APPENDIX A

SUMMARY OF CODE PARKING REQUIREMENTS BY VEHICLE TYPE

HERMOSA - Design Center - 2901 PCH

62,868 SF – lot area; 38,953 – lot coverage; 100,296 SF – bldg.

PARKING	**Required**	**Proposed (without tandem)**	**Proposed with tandem**	**Code Requirement**
Spaces	**401**	**427**	**520**	**1:250 – Office** **1:100 – coffee house**
Regular	270 – min (per 401)	346		70% minimum of required (less accessible spaces)
Compact	120 – max (per 401)	70		30% maximum of required spaces
Accessible – Building Code Table 11B-208.2	11 (2 van) – based on total of 520 spaces	11		Based on total spaces provided: 401 – 500 = 8 501+ = 2% of total 1:6 van
Tandem	N/A		93 (all compact size)	
Bicycle – HBMC 17.48.030B.2	5	26		4 per 50,000 SF + 1 for each additional 50,000 SF (round after 0.5)
Bicycle – Cal Green Building Code 5.106.4.1	26 – based on total of 520 spaces	26		Based on total spaces provided 5% of tenant spaces
EV Infrastructure – Cal Green Building Code – 5.106.5.3.3	16 – based on total of 520 spaces	16 (6 actual chargers installed)		Based on total spaces provided 201+ = 3% Chargers do not have to be installed; just infrastructure
Carpool/vanpool – HBMC 17.48.030B.2	52 – based on total of 520 spaces	52		Based on total spaces provided: 10% preferential for carpool/vanpool with at least one marked space (only for buildings over 50,000 SF)
Low-emitting/fuel efficient, carpool/vanpool – Cal Green Building Code 5.106.5.2	42 – based on total of 520 spaces	52		Based on total spaces provided 76 – 100 = 8 201+ = 8%
Loading	N/A		curbside	

HERMOSA - Executive Center – 3001 PCH

15,813 – lot area; 7,924 – lot coverage; 20,209 SF - bldg

PARKING	**Required**	**Proposed**	**Code Requirement**
Spaces	**87** **77 for office** **10 for coffee house**	**89**	**1:250 – Office** **1:100 – coffee house**
Regular	57 – min	81	70% minimum (less accessible spaces)
Compact	27 - max	2	30% maximum of required spaces
Accessible - Building Code Table 11B-208.2	4 (1 van)	4	Based on total spaces provided 76 – 100 = 4 1:6 van
Tandem	N/A	2 (all compact size)	
Bicycle – HBMC 17.48.030B.2	0	6	4 per 50,000 SF + 1 for each additional 50,000 SF (round after 0.5)
Bicycle – Cal Green Building Code 5.106.4.1	4.25 + 2 space bicycle rack for coffee house	6	Based on total spaces provided 5% of tenant spaces + 5% of visitor parking with bicycle rack w/in 200 feet of door, minimum of 2 space bicycle rack
EV Infrastructure – Cal Green Building Code – 5.106.5.3.3	2 – based on 89 spaces	2 (2 actual chargers installed)	Based on total spaces provided 76 – 100 = 2 Chargers do not have to be installed; just infrastructure
Carpool/vanpool – HBMC 17.48.030B.2	0	8	10% preferential for carpool/vanpool with at least one marked space (only for buildings over 50,000 SF)
Low-emitting/fuel efficient, carpool/vanpool – Cal Green Building Code 5.106.5.2	8 - based on 89 spaces	8	Based on total spaces provided 76 – 100 = 8 201+ = 8%
Loading	N/A	1	

Manhattan Beach – 305 Sepulveda – 28,492 – lot area; 20,594 – lot coverage; 37,174 SF – bldg.

PARKING	**Required**	**Proposed**	**Code Requirement**
Spaces	**124**	**199**	1:300 - Office
Regular	87 – min	130	70% minimum (less accessible spaces)
Compact – MBMC 10.64.100	37 max (per 124)	63	30% maximum based on required
Accessible - Building Code Table 11B-208.2	6 (1 van)	6	Based on total spaces provided 151 – 200 = 6 201 – 300 = 7 1:6 van
Tandem	N/A	0	N/A
Bicycle – MBMC 10.64.080	6.2	12	Based on required spaces (racks okay) 5%
Bicycle – Cal Green Building Code 5.106.4.1	9.95	12	Based on total spaces provided 5% of tenant spaces
EV Infrastructure – Cal Green Building Code – 5.106.5.3.3	3	3 (3 actual chargers installed)	Based on total spaces provided 101-200 = 3 201+ = 3% Chargers do not have to be installed; just infrastructure
Carpool/vanpool – TDM Ordinance	0	16	10% preferential for carpool/vanpool with at least one marked space (only for buildings over 50,000 SF)
Low-emitting/fuel efficient, carpool/vanpool – Cal Green Building Code 5.106.5.2	16 X – Carpool Y – Fuel Efficient vehicles	16	Based on total spaces provided 151 - 200 = 16 201+ = 8%
Loading – MBMC 10.64.030	1	1	12 x 35 x 14

Manhattan Beach – 300 Sepulveda/330 Sepulveda – addition is 20,328 SF; existing is 54,875 – total of 75,203

PARKING	**Required**	**Proposed**	**Code Requirement**
Spaces	**338 (original approval for 330 required 270 minimum + 68 for new space)**	**389**	1:300 - Office
Regular	233 – based on 389	283	70% minimum (less accessible spaces)
Compact – MBMC 10.64.100	156 max– based on 389	98	30% maximum
Accessible - Building Code Table 11B-208.2	8 (2 van) – based on 397	8	Based on total spaces provided 301-400 = 8 1:6 van
Tandem	N/A	0	
Bicycle – MBMC 10.64.080	16.9 – based on 338	20	Based on required spaces (racks okay) 5%
Bicycle – Cal Green Building Code 5.106.4.1	19.45 – based on 389	20	Based on total spaces 5% of tenant spaces
EV Infrastructure – Cal Green Building Code – 5.106.5.3.3	11.67 – based on 389	12 (6 actual chargers installed)	Based on total spaces 201+ = 3% Chargers do not have to be installed; just infrastructure
Carpool/vanpool – TDM Ordinance	38.9	39	10% preferential for carpool/vanpool with at least one marked space (only for buildings over 50,000 SF)
Low-emitting/fuel efficient, carpool/vanpool – Cal Green Building Code 5.106.5.2	31.12 - based on 389	31	Based on total spaces 201+ = 8%
Loading – MBMC 10.64.030	2	2	12 x 35 x 14

APPENDIX B

TRAFFIC COUNT DATA

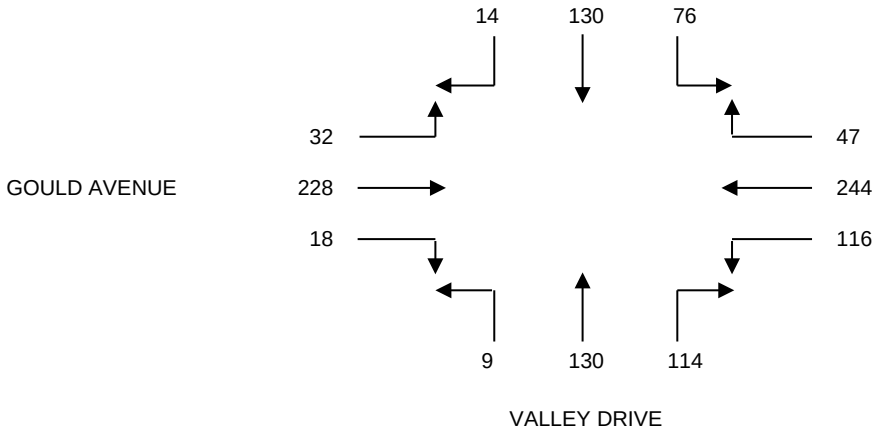
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S VALLEY DRIVE
E/W GOULD AVENUE
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	2	15	7	7	36	13	5	28	5	8	40	5
0715-0730	1	20	14	12	45	17	15	24	3	3	50	7
0730-0745	3	30	19	10	59	20	28	31	2	4	57	8
0745-0800	3	35	18	17	56	32	25	25	2	6	69	5
0800-0815	5	33	16	12	71	37	39	36	4	6	52	10
0815-0830	3	32	23	8	58	27	22	38	1	2	50	9
0830-0845	3	29	18	8	69	20	17	29	4	1	57	9
0845-0900	1	31	26	11	64	17	14	36	4	4	58	4

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	9	100	58	46	196	82	73	108	12	21	216	25	946
0715-0815	12	118	67	51	231	106	107	116	11	19	228	30	1096
0730-0830	14	130	76	47	244	116	114	130	9	18	228	32	1158
0745-0845	14	129	75	45	254	116	103	128	11	15	228	33	1151
0800-0900	12	125	83	39	262	101	92	139	13	13	217	32	1128

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

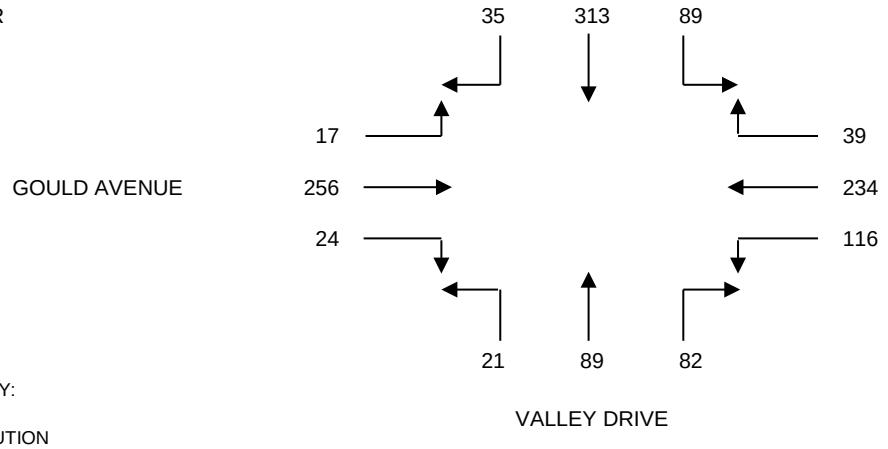
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 04:00 PM TO 07:00 PM
INTERSECTION N/S VALLEY DRIVE
E/W GOULD AVENUE
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	5	73	29	8	55	29	28	24	5	9	56	8
0415-0430	6	54	29	5	58	33	29	19	5	5	64	5
0430-0445	7	80	21	9	58	27	23	15	4	8	68	5
0445-0500	12	68	24	10	52	26	21	20	4	6	72	3
0500-0515	8	88	20	10	53	28	23	32	8	5	59	6
0515-0530	8	77	24	10	71	35	15	22	5	5	57	3
0530-0545	8	88	21	9	63	22	19	19	3	10	52	7
0545-0600	13	78	21	8	60	17	12	15	4	10	63	5
0600-0615	7	89	16	7	74	20	13	14	3	11	64	9
0615-0630	8	67	21	10	72	17	16	18	5	7	52	5
0630-0645	10	88	24	5	54	26	11	15	4	8	43	4
0645-0700	10	67	21	6	46	21	8	10	3	7	39	2

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	30	275	103	32	223	115	101	78	18	28	260	21	1284
0415-0515	33	290	94	34	221	114	96	86	21	24	263	19	1295
0430-0530	35	313	89	39	234	116	82	89	21	24	256	17	1315
0445-0545	36	321	89	39	239	111	78	93	20	26	240	19	1311
0500-0600	37	331	86	37	247	102	69	88	20	30	231	21	1299
0515-0615	36	332	82	34	268	94	59	70	15	36	236	24	1286
0530-0630	36	322	79	34	269	76	60	66	15	38	231	26	1252
0545-0645	38	322	82	30	260	80	52	62	16	36	222	23	1223
0600-0700	35	311	82	28	246	84	48	57	15	33	198	20	1157

P.M. PEAK HOUR
0430-0530



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329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: VALLEY DRIVE / GOULD AVENUE

FILE: 1AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	3	1	0
0715-0730	0	8	1	1
0730-0745	0	14	2	0
0745-0800	1	14	3	3
0800-0815	3	11	1	3
0815-0830	0	24	3	0
0830-0845	0	11	8	0
0845-0900	1	13	4	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	2	0	0
0715-0730	0	0	0	0
0730-0745	0	1	1	0
0745-0800	3	0	0	3
0800-0815	1	1	0	2
0815-0830	2	0	1	0
0830-0845	1	1	1	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	39	7	4	51
0715-0815	4	47	7	7	65
0730-0830	4	63	9	6	82
0745-0845	4	60	15	6	85
0800-0900	4	59	16	3	82

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	3	3	1	3	10
0715-0815	4	2	1	5	12
0730-0830	6	2	2	5	15
0745-0845	7	2	2	5	16
0800-0900	4	2	2	2	10

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 04:00 PM TO 07:00 PM

INTERSECTION: VALLEY DRIVE / GOULD AVENUE

FILE: 1PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	1	5	2	1
0415-0430	2	4	2	2
0430-0445	0	7	8	1
0445-0500	0	6	2	1
0500-0515	1	18	8	0
0515-0530	1	14	0	2
0530-0545	1	11	1	0
0545-0600	0	8	5	0
0600-0615	0	7	2	0
0615-0630	1	6	2	1
0630-0645	1	7	0	0
0645-0700	2	10	2	2

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	1	1	1
0430-0445	3	0	0	3
0445-0500	0	0	1	2
0500-0515	2	1	0	1
0515-0530	0	1	1	0
0530-0545	0	0	0	0
0545-0600	0	0	0	1
0600-0615	0	0	1	1
0615-0630	1	1	0	0
0630-0645	0	0	2	0
0645-0700	1	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	3	22	14	5	44
0415-0515	3	35	20	4	62
0430-0530	2	45	18	4	69
0445-0545	3	49	11	3	66
0500-0600	3	51	14	2	70
0515-0615	2	40	8	2	52
0530-0630	2	32	10	1	45
0545-0645	2	28	9	1	40
0600-0700	4	30	6	3	43

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	3	1	2	6	12
0415-0515	5	2	2	7	16
0430-0530	5	2	2	6	15
0445-0545	2	2	2	3	9
0500-0600	2	2	1	2	7
0515-0615	0	1	2	2	5
0530-0630	1	1	1	2	5
0545-0645	1	1	3	2	7
0600-0700	2	1	3	1	7

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S ARDMORE AVENUE
E/W DUNCAN AVENUE
FILE NUMBER: 2-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	0	7	1	5	0	4	4	65	0	0	0	0
0715-0730	0	13	2	11	0	2	2	76	0	0	0	0
0730-0745	0	28	5	7	0	4	6	84	0	0	0	0
0745-0800	0	35	7	8	0	7	6	114	0	0	0	0
0800-0815	0	30	4	7	0	7	8	102	0	0	0	0
0815-0830	0	23	5	8	0	4	9	111	0	0	0	0
0830-0845	0	20	6	12	0	2	7	104	0	0	0	0
0845-0900	0	17	7	7	0	1	3	100	0	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	0	83	15	31	0	17	18	339	0	0	0	0	503
0715-0815	0	106	18	33	0	20	22	376	0	0	0	0	575
0730-0830	0	116	21	30	0	22	29	411	0	0	0	0	629
0745-0845	0	108	22	35	0	20	30	431	0	0	0	0	646
0800-0900	0	90	22	34	0	14	27	417	0	0	0	0	604

A.M. PEAK HOUR
0745-0845

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

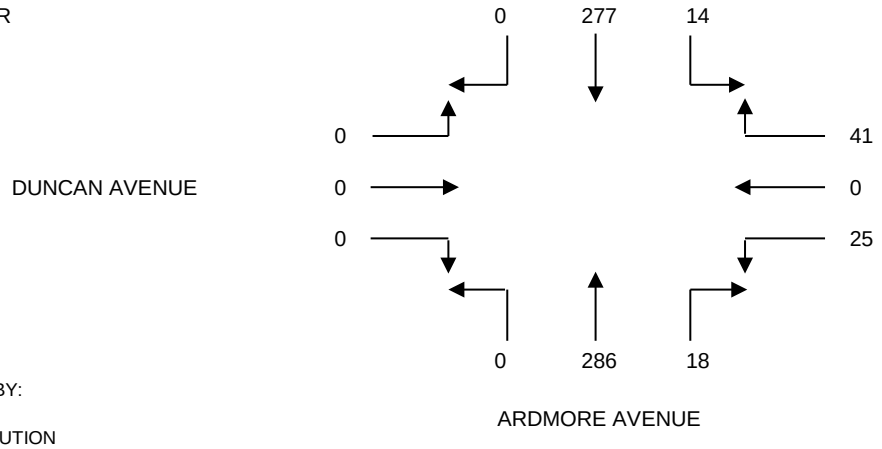
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 04:00 PM TO 07:00 PM
INTERSECTION N/S ARDMORE AVENUE
E/W DUNCAN AVENUE
FILE NUMBER: 2-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	0	41	3	4	0	3	1	69	0	0	0	0
0415-0430	0	59	6	9	0	6	4	71	0	0	0	0
0430-0445	0	51	6	11	0	6	2	66	0	0	0	0
0445-0500	0	75	4	11	0	7	5	70	0	0	0	0
0500-0515	0	74	2	10	0	8	3	79	0	0	0	0
0515-0530	0	69	5	8	0	6	6	63	0	0	0	0
0530-0545	0	59	3	12	0	4	4	74	0	0	0	0
0545-0600	0	55	6	10	0	6	5	71	0	0	0	0
0600-0615	0	58	2	7	0	9	2	69	0	0	0	0
0615-0630	0	50	4	9	0	7	0	63	0	0	0	0
0630-0645	0	46	4	8	0	3	1	41	0	0	0	0
0645-0700	0	46	3	7	0	2	2	57	0	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	0	226	19	35	0	22	12	276	0	0	0	0	590
0415-0515	0	259	18	41	0	27	14	286	0	0	0	0	645
0430-0530	0	269	17	40	0	27	16	278	0	0	0	0	647
0445-0545	0	277	14	41	0	25	18	286	0	0	0	0	661
0500-0600	0	257	16	40	0	24	18	287	0	0	0	0	642
0515-0615	0	241	16	37	0	25	17	277	0	0	0	0	613
0530-0630	0	222	15	38	0	26	11	277	0	0	0	0	589
0545-0645	0	209	16	34	0	25	8	244	0	0	0	0	536
0600-0700	0	200	13	31	0	21	5	230	0	0	0	0	500

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: ARDMORE AVENUE / DUNCAN AVENUE

FILE: 2AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	1	0	0
0715-0730	2	0	0	0
0730-0745	2	0	0	0
0745-0800	0	1	0	0
0800-0815	0	0	0	0
0815-0830	2	0	1	0
0830-0845	0	0	2	0
0845-0900	1	1	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	0	0
0715-0730	0	0	0	0
0730-0745	0	1	0	0
0745-0800	1	0	0	0
0800-0815	0	1	0	0
0815-0830	0	0	0	0
0830-0845	0	0	0	0
0845-0900	0	2	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	5	2	0	0	7
0715-0815	4	1	0	0	5
0730-0830	4	1	1	0	6
0745-0845	2	1	3	0	6
0800-0900	3	1	3	0	7

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	2	1	0	0	3
0715-0815	1	2	0	0	3
0730-0830	1	2	0	0	3
0745-0845	1	1	0	0	2
0800-0900	0	3	0	0	3

