekh to All M into Junction
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	3	182	18	0	11	5	0	0	0	216	7.4%
07:00	9	504	46	5	14	10	1	0	5	580	4.3%
08:00	9	767	51	2	23	23	2	0	7	868	5.5%
09:00	10	834	67	6	17	26	4	1	1	955	5.0%
10:00	14	766	52	2	14	33	9	3	2	879	6.7%
11:00	14	690	57	6	13	46	3	0	4	815	7.6%
12:00	14	677	60	6	19	40	3	1	1	806	7.8%
13:00	14	536	19	46	22	9	7	0	0	639	5.9%
14:00	11	630	13	32	15	11	6	2	1	709	4.8%
15:00	12	710	14	31	12	14	6	0	0	787	4.1%
16:00	18	690	11	37	18	6	6	0	0	768	3.9%
17:00	24	760	15	33	12	6	5	1	0	832	2.9%
18:00	24	750	15	17	22	1	7	1	0	813	3.8%
19:00	9	870	17	22	22	2	6	0	0	939	3.2%
Total	185	9366	455	245	234	232	65	9	21	10606	5.1%

Location: M
Direction: All to Anapa M out of Junction
Date: 10/08/2013 Day: Saturday

	M/c	Car	Small Bus	LGV	Large Bus	MGV	OGV (3)	OGV (4+)	Cycles etc	Total Vehs	% Heavy
06:00	1	109	12	1	9	4	1	0	0	136	10.3%
07:00	2	300	25	2	9	10	1	0	0	347	5.8%
08:00	9	499	36	6	16	22	5	0	0	584	7.4%
09:00	11	655	53	3	23	39	8	2	0	783	9.2%
10:00	8	842	39	2	15	44	6	0	0	948	6.9%
11:00	16	769	32	0	12	59	8	1	1	881	9.1%
12:00	6	907	42	2	20	65	12	1	2	1049	9.3%
13:00	11	819	33	33	16	6	4	0	0	911	2.9%
14:00	20	863	18	36	16	6	10	0	1	949	3.4%
15:00	22	768	16	33	17	12	6	0	0	852	4.1%
16:00	22	860	17	28	19	4	8	0	1	936	3.3%
17:00	22	860	18	29	14	3	7	1	1	932	2.7%
18:00	14	796	19	20	9	4	5	1	2	854	2.2%
19:00	19	734	22	13	12	1	1	0	0	783	1.8%
Total	183	9781	382	208	207	279	82	6	8	10945	5.2%