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 04:00 PM TO 07:00 PM

INTERSECTION: ARDMORE AVENUE / DUNCAN AVENUE

FILE: 2PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	1	5	1	0
0415-0430	6	3	1	0
0430-0445	4	0	0	0
0445-0500	2	1	0	0
0500-0515	5	0	0	0
0515-0530	2	2	0	0
0530-0545	1	0	0	0
0545-0600	0	1	1	0
0600-0615	2	1	1	0
0615-0630	0	0	0	0
0630-0645	0	0	0	0
0645-0700	1	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	1	0	0
0430-0445	0	0	0	0
0445-0500	0	0	0	0
0500-0515	0	0	0	0
0515-0530	0	1	1	0
0530-0545	0	0	0	0
0545-0600	0	1	1	0
0600-0615	0	0	0	0
0615-0630	0	0	1	0
0630-0645	0	1	0	0
0645-0700	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	13	9	2	0	24
0415-0515	17	4	1	0	22
0430-0530	13	3	0	0	16
0445-0545	10	3	0	0	13
0500-0600	8	3	1	0	12
0515-0615	5	4	2	0	11
0530-0630	3	2	2	0	7
0545-0645	2	2	2	0	6
0600-0700	3	1	1	0	5

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	1	0	0	1
0415-0515	0	1	0	0	1
0430-0530	0	1	1	0	2
0445-0545	0	1	1	0	2
0500-0600	0	2	2	0	4
0515-0615	0	2	2	0	4
0530-0630	0	1	2	0	3
0545-0645	0	2	2	0	4
0600-0700	0	1	1	0	2

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

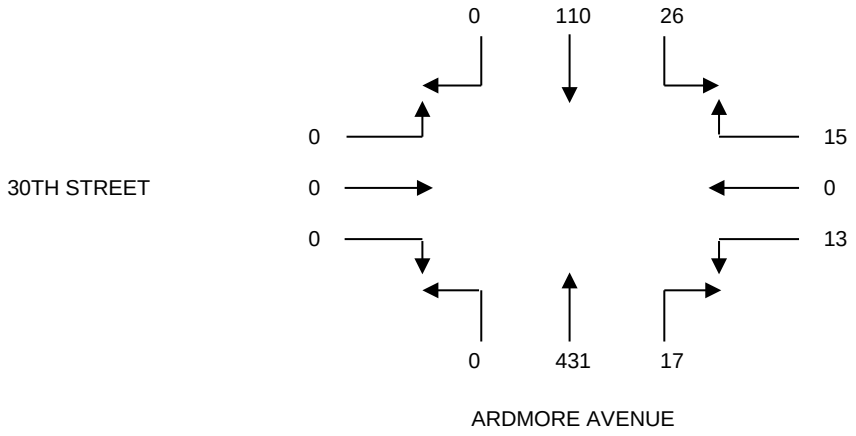
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S ARDMORE AVENUE
E/W 30TH STREET
FILE NUMBER: 3-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	0	10	2	0	0	1	2	55	0	0	0	0
0715-0730	0	20	4	3	0	1	4	70	0	0	0	0
0730-0745	0	31	6	8	0	2	7	94	0	0	0	0
0745-0800	0	35	8	6	0	3	5	95	0	0	0	0
0800-0815	0	28	4	2	0	3	5	108	0	0	0	0
0815-0830	0	26	8	2	0	5	3	115	0	0	0	0
0830-0845	0	21	6	5	0	2	4	113	0	0	0	0
0845-0900	0	16	4	4	0	1	2	83	0	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	0	96	20	17	0	7	18	314	0	0	0	0	472
0715-0815	0	114	22	19	0	9	21	367	0	0	0	0	552
0730-0830	0	120	26	18	0	13	20	412	0	0	0	0	609
0745-0845	0	110	26	15	0	13	17	431	0	0	0	0	612
0800-0900	0	91	22	13	0	11	14	419	0	0	0	0	570

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 04:00 PM TO 07:00 PM
INTERSECTION N/S ARDMORE AVENUE
E/W 30TH STREET
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	0	51	4	3	0	3	5	61	0	0	0	0
0415-0430	0	54	6	3	0	2	5	74	0	0	0	0
0430-0445	0	62	8	2	0	4	2	64	0	0	0	0
0445-0500	0	73	5	2	0	3	4	87	0	0	0	0
0500-0515	0	83	3	3	0	4	6	69	0	0	0	0
0515-0530	0	74	1	4	0	3	3	76	0	0	0	0
0530-0545	0	66	4	3	0	4	4	70	0	0	0	0
0545-0600	0	55	5	5	0	1	5	80	0	0	0	0
0600-0615	0	55	2	5	0	3	3	61	0	0	0	0
0615-0630	0	57	7	0	0	5	3	57	0	0	0	0
0630-0645	0	48	3	4	0	3	5	41	0	0	0	0
0645-0700	0	44	4	3	0	2	4	58	0	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	0	240	23	10	0	12	16	286	0	0	0	0	587
0415-0515	0	272	22	10	0	13	17	294	0	0	0	0	628
0430-0530	0	292	17	11	0	14	15	296	0	0	0	0	645
0445-0545	0	296	13	12	0	14	17	302	0	0	0	0	654
0500-0600	0	278	13	15	0	12	18	295	0	0	0	0	631
0515-0615	0	250	12	17	0	11	15	287	0	0	0	0	592
0530-0630	0	233	18	13	0	13	15	268	0	0	0	0	560
0545-0645	0	215	17	14	0	12	16	239	0	0	0	0	513
0600-0700	0	204	16	12	0	13	15	217	0	0	0	0	477

P.M. PEAK HOUR
0445-0545

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: ARDMORE AVENUE / 30 TH STREET

FILE: 3AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	1	1	0	0
0745-0800	0	0	0	0
0800-0815	1	0	0	0
0815-0830	0	1	0	0
0830-0845	0	0	0	0
0845-0900	1	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	1	1	0
0745-0800	0	0	0	0
0800-0815	0	0	0	0
0815-0830	0	1	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	1	0	0	2
0715-0815	2	1	0	0	3
0730-0830	2	2	0	0	4
0745-0845	1	1	0	0	2
0800-0900	2	1	0	0	3

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	1	1	0	2
0715-0815	0	1	1	0	2
0730-0830	0	2	1	0	3
0745-0845	0	1	0	0	1
0800-0900	0	1	0	0	1

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 04:00 PM TO 07:00 PM

INTERSECTION: ARDMORE AVENUE / 30 TH STREET

FILE: 3PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	1	0	0
0430-0445	0	0	0	0
0445-0500	1	0	0	0
0500-0515	0	1	0	0
0515-0530	0	2	0	0
0530-0545	0	0	1	0
0545-0600	0	0	1	0
0600-0615	0	0	0	0
0615-0630	0	0	0	0
0630-0645	0	0	2	0
0645-0700	4	0	7	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	2	0	0
0430-0445	0	0	0	0
0445-0500	0	1	0	0
0500-0515	0	0	0	0
0515-0530	0	0	0	0
0530-0545	0	1	0	0
0545-0600	0	1	0	0
0600-0615	0	1	0	0
0615-0630	0	2	0	0
0630-0645	1	0	0	0
0645-0700	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	1	1	0	0	2
0415-0515	1	2	0	0	3
0430-0530	1	3	0	0	4
0445-0545	1	3	1	0	5
0500-0600	0	3	2	0	5
0515-0615	0	2	2	0	4
0530-0630	0	0	2	0	2
0545-0645	0	0	3	0	3
0600-0700	4	0	9	0	13

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	3	0	0	3
0415-0515	0	3	0	0	3
0430-0530	0	1	0	0	1
0445-0545	0	2	0	0	2
0500-0600	0	2	0	0	2
0515-0615	0	3	0	0	3
0530-0630	0	5	0	0	5
0545-0645	1	4	0	0	5
0600-0700	1	3	0	0	4

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

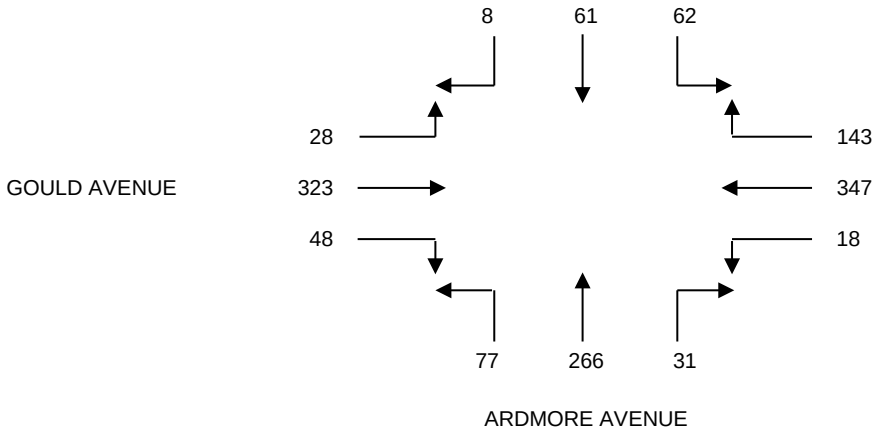
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S ARDMORE AVENUE
E/W GOULD AVENUE
FILE NUMBER: 4-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	2	7	5	19	55	2	5	33	8	6	58	3
0715-0730	1	6	10	21	69	3	5	54	12	9	73	2
0730-0745	0	10	19	22	74	2	2	62	11	4	91	5
0745-0800	0	15	23	30	90	3	5	60	16	8	83	9
0800-0815	2	20	19	48	95	6	10	54	22	14	81	6
0815-0830	3	15	12	36	84	3	9	77	20	16	84	6
0830-0845	3	11	8	29	78	6	7	75	19	10	75	7
0845-0900	0	10	8	31	74	2	7	55	14	11	71	4

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	3	38	57	92	288	10	17	209	47	27	305	19	1112
0715-0815	3	51	71	121	328	14	22	230	61	35	328	22	1286
0730-0830	5	60	73	136	343	14	26	253	69	42	339	26	1386
0745-0845	8	61	62	143	347	18	31	266	77	48	323	28	1412
0800-0900	8	56	47	144	331	17	33	261	75	51	311	23	1357

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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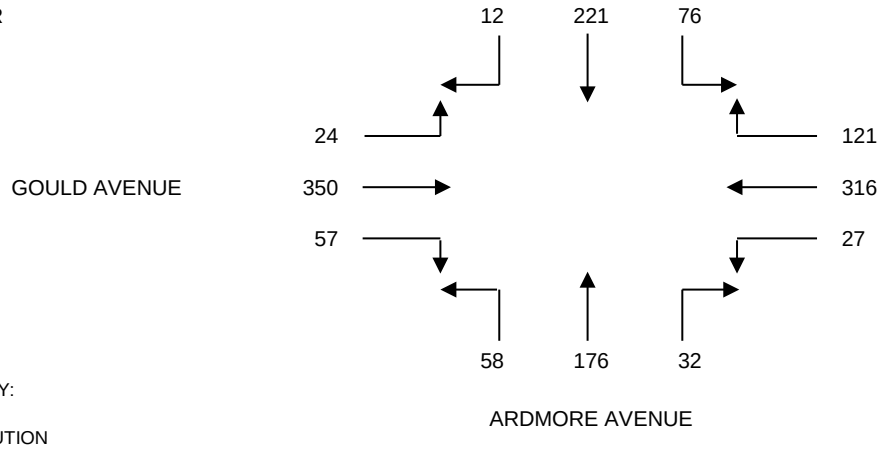
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 04:00 PM TO 07:00 PM
INTERSECTION N/S ARDMORE AVENUE
E/W GOULD AVENUE
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	4	30	18	23	84	5	7	29	6	9	95	5
0415-0430	2	43	21	34	76	7	10	47	11	14	99	4
0430-0445	2	46	20	22	77	6	11	38	13	12	97	4
0445-0500	3	51	21	34	76	6	6	47	14	13	96	7
0500-0515	5	55	18	35	71	10	5	43	16	18	87	7
0515-0530	2	69	17	30	92	5	10	48	15	14	70	6
0530-0545	3	52	19	32	81	6	7	31	16	10	78	5
0545-0600	2	41	14	33	73	6	7	44	10	7	82	6
0600-0615	2	40	12	34	87	8	10	37	11	11	81	4
0615-0630	3	47	18	24	81	4	8	36	13	9	70	2
0630-0645	4	35	15	16	75	8	5	24	14	11	66	3
0645-0700	4	25	18	19	60	9	8	38	8	9	54	3

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	11	170	80	113	313	24	34	161	44	48	387	20	1405
0415-0515	12	195	80	125	300	29	32	175	54	57	379	22	1460
0430-0530	12	221	76	121	316	27	32	176	58	57	350	24	1470
0445-0545	13	227	75	131	320	27	28	169	61	55	331	25	1462
0500-0600	12	217	68	130	317	27	29	166	57	49	317	24	1413
0515-0615	9	202	62	129	333	25	34	160	52	42	311	21	1380
0530-0630	10	180	63	123	322	24	32	148	50	37	311	17	1317
0545-0645	11	163	59	107	316	26	30	141	48	38	299	15	1253
0600-0700	13	147	63	93	303	29	31	135	46	40	271	12	1183

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: ARDMORE AVENUE / GOULD AVENUE

FILE: 4AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	4	0
0715-0730	0	0	1	0
0730-0745	0	0	1	0
0745-0800	0	0	1	0
0800-0815	0	0	2	0
0815-0830	2	0	4	0
0830-0845	0	0	4	0
0845-0900	3	0	5	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	2	0
0715-0730	0	0	0	1
0730-0745	1	0	0	1
0745-0800	0	1	0	0
0800-0815	0	0	1	0
0815-0830	2	0	1	0
0830-0845	4	3	0	0
0845-0900	1	1	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	0	7	0	8
0715-0815	0	0	5	0	5
0730-0830	2	0	8	0	10
0745-0845	2	0	11	0	13
0800-0900	5	0	15	0	20

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	2	2	2	7
0715-0815	1	1	1	2	5
0730-0830	3	1	2	1	7
0745-0845	6	4	2	0	12
0800-0900	7	4	2	0	13

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 04:00 PM TO 07:00 PM

INTERSECTION: ARDMORE AVENUE / GOULD AVENUE

FILE: 4PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	1	0	4	0
0415-0430	1	0	2	0
0430-0445	1	0	3	0
0445-0500	0	0	1	0
0500-0515	0	1	4	0
0515-0530	0	0	1	0
0530-0545	1	0	1	0
0545-0600	0	0	4	0
0600-0615	0	0	4	0
0615-0630	0	0	1	0
0630-0645	0	0	0	0
0645-0700	0	0	3	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	2	0	0	0
0430-0445	1	1	0	1
0445-0500	1	0	1	0
0500-0515	2	2	0	0
0515-0530	0	0	1	0
0530-0545	0	0	0	0
0545-0600	1	0	0	0
0600-0615	0	1	0	0
0615-0630	1	0	0	0
0630-0645	0	3	2	0
0645-0700	0	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	3	0	10	0	13
0415-0515	2	1	10	0	13
0430-0530	1	1	9	0	11
0445-0545	1	1	7	0	9
0500-0600	1	1	10	0	12
0515-0615	1	0	10	0	11
0530-0630	1	0	10	0	11
0545-0645	0	0	9	0	9
0600-0700	0	0	8	0	8

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	4	1	1	1	7
0415-0515	6	3	1	1	11
0430-0530	4	3	2	1	10
0445-0545	3	2	2	0	7
0500-0600	3	2	1	0	6
0515-0615	1	1	1	0	3
0530-0630	2	1	0	0	3
0545-0645	2	4	2	0	8
0600-0700	1	4	3	0	8

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

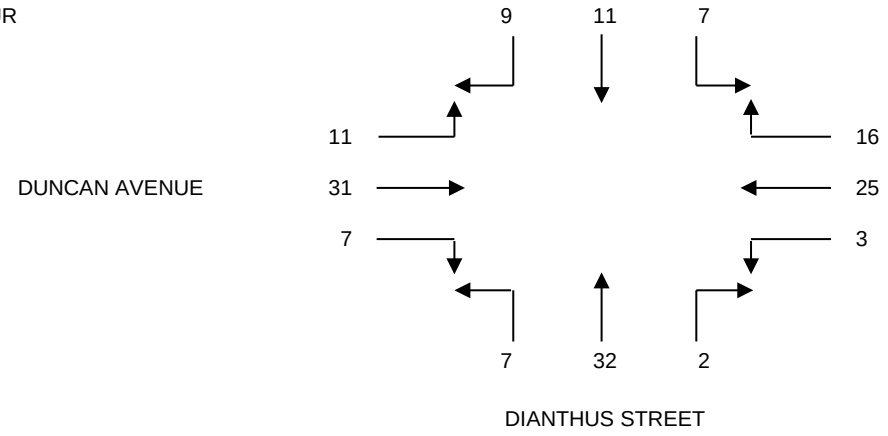
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE:		THURSDAY, MARCH 03, 2016
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION	N/S	DIANTHUS STREET
	E/W	DUNCAN AVENUE
FILE NUMBER:		5-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	1	1	0	2	5	0	0	3	0	0	2	1
0715-0730	1	3	2	4	6	0	0	4	3	0	3	2
0730-0745	0	5	1	5	6	1	0	6	0	0	6	3
0745-0800	4	5	1	2	8	0	0	8	2	1	7	2
0800-0815	3	2	1	7	5	1	0	10	2	2	7	2
0815-0830	1	2	3	5	6	1	1	8	2	2	8	3
0830-0845	1	2	2	2	6	1	1	6	1	2	9	4
0845-0900	0	5	2	1	5	0	1	9	1	2	7	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	6	14	4	13	25	1	0	21	5	1	18	8	116
0715-0815	8	15	5	18	25	2	0	28	7	3	23	9	143
0730-0830	8	14	6	19	25	3	1	32	6	5	28	10	157
0745-0845	9	11	7	16	25	3	2	32	7	7	31	11	161
0800-0900	5	11	8	15	22	3	3	33	6	8	31	12	157

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

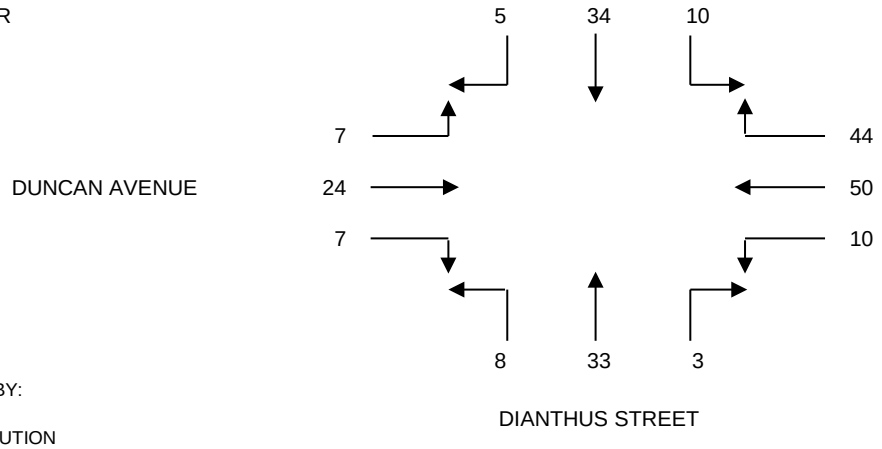
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 04:00 PM TO 07:00 PM
INTERSECTION N/S DIANTHUS STREET
E/W DUNCAN AVENUE
FILE NUMBER: 5-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	1	6	3	9	4	1	2	4	0	0	9	2
0415-0430	1	5	5	9	9	3	2	6	1	1	8	3
0430-0445	2	6	4	6	10	2	1	6	3	3	10	3
0445-0500	2	10	2	7	14	2	0	8	1	2	5	3
0500-0515	2	7	1	11	14	4	2	6	0	3	6	0
0515-0530	1	8	4	15	13	2	1	9	5	1	6	1
0530-0545	0	9	3	11	9	2	0	10	2	1	7	3
0545-0600	1	5	2	10	9	1	1	10	1	1	4	0
0600-0615	2	7	0	8	8	2	1	8	2	0	3	0
0615-0630	2	4	0	5	5	2	1	5	2	2	6	2
0630-0645	1	2	0	5	6	1	0	3	1	1	5	0
0645-0700	0	1	0	2	9	2	0	3	1	2	3	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	6	27	14	31	37	8	5	24	5	6	32	11	206
0415-0515	7	28	12	33	47	11	5	26	5	9	29	9	221
0430-0530	7	31	11	39	51	10	4	29	9	9	27	7	234
0445-0545	5	34	10	44	50	10	3	33	8	7	24	7	235
0500-0600	4	29	10	47	45	9	4	35	8	6	23	4	224
0515-0615	4	29	9	44	39	7	3	37	10	3	20	4	209
0530-0630	5	25	5	34	31	7	3	33	7	4	20	5	179
0545-0645	6	18	2	28	28	6	3	26	6	4	18	2	147
0600-0700	5	14	0	20	28	7	2	19	6	5	17	3	126

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: DIANTHUS STREET / DUNCAN AVENUE

FILE: 5AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	1
0715-0730	0	0	0	0
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	1	0	2
0815-0830	0	1	1	1
0830-0845	0	1	0	3
0845-0900	1	0	0	1

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	1	0	0	0
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	0	0	0
0815-0830	0	0	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	1	1	2
0715-0815	0	1	0	2	3
0730-0830	0	2	1	3	6
0745-0845	0	3	1	6	10
0800-0900	1	3	1	7	12

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	0	0	0	1
0715-0815	1	0	0	0	1
0730-0830	0	0	0	0	0
0745-0845	0	0	0	0	0
0800-0900	0	0	0	0	0

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 04:00 PM TO 07:00 PM

INTERSECTION: DIANTHUS STREET / DUNCAN AVENUE

FILE: 5PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	4	1	2	2
0415-0430	2	0	0	3
0430-0445	0	1	2	4
0445-0500	0	0	0	0
0500-0515	2	1	0	2
0515-0530	0	1	1	1
0530-0545	0	0	0	0
0545-0600	0	0	0	0
0600-0615	0	0	0	0
0615-0630	0	0	0	1
0630-0645	0	2	0	2
0645-0700	0	0	0	10

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0445-0500	0	0	0	0
0500-0515	0	0	0	0
0515-0530	0	0	0	0
0530-0545	0	0	0	0
0545-0600	0	0	0	0
0600-0615	0	0	0	0
0615-0630	0	0	0	0
0630-0645	0	0	0	0
0645-0700	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	6	2	4	9	21
0415-0515	4	2	2	9	17
0430-0530	2	3	3	7	15
0445-0545	2	2	1	3	8
0500-0600	2	2	1	3	8
0515-0615	0	1	1	1	3
0530-0630	0	0	0	1	1
0545-0645	0	2	0	3	5
0600-0700	0	2	0	13	15

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	0	0	0
0415-0515	0	0	0	0	0
0430-0530	0	0	0	0	0
0445-0545	0	0	0	0	0
0500-0600	0	0	0	0	0
0515-0615	0	0	0	0	0
0530-0630	0	0	0	0	0
0545-0645	0	0	0	0	0
0600-0700	0	0	0	0	0

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

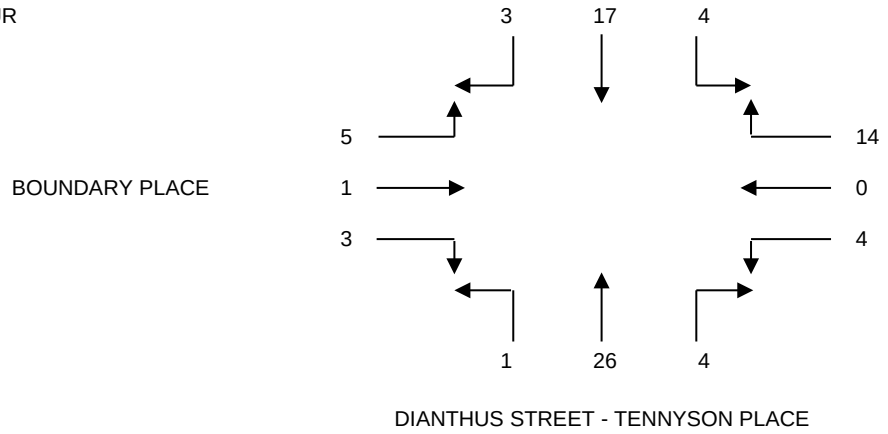
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S DIANTHUS STREET - TENNYSON PLACE
E/W BOUNDARY PLACE
FILE NUMBER: 6-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	0	1	0	0	0	0	0	3	0	0	0	0
0715-0730	1	2	0	3	0	0	0	4	0	0	0	0
0730-0745	0	5	1	3	0	1	1	6	0	1	1	1
0745-0800	0	5	0	0	0	2	3	8	1	1	0	1
0800-0815	1	4	3	4	0	1	1	6	0	0	0	3
0815-0830	1	3	0	2	0	0	2	6	0	1	0	0
0830-0845	1	5	1	3	0	1	1	6	1	1	0	1
0845-0900	0	5	0	5	0	2	0	8	0	1	1	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	1	13	1	6	0	3	4	21	1	2	1	2	55
0715-0815	2	16	4	10	0	4	5	24	1	2	1	5	74
0730-0830	2	17	4	9	0	4	7	26	1	3	1	5	79
0745-0845	3	17	4	9	0	4	7	26	2	3	0	5	80
0800-0900	3	17	4	14	0	4	4	26	1	3	1	5	82

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

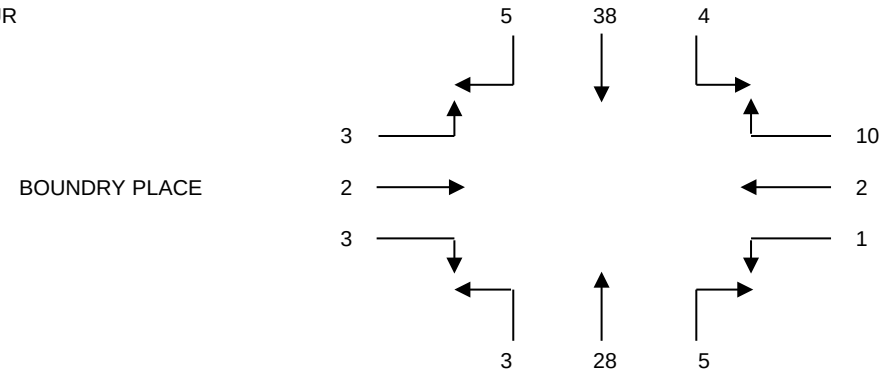
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 04:00 PM TO 07:00 PM
INTERSECTION N/S DIANTHUS STREET - TENNYSON PLACE
E/W BOUNDRY PLACE
FILE NUMBER: 6-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	1	6	0	2	1	1	1	4	2	1	0	0
0415-0430	1	8	1	2	0	1	0	6	0	0	0	0
0430-0445	0	8	1	2	0	1	1	7	1	0	0	2
0445-0500	1	9	2	3	2	0	2	4	0	1	0	1
0500-0515	2	12	0	2	0	0	1	6	1	1	1	0
0515-0530	1	8	2	2	0	0	1	9	1	1	0	2
0530-0545	1	9	0	3	0	1	1	9	1	0	1	0
0545-0600	1	8	0	2	0	1	0	8	0	2	0	1
0600-0615	0	12	0	1	0	1	1	7	1	1	0	2
0615-0630	0	7	0	4	0	4	0	8	1	0	0	0
0630-0645	0	3	0	0	0	2	1	5	1	0	0	0
0645-0700	0	3	1	0	0	0	1	2	1	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	3	31	4	9	3	3	4	21	3	2	0	3	86
0415-0515	4	37	4	9	2	2	4	23	2	2	1	3	93
0430-0530	4	37	5	9	2	1	5	26	3	3	1	5	101
0445-0545	5	38	4	10	2	1	5	28	3	3	2	3	104
0500-0600	5	37	2	9	0	2	3	32	3	4	2	3	102
0515-0615	3	37	2	8	0	3	3	33	3	4	1	5	102
0530-0630	2	36	0	10	0	7	2	32	3	3	1	3	99
0545-0645	1	30	0	7	0	8	2	28	3	3	0	3	85
0600-0700	0	25	1	5	0	7	3	22	4	1	0	2	70

P.M. PEAK HOUR
0445-0545



DIANTHUS STREET - TENNYSON PLACE

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: DIANTHUS STREET - TENNYSON PLACE / BOUNDARY PLACE

FILE: 6AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	1	0
0730-0745	1	0	0	0
0745-0800	0	0	1	0
0800-0815	0	2	1	1
0815-0830	0	2	1	2
0830-0845	0	0	0	0
0845-0900	0	3	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	0	0	0
0815-0830	0	0	0	0
0830-0845	0	1	1	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	0	2	0	3
0715-0815	1	2	3	1	7
0730-0830	1	4	3	3	11
0745-0845	0	4	3	3	10
0800-0900	0	7	2	3	12

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	0	0	0
0715-0815	0	0	0	0	0
0730-0830	0	0	0	0	0
0745-0845	0	1	1	0	2
0800-0900	0	1	1	0	2

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 04:00 PM TO 07:00 PM

INTERSECTION: DIANTHUS STREET - TENNYSON PLACE / BOUNDARY PLACE

FILE: 6PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	1	0	2
0415-0430	0	0	0	2
0430-0445	2	2	0	1
0445-0500	0	0	0	4
0500-0515	0	0	0	0
0515-0530	0	1	0	3
0530-0545	0	1	1	0
0545-0600	0	1	1	0
0600-0615	0	0	0	1
0615-0630	0	0	0	0
0630-0645	0	4	0	2
0645-0700	0	0	0	10

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0445-0500	0	0	0	0
0500-0515	0	0	0	0
0515-0530	0	1	0	2
0530-0545	0	0	0	0
0545-0600	0	1	0	0
0600-0615	0	0	0	0
0615-0630	0	0	0	0
0630-0645	0	0	0	0
0645-0700	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	2	3	0	9	14
0415-0515	2	2	0	7	11
0430-0530	2	3	0	8	13
0445-0545	0	2	1	7	10
0500-0600	0	3	2	3	8
0515-0615	0	3	2	4	9
0530-0630	0	2	2	1	5
0545-0645	0	5	1	3	9
0600-0700	0	4	0	13	17

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	0	0	0
0415-0515	0	0	0	0	0
0430-0530	0	1	0	2	3
0445-0545	0	1	0	2	3
0500-0600	0	2	0	2	4
0515-0615	0	2	0	2	4
0530-0630	0	1	0	0	1
0545-0645	0	1	0	0	1
0600-0700	0	0	0	0	0

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

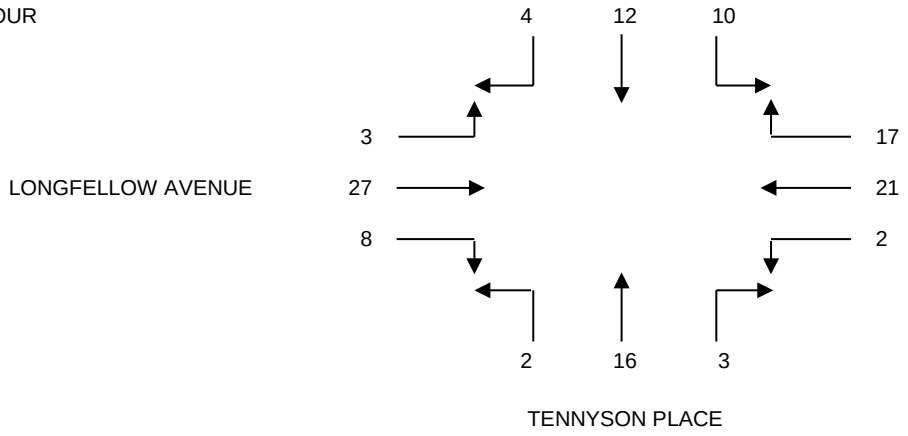
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S TENNYSON PLACE
E/W LONGFELLOW AVENUE
FILE NUMBER: 7-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	0	0	1	1	2	0	1	2	0	1	2	0
0715-0730	1	2	0	1	2	1	1	1	0	1	4	1
0730-0745	0	3	3	3	7	0	1	4	0	2	6	2
0745-0800	2	2	5	8	3	0	0	6	2	1	11	0
0800-0815	2	4	1	4	6	0	1	3	0	1	7	0
0815-0830	0	3	1	2	5	2	1	3	0	4	3	1
0830-0845	1	3	2	4	7	2	2	2	0	1	4	3
0845-0900	3	4	4	2	5	0	2	5	2	1	6	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	3	7	9	13	14	1	3	13	2	5	23	3	96
0715-0815	5	11	9	16	18	1	3	14	2	5	28	3	115
0730-0830	4	12	10	17	21	2	3	16	2	8	27	3	125
0745-0845	5	12	9	18	21	4	4	14	2	7	25	4	125
0800-0900	6	14	8	12	23	4	6	13	2	7	20	4	119

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

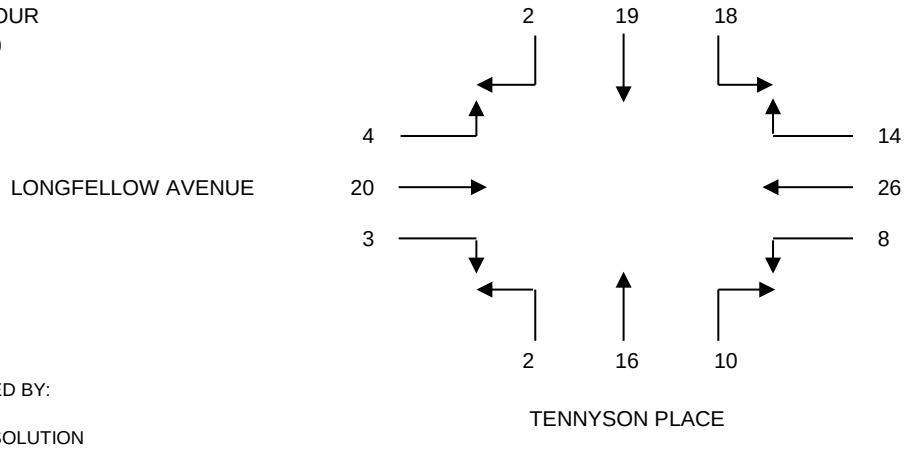
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 04:00 PM TO 07:00 PM
INTERSECTION N/S TENNYSON PLACE
E/W LONGFELLOW AVENUE
FILE NUMBER: 7-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	0	4	3	3	4	2	1	3	0	0	7	1
0415-0430	1	4	2	3	6	2	3	3	0	1	6	1
0430-0445	0	7	5	5	8	2	1	2	1	2	7	1
0445-0500	2	3	5	2	6	1	4	5	1	0	5	2
0500-0515	0	4	5	3	5	3	2	3	0	1	3	0
0515-0530	0	5	3	4	7	2	3	6	0	0	5	1
0530-0545	1	9	2	5	6	2	2	4	0	1	3	0
0545-0600	2	6	3	2	4	2	2	6	0	0	5	1
0600-0615	1	5	5	3	9	1	0	5	0	0	3	0
0615-0630	2	3	4	4	8	1	2	5	0	2	1	0
0630-0645	4	2	4	4	6	2	2	2	0	1	0	1
0645-0700	0	0	1	3	2	1	0	1	0	1	1	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	3	18	15	13	24	7	9	13	2	3	25	5	137
0415-0515	3	18	17	13	25	8	10	13	2	4	21	4	138
0430-0530	2	19	18	14	26	8	10	16	2	3	20	4	142
0445-0545	3	21	15	14	24	8	11	18	1	2	16	3	136
0500-0600	3	24	13	14	22	9	9	19	0	2	16	2	133
0515-0615	4	25	13	14	26	7	7	21	0	1	16	2	136
0530-0630	6	23	14	14	27	6	6	20	0	3	12	1	132
0545-0645	9	16	16	13	27	6	6	18	0	3	9	2	125
0600-0700	7	10	14	14	25	5	4	13	0	4	5	2	103

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: TENNYSON PLACE / LONGFELLOW AVENUE

FILE: 7AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	1	0	0	0
0745-0800	0	0	1	0
0800-0815	2	2	0	0
0815-0830	1	2	0	4
0830-0845	0	2	0	2
0845-0900	2	1	1	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	1	0	0	0
0745-0800	0	0	0	0
0800-0815	0	0	0	0
0815-0830	0	0	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	0	1	0	2
0715-0815	3	2	1	0	6
0730-0830	4	4	1	4	13
0745-0845	3	6	1	6	16
0800-0900	5	7	1	6	19

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	0	0	0	1
0715-0815	1	0	0	0	1
0730-0830	1	0	0	0	1
0745-0845	0	0	0	0	0
0800-0900	0	0	0	0	0

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 04:00 PM TO 07:00 PM

INTERSECTION: TENNYSON PLACE / LONGFELLOW AVENUE

FILE: 7PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	1	1	1
0415-0430	1	0	0	1
0430-0445	0	1	0	0
0445-0500	2	0	0	1
0500-0515	2	0	0	0
0515-0530	2	1	2	1
0530-0545	0	0	0	0
0545-0600	2	0	1	0
0600-0615	0	0	0	0
0615-0630	0	0	0	0
0630-0645	0	0	0	2
0645-0700	0	0	0	10

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0445-0500	0	0	0	0
0500-0515	0	0	0	0
0515-0530	0	0	0	0
0530-0545	0	0	0	0
0545-0600	0	0	0	0
0600-0615	0	0	0	0
0615-0630	0	0	0	0
0630-0645	0	0	1	0
0645-0700	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	3	2	1	3	9
0415-0515	5	1	0	2	8
0430-0530	6	2	2	2	12
0445-0545	6	1	2	2	11
0500-0600	6	1	3	1	11
0515-0615	4	1	3	1	9
0530-0630	2	0	1	0	3
0545-0645	2	0	1	2	5
0600-0700	0	0	0	12	12

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	0	0	0
0415-0515	0	0	0	0	0
0430-0530	0	0	0	0	0
0445-0545	0	0	0	0	0
0500-0600	0	0	0	0	0
0515-0615	0	0	0	0	0
0530-0630	0	0	0	0	0
0545-0645	0	0	1	0	1
0600-0700	0	0	1	0	1

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

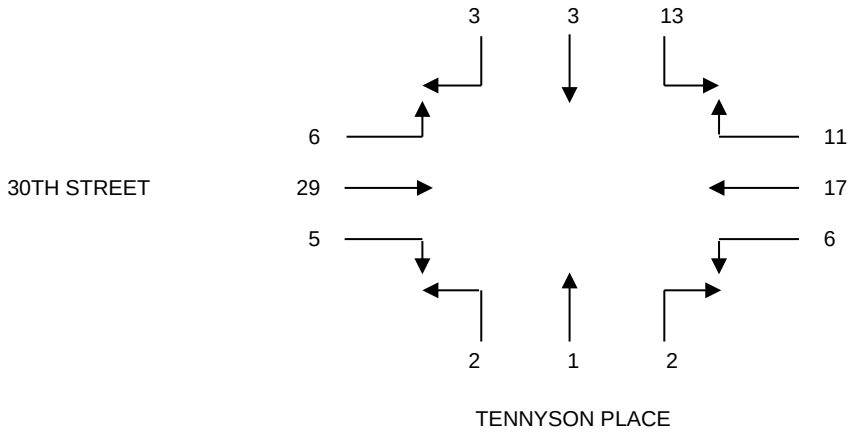
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S TENNYSON PLACE
E/W 30TH STREET
FILE NUMBER: 8-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	0	0	2	1	1	1	1	0	0	0	3	1
0715-0730	0	0	3	3	2	0	0	0	0	0	4	0
0730-0745	0	1	3	2	3	2	1	0	0	4	6	2
0745-0800	0	1	2	4	5	1	0	0	1	1	9	1
0800-0815	0	0	3	2	4	2	1	1	1	0	9	1
0815-0830	3	1	5	3	5	1	0	0	0	0	5	2
0830-0845	0	1	4	1	3	0	0	1	0	0	5	2
0845-0900	0	0	4	2	6	2	1	1	1	0	4	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	0	2	10	10	11	4	2	0	1	5	22	4	71
0715-0815	0	2	11	11	14	5	2	1	2	5	28	4	85
0730-0830	3	3	13	11	17	6	2	1	2	5	29	6	98
0745-0845	3	3	14	10	17	4	1	2	2	1	28	6	91
0800-0900	3	2	16	8	18	5	2	3	2	0	23	6	88

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

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329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

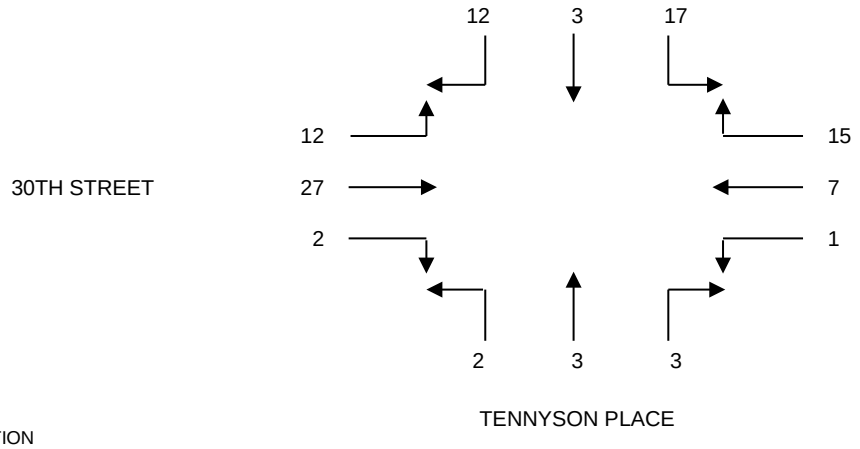
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
DATE: THURSDAY, MARCH 03, 2016
PERIOD: 04:00 PM TO 07:00 PM
INTERSECTION N/S TENNYSON PLACE
E/W 30TH STREET
FILE NUMBER: 8-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	1	1	2	2	3	0	0	0	1	0	3	2
0415-0430	2	1	3	3	3	0	1	1	0	2	8	2
0430-0445	2	1	4	4	2	0	1	2	1	0	4	3
0445-0500	3	1	5	2	3	1	0	0	0	1	5	2
0500-0515	4	0	5	4	1	0	0	0	1	0	6	2
0515-0530	1	1	2	5	2	1	0	1	1	0	7	4
0530-0545	3	0	5	3	2	0	2	1	0	1	6	4
0545-0600	4	2	5	3	2	0	1	1	0	1	8	2
0600-0615	4	0	3	2	3	0	0	0	2	1	4	1
0615-0630	3	0	1	5	2	0	3	3	0	1	4	1
0630-0645	4	1	0	2	4	0	2	0	0	0	2	2
0645-0700	0	1	0	1	2	0	0	0	0	0	2	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	8	4	14	11	11	1	2	3	2	3	20	9	88
0415-0515	11	3	17	13	9	1	2	3	2	3	23	9	96
0430-0530	10	3	16	15	8	2	1	3	3	1	22	11	95
0445-0545	11	2	17	14	8	2	2	2	2	2	24	12	98
0500-0600	12	3	17	15	7	1	3	3	2	2	27	12	104
0515-0615	12	3	15	13	9	1	3	3	3	3	25	11	101
0530-0630	14	2	14	13	9	0	6	5	2	4	22	8	99
0545-0645	15	3	9	12	11	0	6	4	2	3	18	6	89
0600-0700	11	2	4	10	11	0	5	3	2	2	12	5	67

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: TENNYSON PLACE / 30TH STREET

FILE: 8AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	1
0715-0730	1	1	0	1
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	2	0	0
0815-0830	2	1	0	0
0830-0845	1	2	0	0
0845-0900	0	2	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	1	0	0
0745-0800	0	0	0	0
0800-0815	0	0	1	0
0815-0830	0	0	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	1	0	2	4
0715-0815	1	3	0	1	5
0730-0830	2	3	0	0	5
0745-0845	3	5	0	0	8
0800-0900	3	7	0	0	10

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	1	0	0	1
0715-0815	0	1	1	0	2
0730-0830	0	1	1	0	2
0745-0845	0	0	1	0	1
0800-0900	0	0	1	0	1

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT

DATE: THURSDAY, MARCH 03, 2016

PERIOD: 04:00 PM TO 07:00 PM

INTERSECTION: TENNYSON PLACE / 30TH STREET

FILE: 8PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	2
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0445-0500	1	0	0	0
0500-0515	0	0	0	0
0515-0530	0	0	0	0
0530-0545	0	0	0	0
0545-0600	0	0	0	0
0600-0615	0	1	1	1
0615-0630	0	0	0	0
0630-0645	0	0	0	0
0645-0700	0	8	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0445-0500	0	0	0	0
0500-0515	0	0	0	0
0515-0530	0	0	0	0
0530-0545	0	1	0	1
0545-0600	0	0	0	0
0600-0615	0	0	0	0
0615-0630	0	0	0	0
0630-0645	0	0	0	0
0645-0700	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	1	0	0	2	3
0415-0515	1	0	0	0	1
0430-0530	1	0	0	0	1
0445-0545	1	0	0	0	1
0500-0600	0	0	0	0	0
0515-0615	0	1	1	1	3
0530-0630	0	1	1	1	3
0545-0645	0	1	1	1	3
0600-0700	0	9	1	1	11

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	0	0	0
0415-0515	0	0	0	0	0
0430-0530	0	0	0	0	0
0445-0545	0	1	0	1	2
0500-0600	0	1	0	1	2
0515-0615	0	1	0	1	2
0530-0630	0	1	0	1	2
0545-0645	0	0	0	0	0
0600-0700	0	0	0	0	0

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE
626.446.2877 FAX
trafsolutn@aol.com

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Sepulveda_ManhattanBeach
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Unshifted

	Sepulveda Blvd Southbound			Manhattan Beach Blvd Westbound			Sepulveda Blvd Northbound			Manhattan Beach Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	7	140	17	21	70	32	23	643	10	24	73	13	1073
07:15 AM	11	171	21	40	99	34	28	788	17	27	63	34	1333
07:30 AM	18	251	31	26	121	52	29	704	20	32	76	30	1390
07:45 AM	38	246	35	33	159	33	37	672	15	40	153	32	1493
Total	74	808	104	120	449	151	117	2807	62	123	365	109	5289
08:00 AM	27	214	42	37	134	47	27	693	30	52	120	35	1458
08:15 AM	21	194	27	35	158	53	34	655	20	54	155	34	1440
08:30 AM	32	238	34	44	112	40	29	671	31	47	92	35	1405
08:45 AM	38	187	48	46	163	55	36	619	18	45	109	32	1396
Total	118	833	151	162	567	195	126	2638	99	198	476	136	5699
04:00 PM	53	436	38	73	173	32	59	267	41	61	145	29	1407
04:15 PM	30	530	39	48	121	36	50	345	32	52	132	24	1439
04:30 PM	53	398	27	86	146	33	63	229	37	64	166	32	1334
04:45 PM	40	566	36	46	140	42	49	305	41	65	110	34	1474
Total	176	1930	140	253	580	143	221	1146	151	242	553	119	5654
05:00 PM	63	455	26	81	141	33	68	313	37	53	153	34	1457
05:15 PM	29	547	29	60	109	34	60	321	51	62	124	21	1447
05:30 PM	39	467	30	88	129	31	53	275	32	53	141	44	1382
05:45 PM	23	572	10	82	129	33	61	286	33	46	113	46	1434
Total	154	2041	95	311	508	131	242	1195	153	214	531	145	5720
06:00 PM	36	464	10	90	152	23	62	227	24	52	146	44	1330
06:15 PM	32	583	35	70	98	34	37	341	37	39	98	46	1450
06:30 PM	38	466	23	100	124	21	47	245	39	59	108	42	1312
06:45 PM	26	526	33	76	121	39	58	246	38	35	103	26	1327
Total	132	2039	101	336	495	117	204	1059	138	185	455	158	5419
Grand Total	654	7651	591	1182	2599	737	910	8845	603	962	2380	667	27781
Apprch %	7.4	86	6.6	26.2	57.5	16.3	8.8	85.4	5.8	24	59.4	16.6	
Total %	2.4	27.5	2.1	4.3	9.4	2.7	3.3	31.8	2.2	3.5	8.6	2.4	

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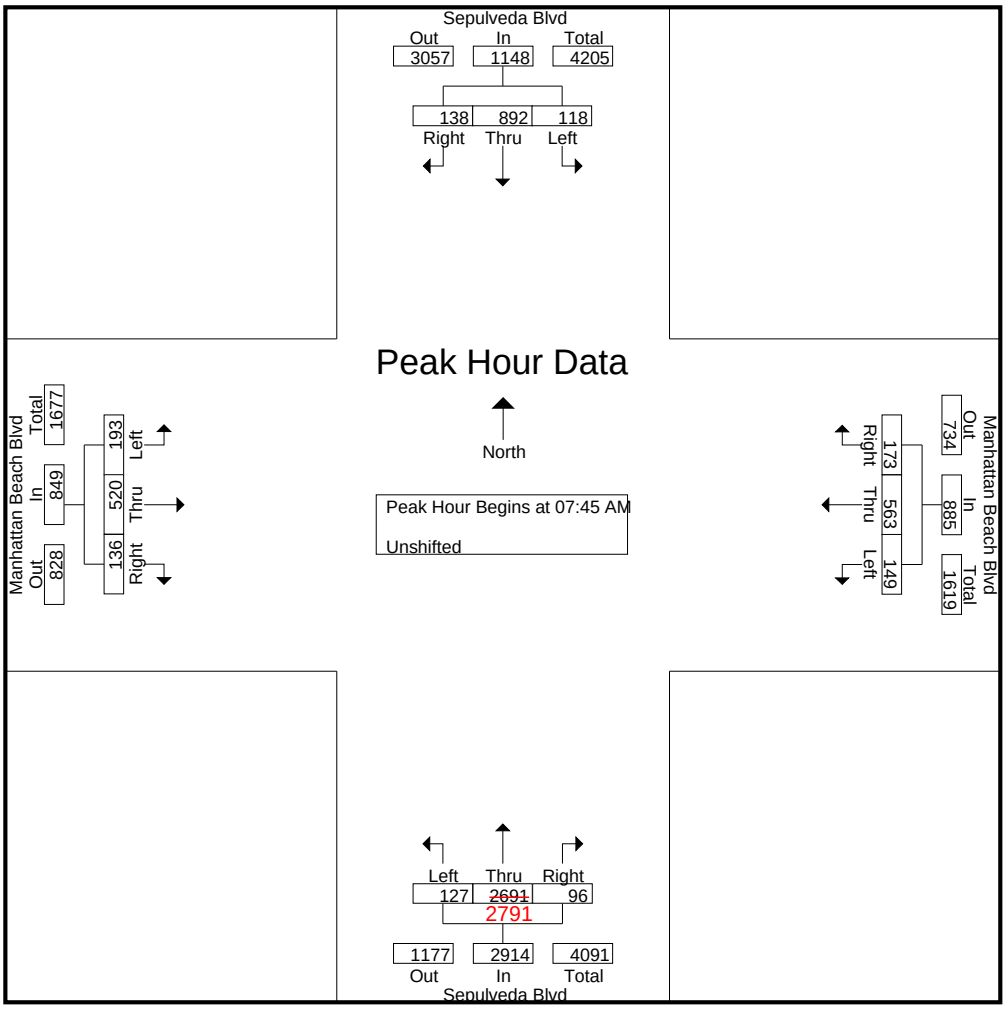
	Sepulveda Blvd Southbound				Manhattan Beach Blvd Westbound				Sepulveda Blvd Northbound				Manhattan Beach Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**38**	**246**	35	**319**	33	**159**	33	225	**37**	672	15	724	40	153	32	225	**1493**
08:00 AM	27	214	**42**	283	37	134	47	218	27	**693**	30	**750**	52	120	**35**	207	1458
08:15 AM	21	194	27	242	35	158	**53**	**246**	34	655	20	709	**54**	**155**	34	**243**	1440
08:30 AM	32	238	34	304	**44**	112	40	196	29	671	**31**	731	47	92	35	174	1405
Total Volume	118	892	138	1148	149	563	173	885	127	2691	96	2914	193	520	136	849	5796
% App. Total	10.3	77.7	12		16.8	63.6	19.5		4.4	92.3	3.3		22.7	61.2	16		
PHF	.776	.907	.821	.900	.847	.885	.816	.899	.858	.971	.774	.971	.894	.839	.971	.873	.971



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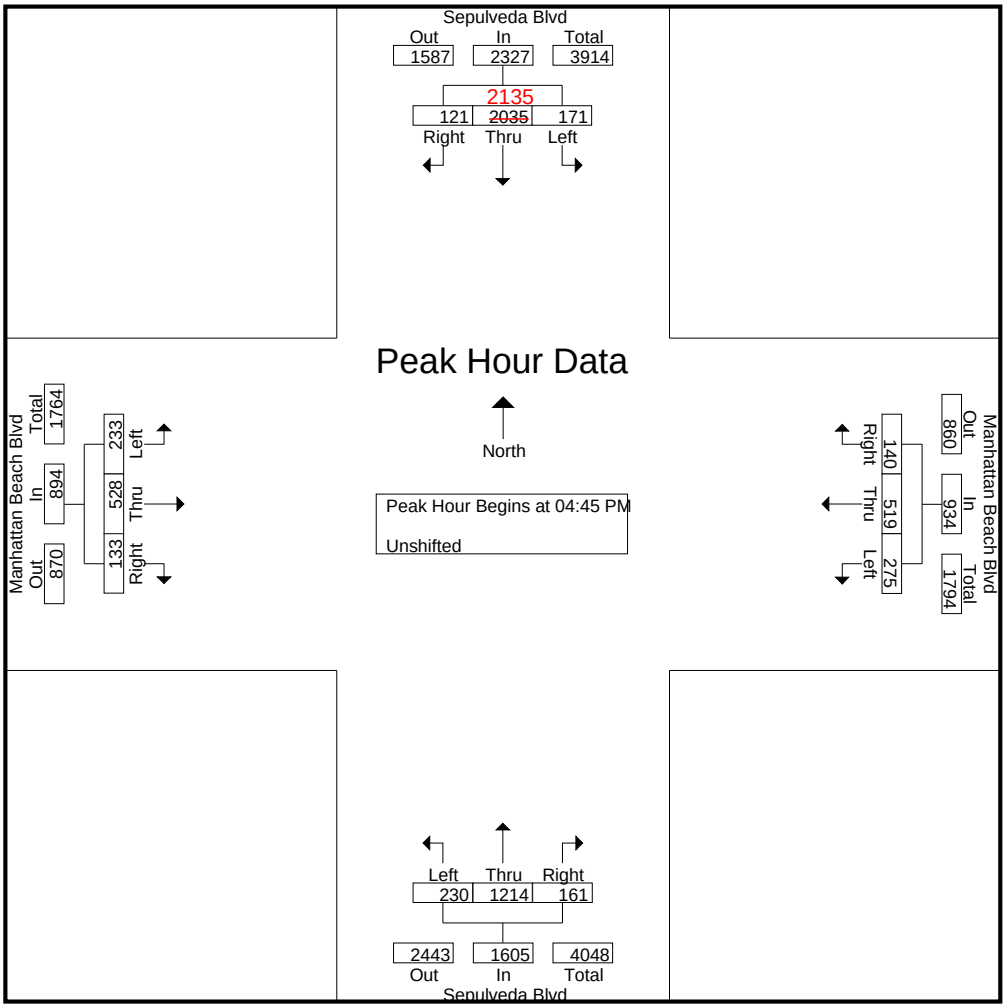
	Sepulveda Blvd Southbound				Manhattan Beach Blvd Westbound				Sepulveda Blvd Northbound				Manhattan Beach Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	40	**566**	**36**	**642**	46	140	**42**	228	49	305	41	395	**65**	110	34	209	**1474**
05:00 PM	**63**	455	26	544	81	**141**	33	**255**	**68**	313	37	418	53	**153**	34	**240**	1457
05:15 PM	29	547	29	605	60	109	34	203	60	**321**	**51**	**432**	62	124	21	207	1447
05:30 PM	39	467	30	536	**88**	129	31	248	53	275	32	360	53	141	**44**	238	1382
Total Volume	171	2035	121	2327	275	519	140	934	230	1214	161	1605	233	528	133	894	5760
% App. Total	7.3	87.5	5.2		29.4	55.6	15		14.3	75.6	10		26.1	59.1	14.9		
PHF	.679	.899	.840	.906	.781	.920	.833	.916	.846	.945	.789	.929	.896	.863	.756	.931	.977



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Groups Printed- Bank 1

	Sepulveda Blvd Southbound		Manhattan Beach Blvd Westbound		Sepulveda Blvd Northbound		Manhattan Beach Blvd Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	4	0	2	0	1	0	0	7
07:15 AM	0	3	0	4	2	6	0	1	16
07:30 AM	0	2	1	0	1	3	0	4	11
07:45 AM	0	0	0	0	3	2	0	2	7
Total	0	9	1	6	6	12	0	7	41
08:00 AM	4	0	0	1	0	2	1	0	8
08:15 AM	0	1	1	2	1	2	0	3	10
08:30 AM	0	1	0	3	0	0	0	2	6
08:45 AM	0	1	0	0	1	4	0	3	9
Total	4	3	1	6	2	8	1	8	33
04:00 PM	0	3	0	0	0	2	1	4	10
04:15 PM	2	6	1	6	2	9	1	9	36
04:30 PM	0	0	0	2	0	3	0	0	5
04:45 PM	0	1	0	0	1	5	0	1	8
Total	2	10	1	8	3	19	2	14	59
05:00 PM	0	3	0	1	0	4	0	5	13
05:15 PM	0	2	0	0	0	2	0	6	10
05:30 PM	0	4	0	4	0	4	0	0	12
05:45 PM	0	0	0	1	1	2	0	1	5
Total	0	9	0	6	1	12	0	12	40
06:00 PM	0	4	1	0	0	0	0	4	9
06:15 PM	0	0	0	0	1	5	0	0	6
06:30 PM	0	4	0	0	1	1	0	0	6
06:45 PM	0	3	0	0	1	6	0	2	12
Total	0	11	1	0	3	12	0	6	33
Grand Total	6	42	4	26	15	63	3	47	206
Apprch %	12.5	87.5	13.3	86.7	19.2	80.8	6	94	
Total %	2.9	20.4	1.9	12.6	7.3	30.6	1.5	22.8	

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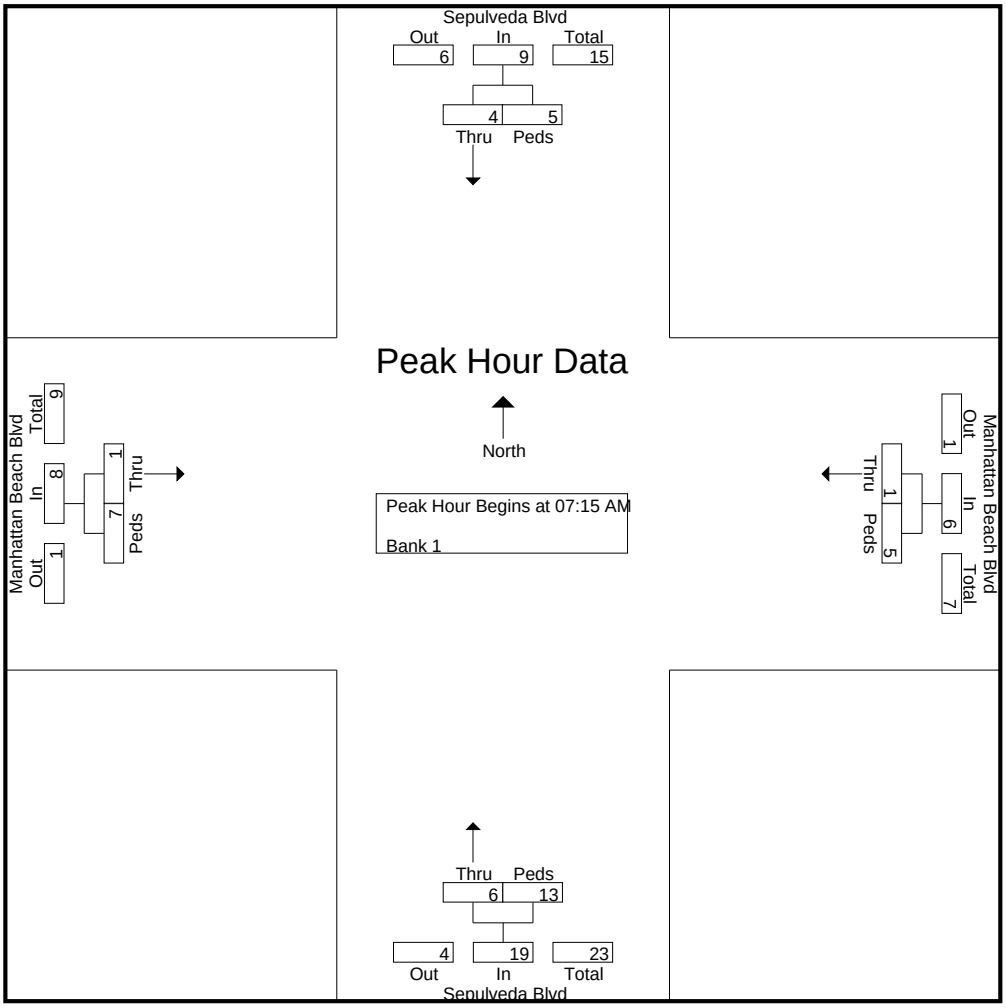
	Sepulveda Blvd Southbound			Manhattan Beach Blvd Westbound			Sepulveda Blvd Northbound			Manhattan Beach Blvd Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	**3**	3	0	**4**	**4**	2	**6**	**8**	0	1	1	**16**
07:30 AM	0	2	2	**1**	0	1	1	3	4	0	**4**	**4**	11
07:45 AM	0	0	0	0	0	0	**3**	2	5	0	2	2	7
08:00 AM	**4**	0	**4**	0	1	1	0	2	2	**1**	0	1	8
Total Volume	4	5	9	1	5	6	6	13	19	1	7	8	42
% App. Total	44.4	55.6		16.7	83.3		31.6	68.4		12.5	87.5		
PHF	.250	.417	.563	.250	.313	.375	.500	.542	.594	.250	.438	.500	.656



CITY TRAFFIC COUNTERS

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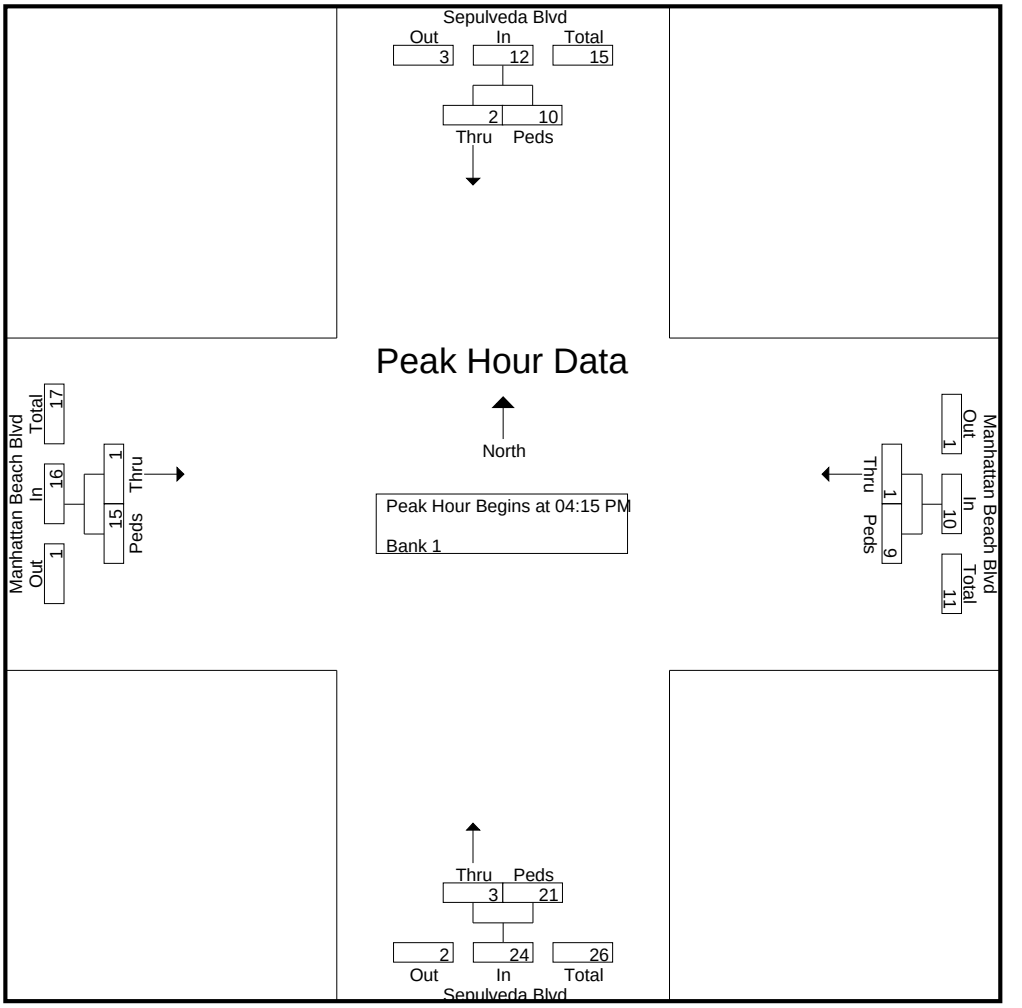
	Sepulveda Blvd Southbound			Manhattan Beach Blvd Westbound			Sepulveda Blvd Northbound			Manhattan Beach Blvd Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	**2**	**6**	**8**	**1**	**6**	**7**	**2**	**9**	**11**	**1**	**9**	**10**	**36**
04:30 PM	0	0	0	0	2	2	0	3	3	0	0	0	5
04:45 PM	0	1	1	0	0	0	1	5	6	0	1	1	8
05:00 PM	0	3	3	0	1	1	0	4	4	0	5	5	13
Total Volume	2	10	12	1	9	10	3	21	24	1	15	16	62
% App. Total	16.7	83.3		10	90		12.5	87.5		6.2	93.8		
PHF	.250	.417	.375	.250	.375	.357	.375	.583	.545	.250	.417	.400	.431



CITY TRAFFIC COUNTERS

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File Name : Sepulveda_8th
Site Code : 00000000
Start Date : 3/8/2016
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Groups Printed- Unshifted

	Sepulveda Blvd Southbound			8th Street Westbound			Sepulveda Blvd Northbound			8th Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	168	3	4	0	11	7	725	3	4	2	1	930
07:15 AM	1	241	8	2	6	9	4	805	1	1	4	0	1082
07:30 AM	1	300	9	5	4	11	5	779	2	6	13	0	1135
07:45 AM	3	304	6	6	41	14	6	756	3	9	16	0	1164
Total	7	1013	26	17	51	45	22	3065	9	20	35	1	4311
08:00 AM	1	259	17	9	21	21	3	746	1	5	13	2	1098
08:15 AM	0	264	6	7	4	14	4	683	2	2	8	4	998
08:30 AM	0	283	6	4	12	14	3	738	2	10	6	0	1078
08:45 AM	2	262	3	8	13	18	4	652	3	4	5	1	975
Total	3	1068	32	28	50	67	14	2819	8	21	32	7	4149
04:00 PM	15	522	5	11	5	8	4	366	6	12	9	11	974
04:15 PM	14	563	4	2	6	3	1	363	3	11	13	9	992
04:30 PM	12	500	1	5	9	10	0	328	2	17	13	5	902
04:45 PM	5	639	9	4	9	4	0	315	3	6	9	6	1009
Total	46	2224	19	22	29	25	5	1372	14	46	44	31	3877
05:00 PM	15	546	7	3	5	6	0	382	4	22	14	6	1010
05:15 PM	13	619	7	4	3	3	0	350	5	12	8	5	1029
05:30 PM	14	591	0	5	6	6	1	369	5	12	8	4	1021
05:45 PM	11	662	3	8	4	2	1	328	5	12	5	6	1047
Total	53	2418	17	20	18	17	2	1429	19	58	35	21	4107
06:00 PM	11	607	2	3	4	6	0	327	3	5	9	7	984
06:15 PM	12	686	4	5	4	5	0	349	3	5	6	3	1082
06:30 PM	14	593	2	6	11	6	0	320	5	5	6	4	972
06:45 PM	15	609	5	11	7	12	3	259	4	8	7	2	942
Total	52	2495	13	25	26	29	3	1255	15	23	28	16	3980
Grand Total	161	9218	107	112	174	183	46	9940	65	168	174	76	20424
Apprch %	1.7	97.2	1.1	23.9	37.1	39	0.5	98.9	0.6	40.2	41.6	18.2	
Total %	0.8	45.1	0.5	0.5	0.9	0.9	0.2	48.7	0.3	0.8	0.9	0.4	

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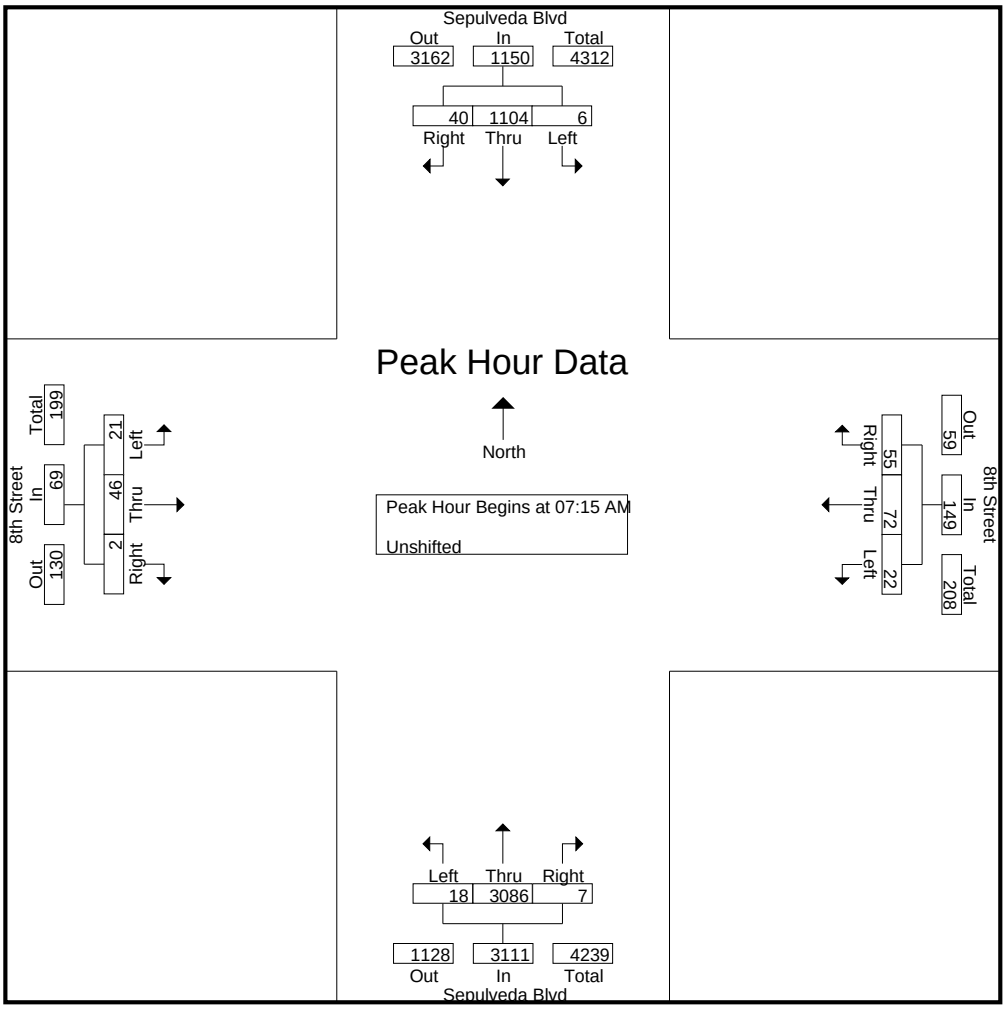
	Sepulveda Blvd Southbound				8th Street Westbound				Sepulveda Blvd Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	241	8	250	2	6	9	17	4	**805**	1	**810**	1	4	0	5	1082
07:30 AM	1	300	9	310	5	4	11	20	5	779	2	786	6	13	0	19	1135
07:45 AM	**3**	**304**	6	**313**	6	**41**	14	**61**	**6**	756	**3**	765	**9**	**16**	0	**25**	**1164**
08:00 AM	1	259	**17**	277	**9**	21	**21**	51	3	746	1	750	5	13	**2**	20	1098
Total Volume	6	1104	40	1150	22	72	55	149	18	3086	7	3111	21	46	2	69	4479
% App. Total	0.5	96	3.5		14.8	48.3	36.9		0.6	99.2	0.2		30.4	66.7	2.9		
PHF	.500	.908	.588	.919	.611	.439	.655	.611	.750	.958	.583	.960	.583	.719	.250	.690	.962



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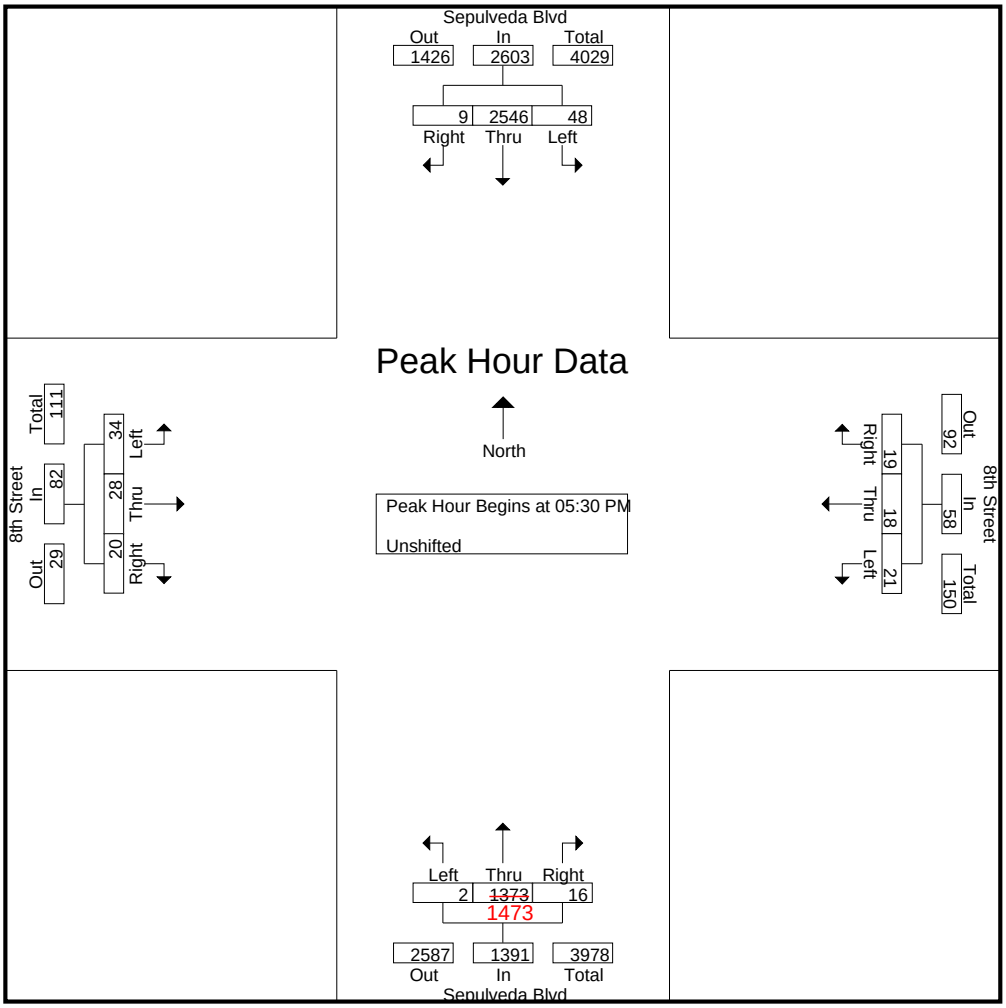
	Sepulveda Blvd Southbound				8th Street Westbound				Sepulveda Blvd Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	**14**	591	0	605	5	**6**	**6**	**17**	**1**	**369**	**5**	**375**	**12**	8	4	**24**	1021
05:45 PM	11	662	3	676	**8**	4	2	14	1	328	5	334	12	5	6	23	1047
06:00 PM	11	607	2	620	3	4	6	13	0	327	3	330	5	**9**	**7**	21	984
06:15 PM	12	**686**	**4**	**702**	5	4	5	14	0	349	3	352	5	6	3	14	**1082**
Total Volume	48	2546	9	2603	21	18	19	58	2	1373	16	1391	34	28	20	82	4134
% App. Total	1.8	97.8	0.3		36.2	31	32.8		0.1	98.7	1.2		41.5	34.1	24.4		
PHF	.857	.928	.563	.927	.656	.750	.792	.853	.500	.930	.800	.927	.708	.778	.714	.854	.955



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Groups Printed- Bank 1

	Sepulveda Blvd Southbound		8th Street Westbound		Sepulveda Blvd Northbound		8th Street Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	0	0	1	0	3	0	1	5
07:15 AM	0	2	0	1	0	4	0	1	8
07:30 AM	0	1	0	0	1	0	0	1	3
07:45 AM	0	2	0	1	0	0	0	0	3
Total	0	5	0	3	1	7	0	3	19
08:00 AM	0	3	0	0	0	0	1	3	7
08:15 AM	0	3	0	0	0	3	0	4	10
08:30 AM	0	4	0	2	0	0	0	2	8
08:45 AM	0	2	1	1	1	3	0	1	9
Total	0	12	1	3	1	6	1	10	34
04:00 PM	0	2	0	3	0	0	0	1	6
04:15 PM	0	1	0	2	0	0	0	1	4
04:30 PM	0	0	0	1	0	0	0	1	2
04:45 PM	0	1	0	0	0	0	0	0	1
Total	0	4	0	6	0	0	0	3	13
05:00 PM	0	3	0	0	0	0	0	1	4
05:15 PM	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	1	0	0	1	0	2
05:45 PM	0	0	0	0	0	0	0	2	2
Total	0	4	0	2	0	0	1	3	10
06:00 PM	0	1	0	0	0	4	0	0	5
06:15 PM	2	2	0	0	0	1	0	0	5
06:30 PM	1	0	1	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	1	0	2	3
Total	3	3	1	0	0	6	0	2	15
Grand Total	3	28	2	14	2	19	2	21	91
Apprch %	9.7	90.3	12.5	87.5	9.5	90.5	8.7	91.3	
Total %	3.3	30.8	2.2	15.4	2.2	20.9	2.2	23.1	

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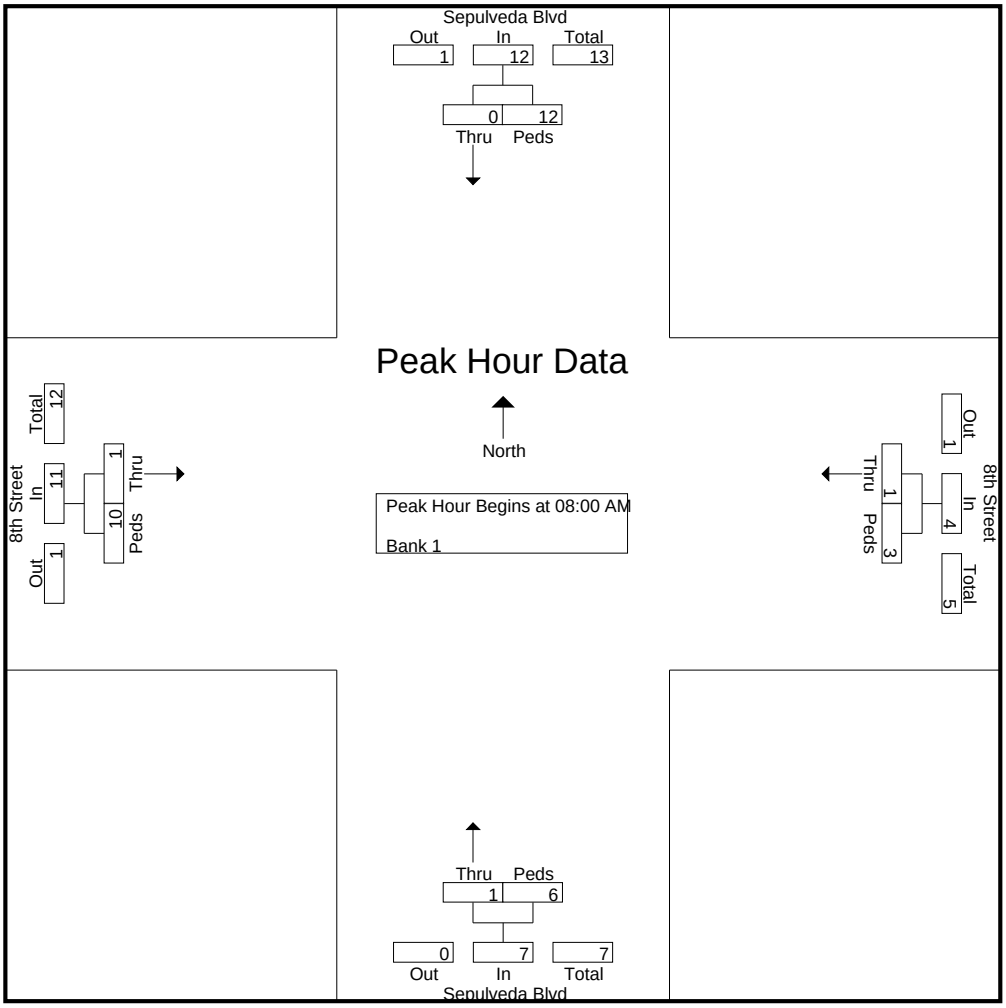
	Sepulveda Blvd Southbound			8th Street Westbound			Sepulveda Blvd Northbound			8th Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	3	3	0	0	0	0	0	0	**1**	3	**4**	7
08:15 AM	0	3	3	0	0	0	0	**3**	3	0	**4**	4	**10**
08:30 AM	0	**4**	**4**	0	**2**	**2**	0	0	0	0	2	2	8
08:45 AM	0	2	2	**1**	1	2	**1**	3	**4**	0	1	1	9
Total Volume	0	12	12	1	3	4	1	6	7	1	10	11	34
% App. Total	0	100		25	75		14.3	85.7		9.1	90.9		
PHF	.000	.750	.750	.250	.375	.500	.250	.500	.438	.250	.625	.688	.850



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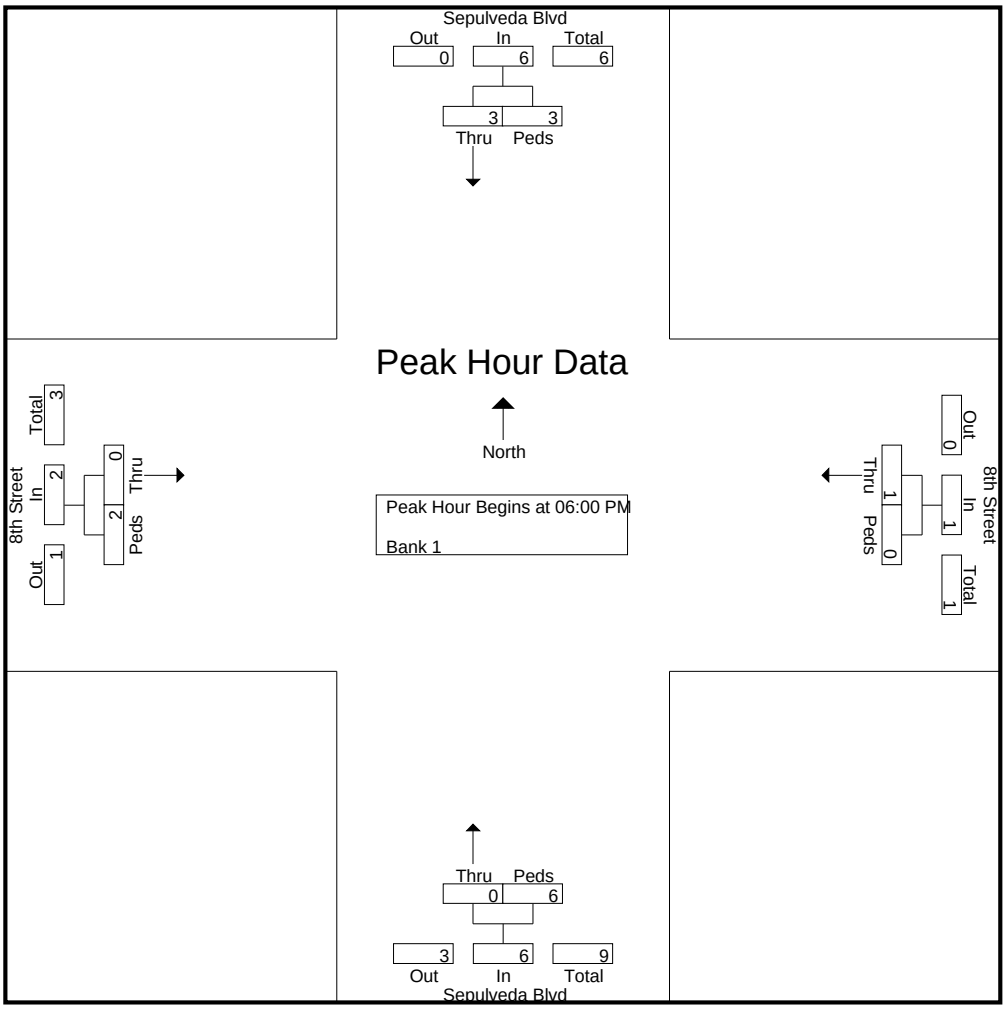
	Sepulveda Blvd Southbound			8th Street Westbound			Sepulveda Blvd Northbound			8th Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 06:00 PM													
06:00 PM	0	1	1	0	0	0	0	**4**	**4**	0	0	0	**5**
06:15 PM	**2**	**2**	**4**	0	0	0	0	1	1	0	0	0	5
06:30 PM	1	0	1	**1**	0	**1**	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	1	1	0	**2**	**2**	3
Total Volume	3	3	6	1	0	1	0	6	6	0	2	2	15
% App. Total	50	50		100	0		0	100		0	100		
PHF	.375	.375	.375	.250	.000	.250	.000	.375	.375	.000	.250	.250	.750



CITY TRAFFIC COUNTERS

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File Name : Sepulveda_2nd
Site Code : 00000000
Start Date : 3/2/2016
Page No : 1

Groups Printed- Unshifted

	Sepulveda Blvd Southbound			2nd Street Westbound			Sepulveda Blvd Northbound			2nd Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	176	10	3	5	16	2	738	2	8	4	3	970
07:15 AM	3	179	16	4	6	13	5	658	0	13	12	4	913
07:30 AM	12	267	13	3	14	6	1	724	5	14	35	1	1095
07:45 AM	16	240	8	12	24	31	4	809	3	11	37	5	1200
Total	34	862	47	22	49	66	12	2929	10	46	88	13	4178
08:00 AM	9	246	25	9	38	14	7	721	4	15	17	5	1110
08:15 AM	6	222	19	15	17	13	8	646	5	15	19	4	989
08:30 AM	6	249	9	10	17	14	8	651	8	15	21	10	1018
08:45 AM	5	221	19	12	30	14	3	626	2	21	28	9	990
Total	26	938	72	46	102	55	26	2644	19	66	85	28	4107
04:00 PM	10	537	13	5	11	11	6	362	5	17	15	13	1005
04:15 PM	9	507	4	11	25	14	7	317	7	24	26	13	964
04:30 PM	8	529	13	10	11	13	4	346	5	15	9	16	979
04:45 PM	6	524	5	10	15	8	6	284	8	23	30	16	935
Total	33	2097	35	36	62	46	23	1309	25	79	80	58	3883
05:00 PM	3	564	8	9	10	11	8	352	6	25	25	17	1038
05:15 PM	13	583	6	12	10	9	3	314	8	19	18	19	1014
05:30 PM	6	567	8	9	13	10	7	362	7	16	22	18	1045
05:45 PM	12	550	4	11	14	7	9	324	4	13	23	13	984
Total	34	2264	26	41	47	37	27	1352	25	73	88	67	4081
06:00 PM	4	584	9	7	15	7	3	360	7	21	14	18	1049
06:15 PM	4	598	10	11	14	8	7	272	1	16	17	14	972
06:30 PM	5	635	7	9	6	9	4	336	6	12	11	10	1050
06:45 PM	1	564	6	8	13	11	4	289	5	14	13	12	940
Total	14	2381	32	35	48	35	18	1257	19	63	55	54	4011
Grand Total	141	8542	212	180	308	239	106	9491	98	327	396	220	20260
Apprch %	1.6	96	2.4	24.8	42.4	32.9	1.1	97.9	1	34.7	42	23.3	
Total %	0.7	42.2	1	0.9	1.5	1.2	0.5	46.8	0.5	1.6	2	1.1	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Sepulveda_2nd
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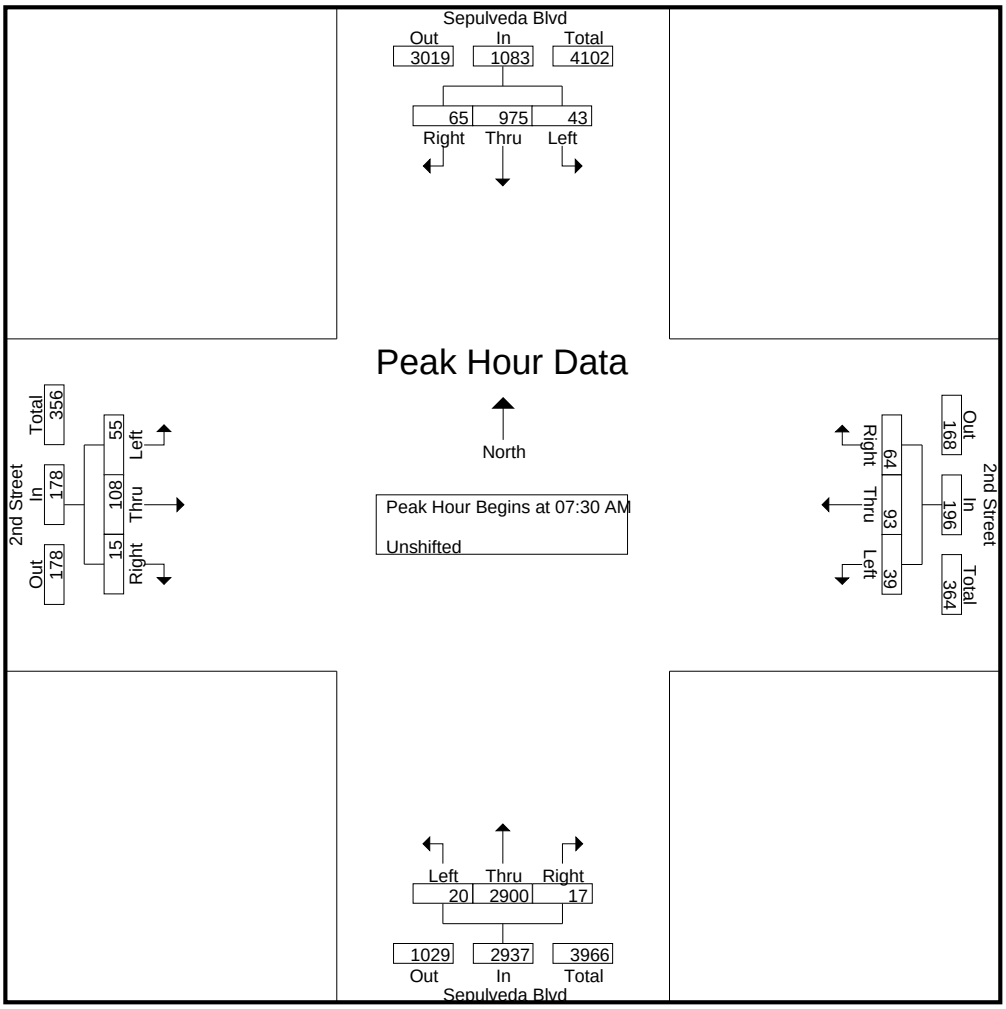
	Sepulveda Blvd Southbound				2nd Street Westbound				Sepulveda Blvd Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	**267**	13	**292**	3	14	6	23	1	724	**5**	730	14	35	1	50	1095
07:45 AM	**16**	240	8	264	12	24	**31**	**67**	4	**809**	3	**816**	11	**37**	**5**	**53**	**1200**
08:00 AM	9	246	**25**	280	9	**38**	14	61	7	721	4	732	**15**	17	5	37	1110
08:15 AM	6	222	19	247	**15**	17	13	45	**8**	646	5	659	15	19	4	38	989
Total Volume	43	975	65	1083	39	93	64	196	20	2900	17	2937	55	108	15	178	4394
% App. Total	4	90	6		19.9	47.4	32.7		0.7	98.7	0.6		30.9	60.7	8.4		
PHF	.672	.913	.650	.927	.650	.612	.516	.731	.625	.896	.850	.900	.917	.730	.750	.840	.915



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Sepulveda_2nd
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Start Date : 3/2/2016
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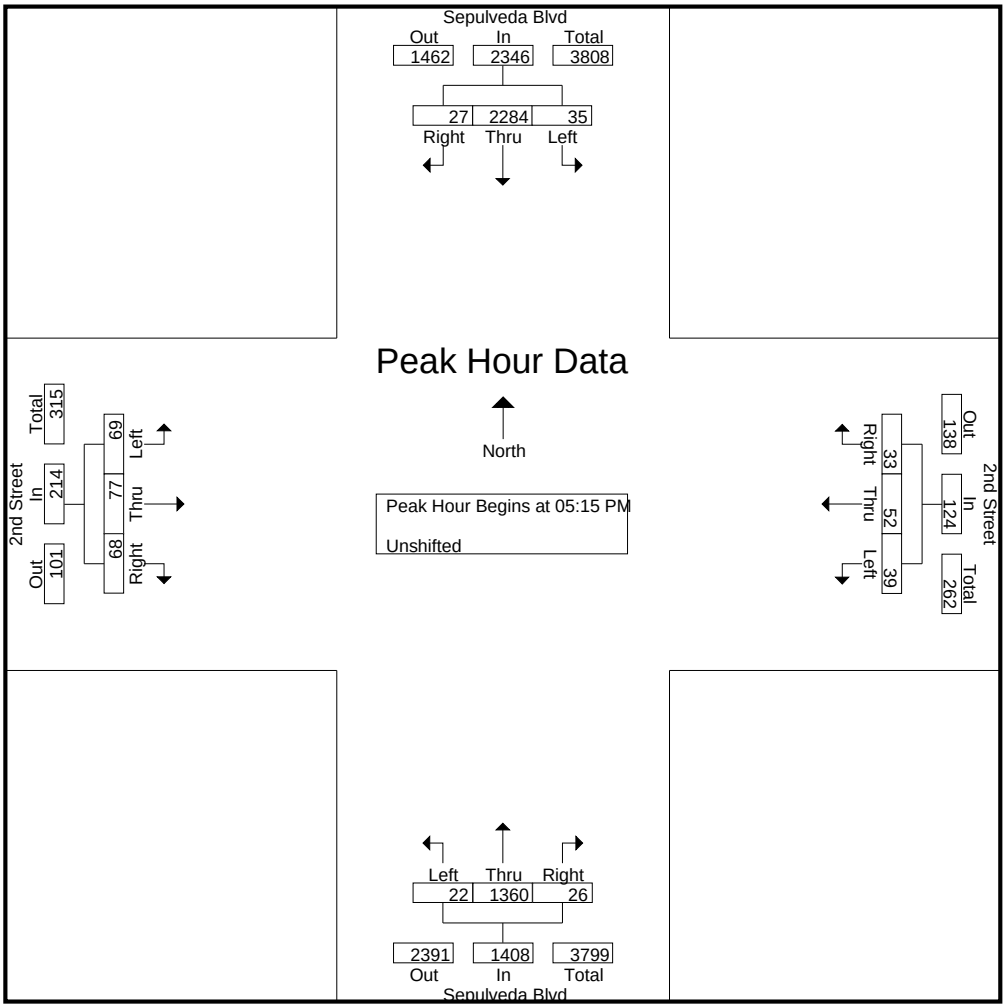
	Sepulveda Blvd Southbound				2nd Street Westbound				Sepulveda Blvd Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**13**	583	6	**602**	**12**	10	9	31	3	314	**8**	325	19	18	**19**	**56**	1014
05:30 PM	6	567	8	581	9	13	**10**	**32**	7	**362**	7	**376**	16	22	18	56	1045
05:45 PM	12	550	4	566	11	14	7	32	**9**	324	4	337	13	**23**	13	49	984
06:00 PM	4	**584**	**9**	597	7	**15**	7	29	3	360	7	370	**21**	14	18	53	**1049**
Total Volume	35	2284	27	2346	39	52	33	124	22	1360	26	1408	69	77	68	214	4092
% App. Total	1.5	97.4	1.2		31.5	41.9	26.6		1.6	96.6	1.8		32.2	36	31.8		
PHF	.673	.978	.750	.974	.813	.867	.825	.969	.611	.939	.813	.936	.821	.837	.895	.955	.975



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Sepulveda_2nd_BP
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Start Date : 3/2/2016
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Groups Printed- Bank 1

	Sepulveda Blvd Southbound		2nd Street Westbound		Sepulveda Blvd Northbound		2nd Street Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	0	0	0	2	3
07:30 AM	0	1	0	3	0	0	0	0	4
07:45 AM	0	1	0	3	0	3	0	2	9
Total	0	4	0	6	0	3	0	4	17
08:00 AM	0	3	0	4	0	0	0	0	7
08:15 AM	0	1	0	2	1	0	0	0	4
08:30 AM	0	1	0	2	0	1	0	2	6
08:45 AM	0	0	0	2	1	0	0	1	4
Total	0	5	0	10	2	1	0	3	21
04:00 PM	0	3	0	1	0	0	0	0	4
04:15 PM	0	0	0	0	0	1	0	0	1
04:30 PM	0	0	0	2	0	0	1	0	3
04:45 PM	0	2	0	0	0	1	0	1	4
Total	0	5	0	3	0	2	1	1	12
05:00 PM	0	0	0	3	0	2	0	4	9
05:30 PM	0	1	0	1	0	1	0	1	4
05:45 PM	0	0	0	1	0	0	1	2	4
Total	0	1	0	5	0	3	1	7	17
06:00 PM	0	1	1	1	0	1	0	2	6
06:15 PM	0	0	0	5	0	0	0	1	6
06:30 PM	0	0	0	0	0	1	0	1	2
06:45 PM	0	0	0	2	0	0	0	2	4
Total	0	1	1	8	0	2	0	6	18
Grand Total	0	16	1	32	2	11	2	21	85
Apprch %	0	100	3	97	15.4	84.6	8.7	91.3	
Total %	0	18.8	1.2	37.6	2.4	12.9	2.4	24.7	

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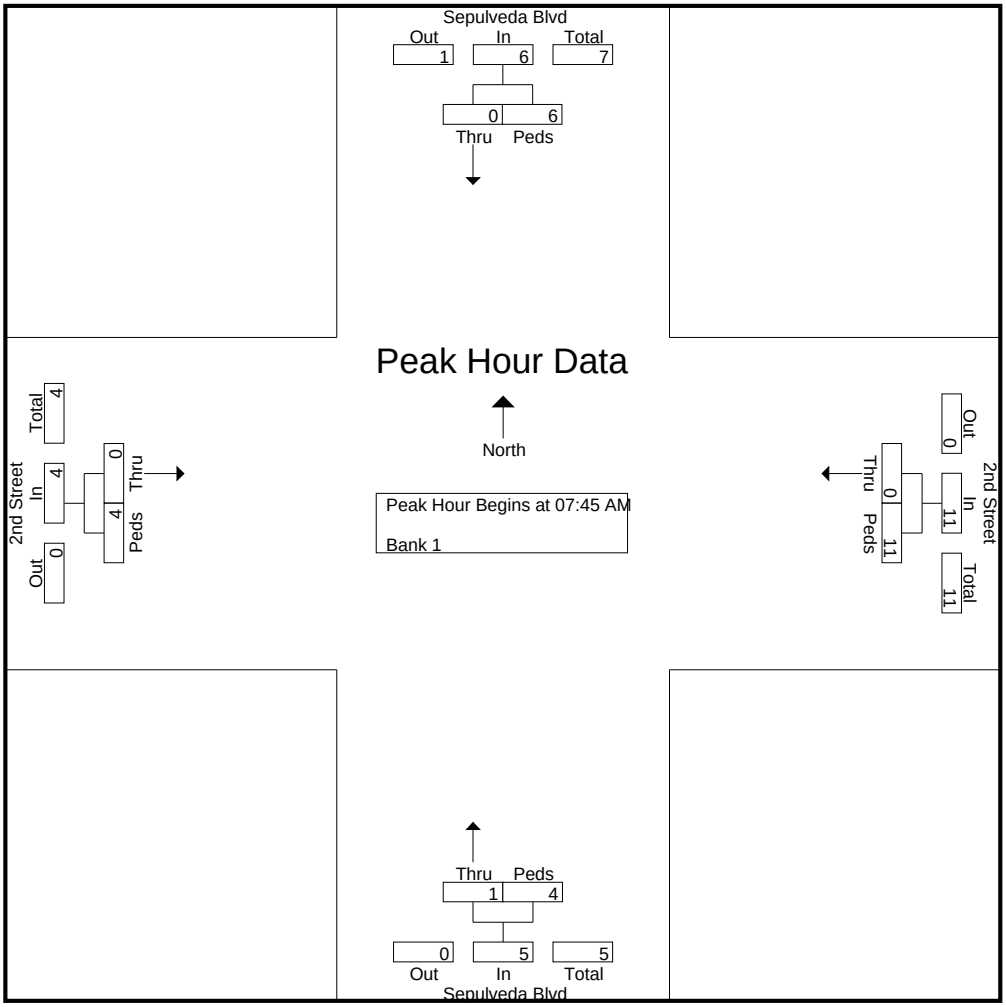
	Sepulveda Blvd Southbound			2nd Street Westbound			Sepulveda Blvd Northbound			2nd Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	1	1	0	3	3	0	**3**	**3**	0	**2**	**2**	**9**
08:00 AM	0	**3**	**3**	0	**4**	**4**	0	0	0	0	0	0	7
08:15 AM	0	1	1	0	2	2	**1**	0	1	0	0	0	4
08:30 AM	0	1	1	0	2	2	0	1	1	0	2	2	6
Total Volume	0	6	6	0	11	11	1	4	5	0	4	4	26
% App. Total	0	100		0	100		20	80		0	100		
PHF	.000	.500	.500	.000	.688	.688	.250	.333	.417	.000	.500	.500	.722



CITY TRAFFIC COUNTERS

www.ctcounters.com

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Start Date : 3/2/2016
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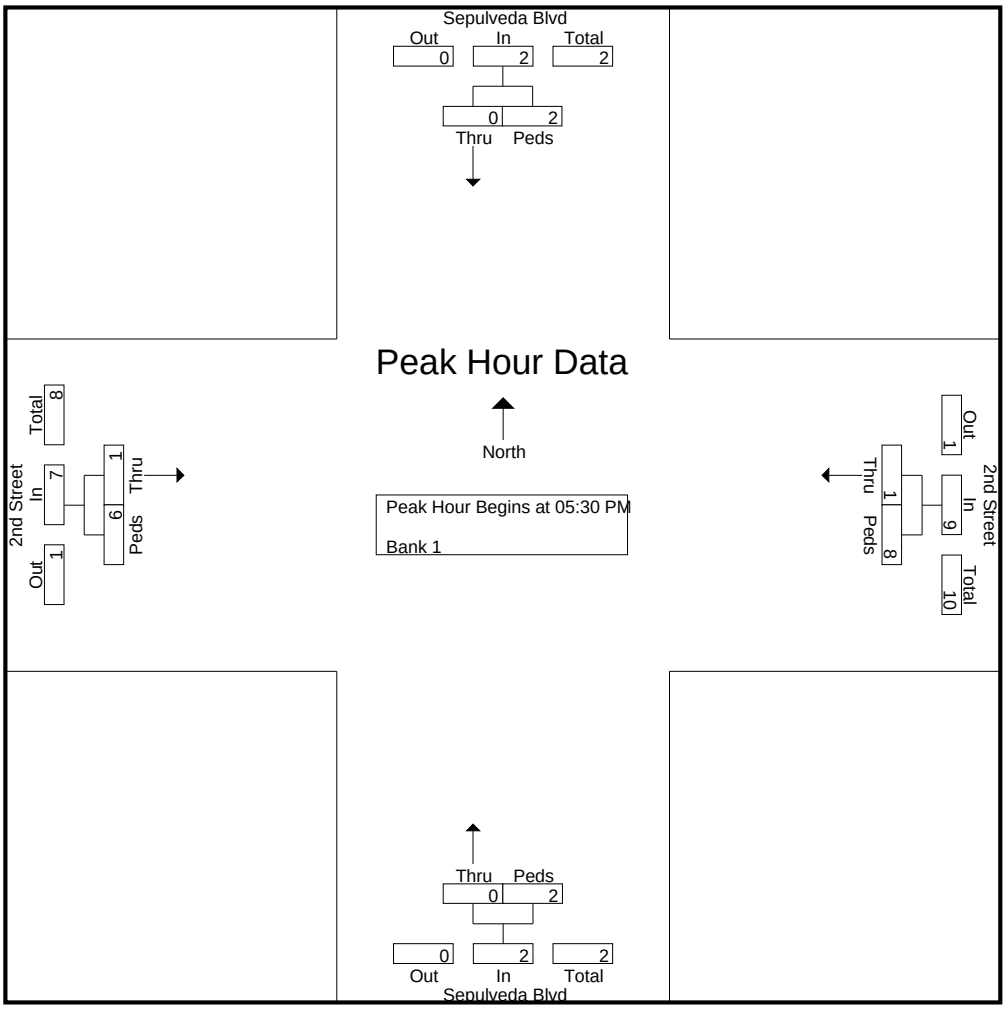
	Sepulveda Blvd Southbound			**2nd Street Westbound**			**Sepulveda Blvd Northbound**			**2nd Street Eastbound**			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:30 PM													
05:30 PM	0	**1**	**1**	0	1	1	0	**1**	**1**	0	1	1	4
05:45 PM	0	0	0	0	1	1	0	0	0	**1**	**2**	**3**	4
06:00 PM	0	1	1	**1**	1	2	0	1	1	0	2	2	**6**
06:15 PM	0	0	0	0	**5**	**5**	0	0	0	0	1	1	6
Total Volume	0	2	2	1	8	9	0	2	2	1	6	7	20
% App. Total	0	100		11.1	88.9		0	100		14.3	85.7		
PHF	.000	.500	.500	.250	.400	.450	.000	.500	.500	.250	.750	.583	.833



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Sepulveda_Duncan-Duncan
Site Code : 00000000
Start Date : 3/2/2016
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Groups Printed- Unshifted

	Sepulveda Blvd Southbound			Duncan Dr Westbound			Sepulveda Blvd Northbound			Duncan Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	4	151	4	0	0	2	20	726	1	0	0	2	910
07:15 AM	3	195	9	0	0	2	21	688	1	1	0	4	924
07:30 AM	8	248	7	0	1	1	22	761	2	2	1	7	1060
07:45 AM	10	265	5	0	0	5	17	775	1	1	2	3	1084
Total	25	859	25	0	1	10	80	2950	5	4	3	16	3978
08:00 AM	7	231	12	0	0	5	19	712	2	0	0	4	992
08:15 AM	6	258	7	0	0	4	16	690	2	2	0	3	988
08:30 AM	7	260	7	0	0	2	20	688	1	2	0	7	994
08:45 AM	6	289	8	0	0	1	18	653	1	3	0	5	984
Total	26	1038	34	0	0	12	73	2743	6	7	0	19	3958
04:00 PM	7	535	3	0	0	3	6	354	1	0	0	14	923
04:15 PM	7	540	4	0	0	1	7	325	1	0	0	10	895
04:30 PM	6	555	5	1	0	4	8	326	1	4	0	6	916
04:45 PM	8	579	2	0	0	4	9	286	2	0	0	12	902
Total	28	2209	14	1	0	12	30	1291	5	4	0	42	3636
05:00 PM	10	522	4	0	0	2	7	342	1	1	0	19	908
05:15 PM	5	610	4	0	0	4	7	324	1	0	0	8	963
05:30 PM	3	544	3	0	0	6	11	355	0	0	0	11	933
05:45 PM	5	571	4	0	0	3	10	329	1	3	0	10	936
Total	23	2247	15	0	0	15	35	1350	3	4	0	48	3740
06:00 PM	4	565	6	0	0	7	9	348	1	1	0	16	957
06:15 PM	11	558	5	0	0	4	9	276	1	1	0	4	869
06:30 PM	7	618	5	1	0	6	4	332	2	0	0	9	984
06:45 PM	7	560	3	0	0	4	7	280	3	1	0	14	879
Total	29	2301	19	1	0	21	29	1236	7	3	0	43	3689
Grand Total	131	8654	107	2	1	70	247	9570	26	22	3	168	19001
Apprch %	1.5	97.3	1.2	2.7	1.4	95.9	2.5	97.2	0.3	11.4	1.6	87	
Total %	0.7	45.5	0.6	0	0	0.4	1.3	50.4	0.1	0.1	0	0.9	

CITY TRAFFIC COUNTERS

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File Name : Sepulveda_Duncan-Duncan
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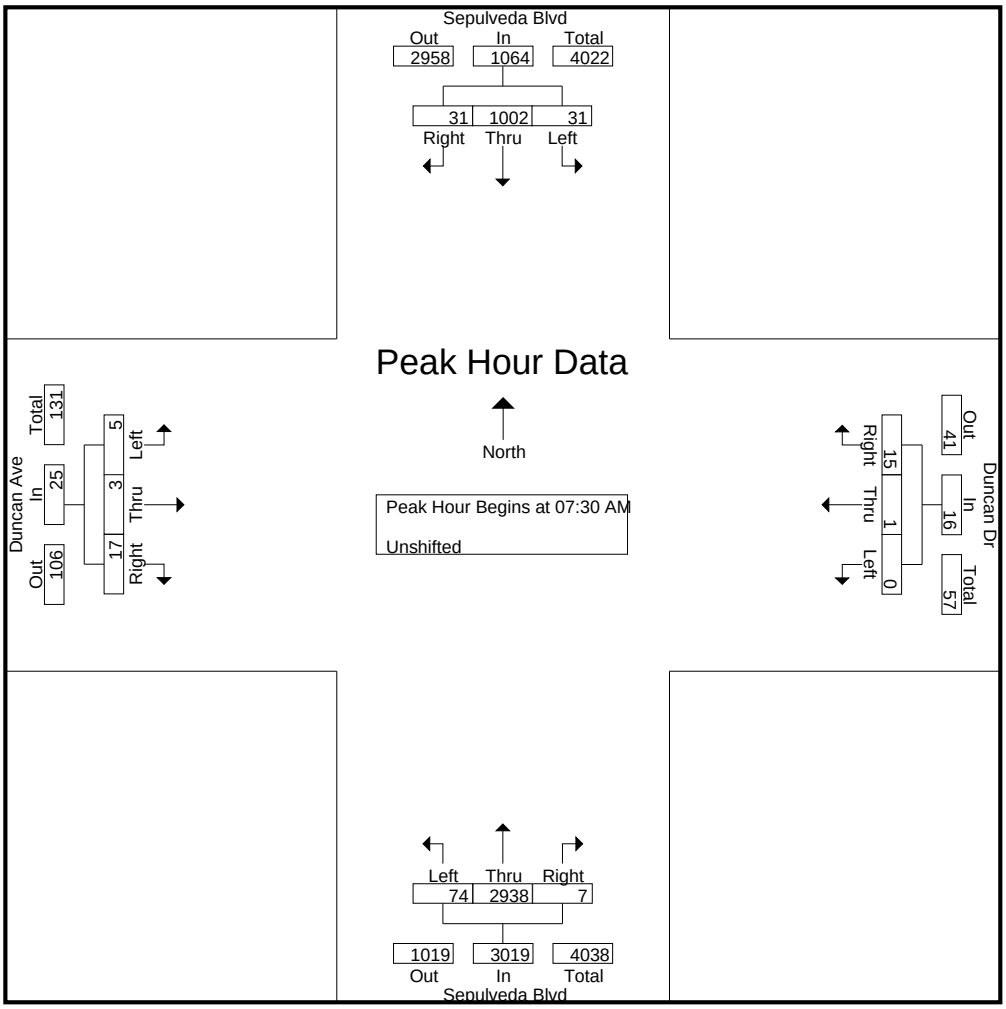
	Sepulveda Blvd Southbound				Duncan Dr Westbound				Sepulveda Blvd Northbound				Duncan Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	248	7	263	0	**1**	1	2	**22**	761	**2**	785	**2**	1	**7**	**10**	1060
07:45 AM	**10**	**265**	5	**280**	0	0	**5**	**5**	17	**775**	1	**793**	1	**2**	3	6	**1084**
08:00 AM	7	231	**12**	250	0	0	5	5	19	712	2	733	0	0	4	4	992
08:15 AM	6	258	7	271	0	0	4	4	16	690	2	708	2	0	3	5	988
Total Volume	31	1002	31	1064	0	1	15	16	74	2938	7	3019	5	3	17	25	4124
% App. Total	2.9	94.2	2.9		0	6.2	93.8		2.5	97.3	0.2		20	12	68		
PHF	.775	.945	.646	.950	.000	.250	.750	.800	.841	.948	.875	.952	.625	.375	.607	.625	.951



CITY TRAFFIC COUNTERS

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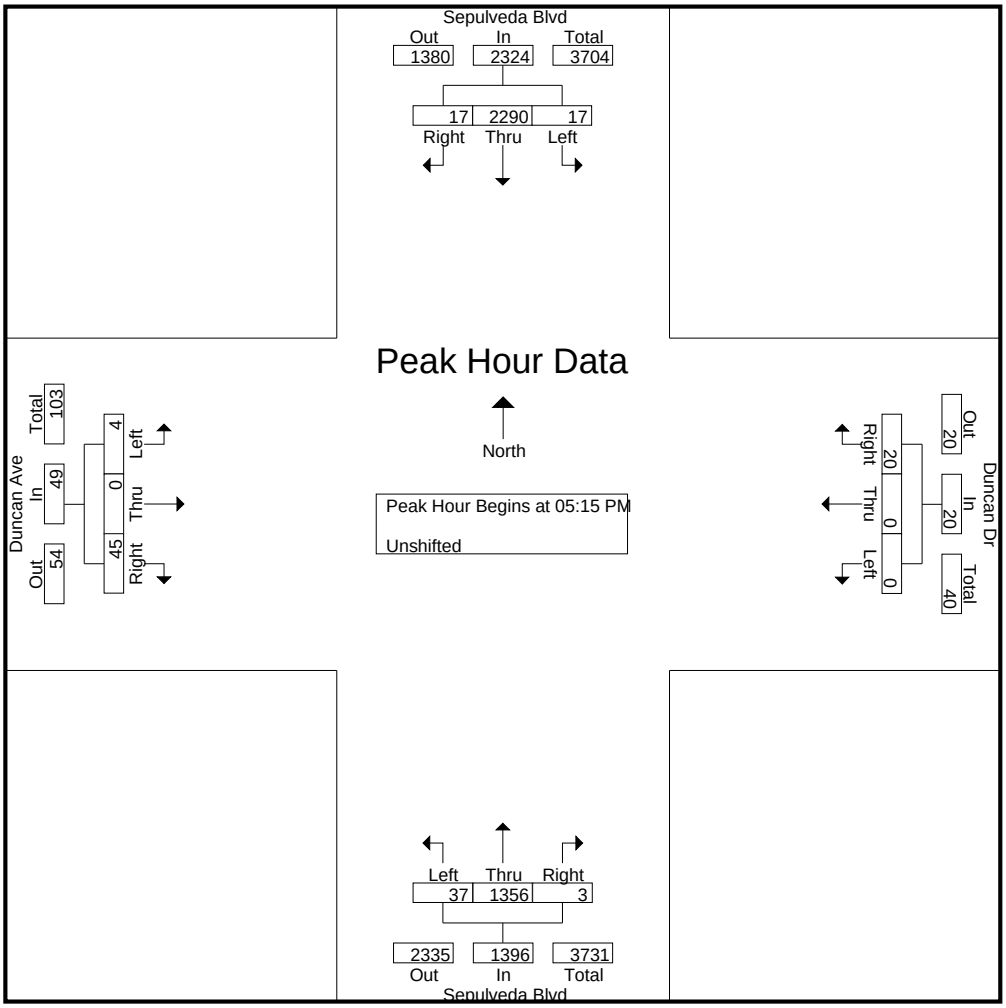
	Sepulveda Blvd Southbound				Duncan Dr Westbound				Sepulveda Blvd Northbound				Duncan Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**5**	**610**	4	**619**	0	0	4	4	7	324	**1**	332	0	0	8	8	**963**
05:30 PM	3	544	3	550	0	0	6	6	**11**	**355**	0	**366**	0	0	11	11	933
05:45 PM	5	571	4	580	0	0	3	3	10	329	1	340	**3**	0	10	13	936
06:00 PM	4	565	**6**	575	0	0	**7**	**7**	9	348	1	358	1	0	**16**	**17**	957
Total Volume	17	2290	17	2324	0	0	20	20	37	1356	3	1396	4	0	45	49	3789
% App. Total	0.7	98.5	0.7		0	0	100		2.7	97.1	0.2		8.2	0	91.8		
PHF	.850	.939	.708	.939	.000	.000	.714	.714	.841	.955	.750	.954	.333	.000	.703	.721	.984



CITY TRAFFIC COUNTERS

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Groups Printed- Bank 1

	Sepulveda Blvd Southbound		Duncan Dr Westbound		Sepulveda Blvd Northbound		Duncan Ave Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	0	0	3	0	0	0	0	3
07:15 AM	0	0	0	3	0	0	0	0	3
07:30 AM	0	0	0	4	0	0	0	0	4
07:45 AM	0	0	0	10	0	0	0	1	11
Total	0	0	0	20	0	0	0	1	21
08:00 AM	0	0	0	7	0	0	0	0	7
08:15 AM	0	0	0	9	0	0	0	0	9
08:30 AM	0	2	0	12	0	0	0	2	16
08:45 AM	0	0	0	12	0	0	0	0	12
Total	0	2	0	40	0	0	0	2	44
04:00 PM	0	0	0	4	0	0	0	0	4
04:15 PM	0	2	0	1	0	0	0	0	3
04:30 PM	0	0	0	4	0	0	0	1	5
04:45 PM	0	0	0	5	0	0	1	1	7
Total	0	2	0	14	0	0	1	2	19
05:00 PM	0	0	0	6	0	0	0	0	6
05:15 PM	0	0	0	6	0	0	0	0	6
05:30 PM	0	1	0	6	0	0	0	0	7
05:45 PM	0	0	0	9	0	0	0	1	10
Total	0	1	0	27	0	0	0	1	29
06:00 PM	0	0	1	5	0	0	0	0	6
06:15 PM	0	0	0	3	0	0	0	0	3
06:30 PM	0	0	0	1	0	0	0	0	1
Total	0	0	1	9	0	0	0	0	10
Grand Total	0	5	1	110	0	0	1	6	123
Apprch %	0	100	0.9	99.1	0	0	14.3	85.7	
Total %	0	4.1	0.8	89.4	0	0	0.8	4.9	

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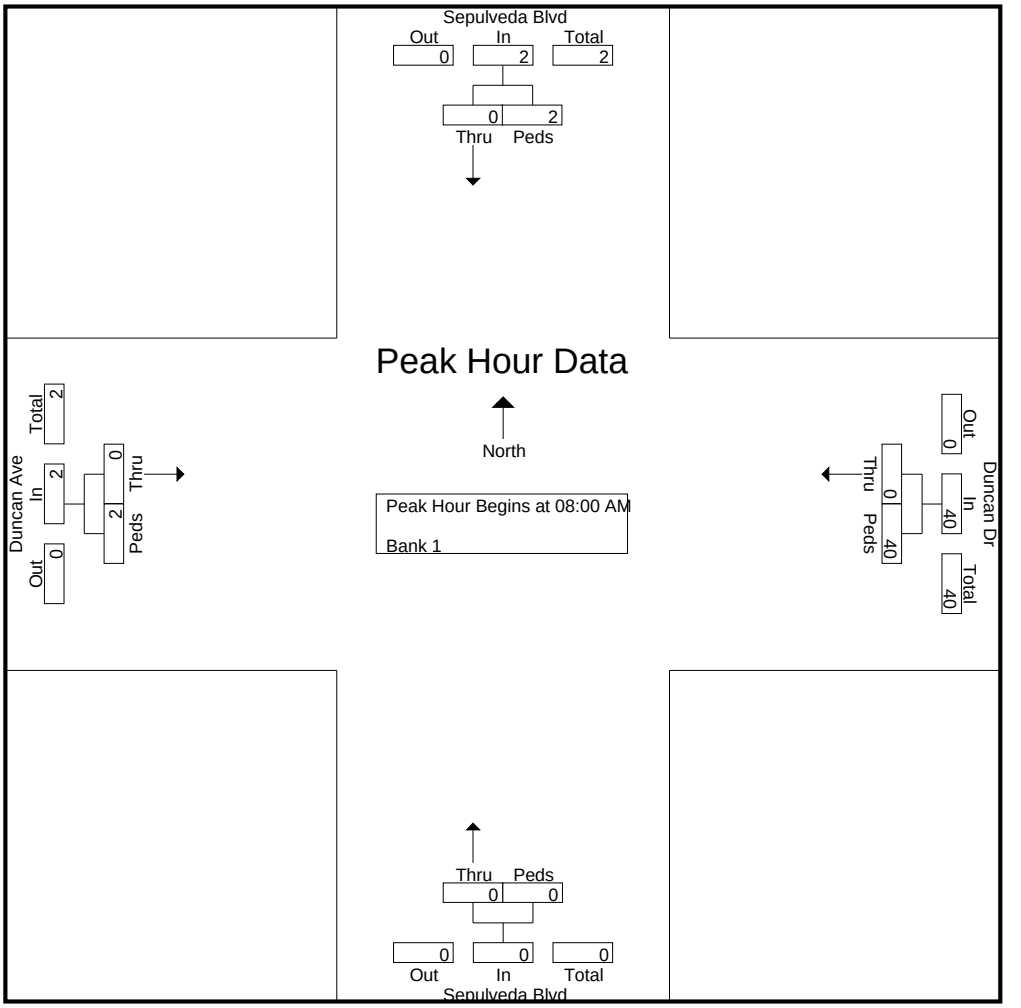
	Sepulveda Blvd Southbound			Duncan Dr Westbound			Sepulveda Blvd Northbound			Duncan Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	7	7	0	0	0	0	0	0	7
08:15 AM	0	0	0	0	9	9	0	0	0	0	0	0	9
08:30 AM	0	**2**	**2**	0	**12**	**12**	0	0	0	0	**2**	**2**	**16**
08:45 AM	0	0	0	0	12	12	0	0	0	0	0	0	12
Total Volume	0	2	2	0	40	40	0	0	0	0	2	2	44
% App. Total	0	100		0	100		0	0		0	100		
PHF	.000	.250	.250	.000	.833	.833	.000	.000	.000	.000	.250	.250	.688



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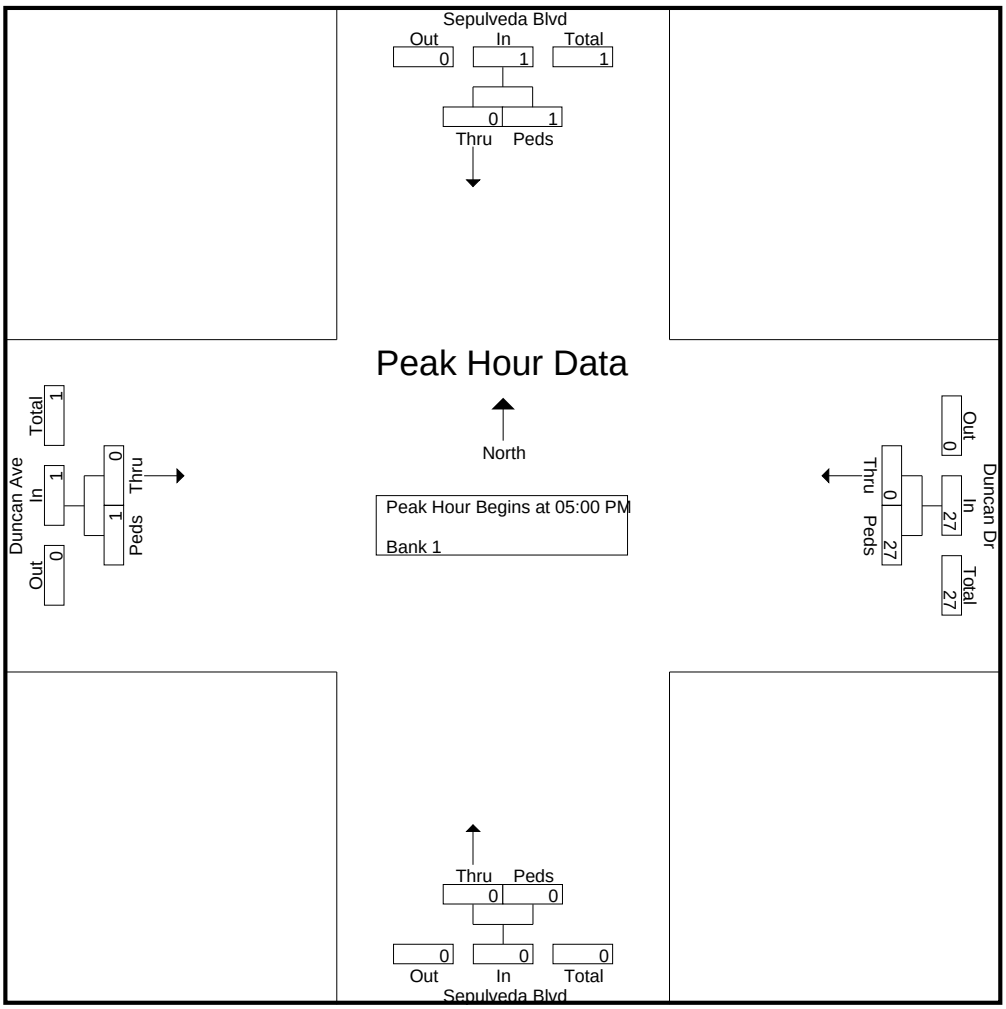
	Sepulveda Blvd Southbound			Duncan Dr Westbound			Sepulveda Blvd Northbound			Duncan Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	6	6	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	6	6	0	0	0	0	0	0	6
05:30 PM	0	**1**	**1**	0	6	6	0	0	0	0	0	0	7
05:45 PM	0	0	0	0	**9**	**9**	0	0	0	0	**1**	**1**	**10**
Total Volume	0	1	1	0	27	27	0	0	0	0	1	1	29
% App. Total	0	100		0	100		0	0		0	100		
PHF	.000	.250	.250	.000	.750	.750	.000	.000	.000	.000	.250	.250	.725



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Longfellow
Site Code : 00000000
Start Date : 3/2/2016
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Groups Printed- Unshifted

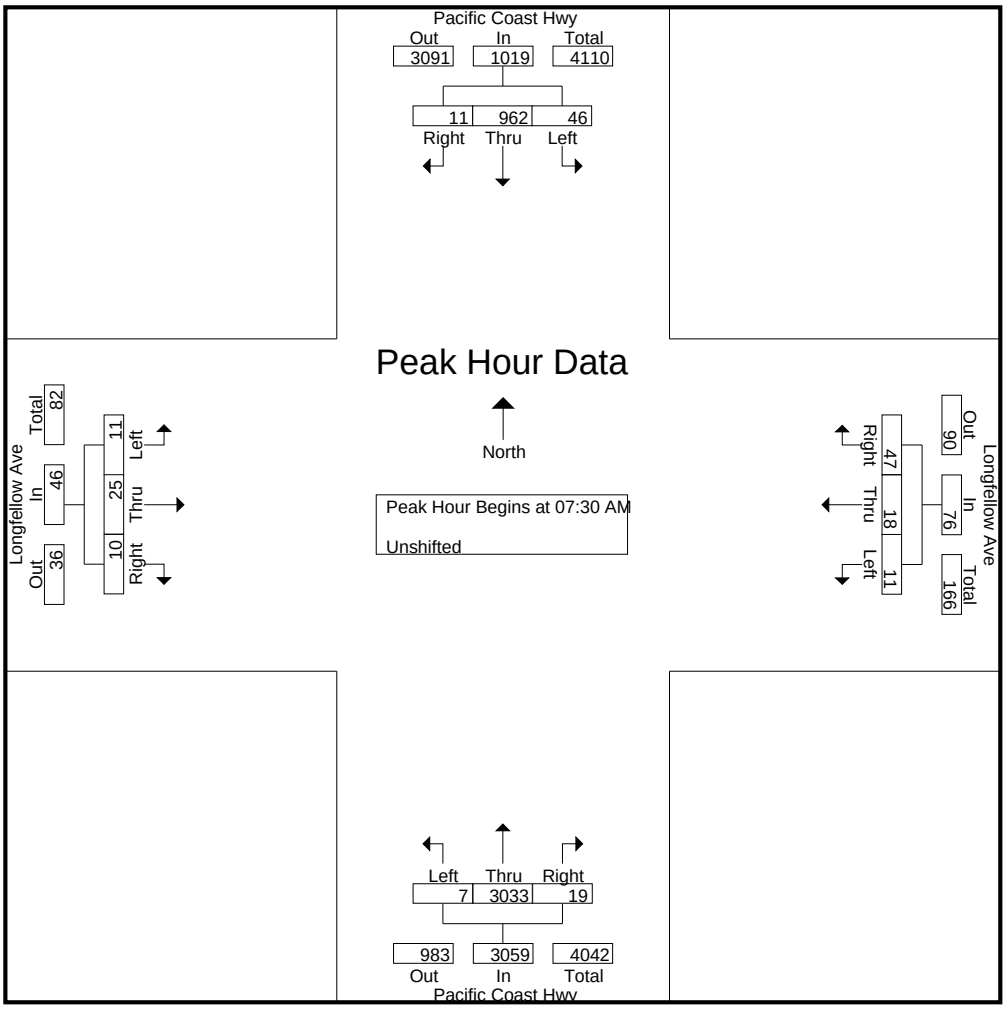
	Pacific Coast Hwy Southbound			Longfellow Ave Westbound			Pacific Coast Hwy Northbound			Longfellow Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	152	2	1	2	8	2	759	1	1	2	1	933
07:15 AM	2	197	3	3	0	4	2	711	3	2	4	0	931
07:30 AM	11	244	3	1	1	15	0	790	1	1	11	4	1082
07:45 AM	15	249	1	5	12	18	0	792	4	6	10	1	1113
Total	30	842	9	10	15	45	4	3052	9	10	27	6	4059
08:00 AM	8	220	2	0	5	10	3	731	6	2	2	2	991
08:15 AM	12	249	5	5	0	4	4	720	8	2	2	3	1014
08:30 AM	5	250	3	3	2	9	2	720	7	3	4	4	1012
08:45 AM	9	278	4	3	2	7	2	649	9	7	6	4	980
Total	34	997	14	11	9	30	11	2820	30	14	14	13	3997
04:00 PM	9	523	3	12	2	12	5	336	8	2	6	7	925
04:15 PM	12	551	3	8	6	11	5	328	8	3	5	10	950
04:30 PM	6	559	4	11	5	9	14	327	7	4	4	6	956
04:45 PM	14	583	2	8	6	10	8	295	8	1	3	3	941
Total	41	2216	12	39	19	42	32	1286	31	10	18	26	3772
05:00 PM	5	538	4	10	7	6	13	334	4	3	1	7	932
05:15 PM	6	624	3	6	5	6	5	312	8	6	4	4	989
05:30 PM	5	593	4	7	6	7	10	363	1	4	5	2	1007
05:45 PM	3	612	4	6	3	6	5	325	3	1	3	6	977
Total	19	2367	15	29	21	25	33	1334	16	14	13	19	3905
06:00 PM	4	565	2	10	3	7	4	330	4	2	2	3	936
06:15 PM	4	642	2	8	2	5	3	266	4	4	0	1	941
06:30 PM	1	620	4	5	3	7	7	315	2	3	5	4	976
06:45 PM	1	584	5	5	0	3	5	293	1	0	0	5	902
Total	10	2411	13	28	8	22	19	1204	11	9	7	13	3755
Grand Total	134	8833	63	117	72	164	99	9696	97	57	79	77	19488
Apprch %	1.5	97.8	0.7	33.1	20.4	46.5	1	98	1	26.8	37.1	36.2	
Total %	0.7	45.3	0.3	0.6	0.4	0.8	0.5	49.8	0.5	0.3	0.4	0.4	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Longfellow
Site Code : 00000000
Start Date : 3/2/2016
Page No : 2

	Pacific Coast Hwy Southbound				Longfellow Ave Westbound				Pacific Coast Hwy Northbound				Longfellow Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	244	3	258	1	1	15	17	0	790	1	791	1	**11**	**4**	16	1082
07:45 AM	**15**	**249**	1	265	**5**	**12**	**18**	**35**	0	**792**	4	**796**	**6**	10	1	**17**	**1113**
08:00 AM	8	220	2	230	0	5	10	15	3	731	6	740	2	2	2	6	991
08:15 AM	12	249	**5**	**266**	5	0	4	9	**4**	720	**8**	732	2	2	3	7	1014
Total Volume	46	962	11	1019	11	18	47	76	7	3033	19	3059	11	25	10	46	4200
% App. Total	4.5	94.4	1.1		14.5	23.7	61.8		0.2	99.2	0.6		23.9	54.3	21.7		
PHF	.767	.966	.550	.958	.550	.375	.653	.543	.438	.957	.594	.961	.458	.568	.625	.676	.943

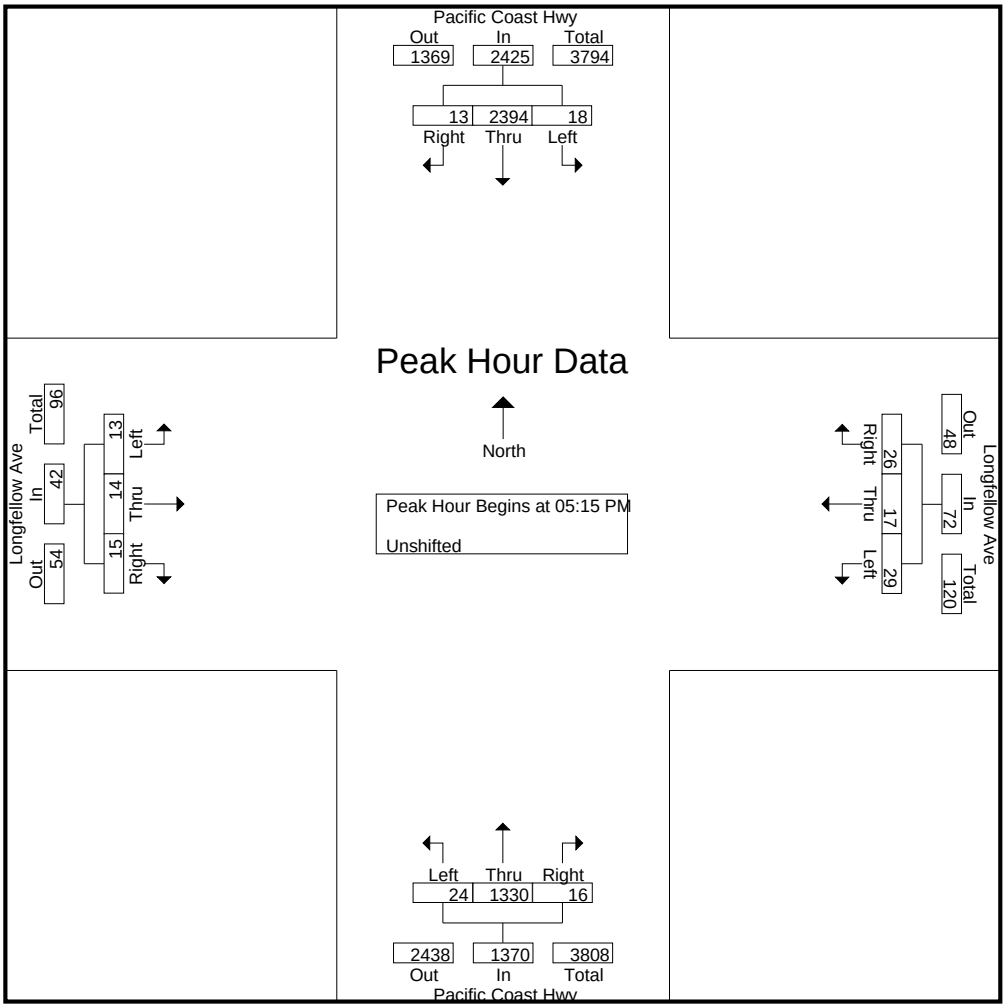


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Longfellow
Site Code : 00000000
Start Date : 3/2/2016
Page No : 3

	Pacific Coast Hwy Southbound				Longfellow Ave Westbound				Pacific Coast Hwy Northbound				Longfellow Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**6**	**624**	3	**633**	6	5	6	17	5	312	**8**	325	**6**	4	4	**14**	989
05:30 PM	5	593	**4**	602	7	**6**	**7**	**20**	**10**	**363**	1	**374**	4	**5**	2	11	**1007**
05:45 PM	3	612	4	619	6	3	6	15	5	325	3	333	1	3	**6**	10	977
06:00 PM	4	565	2	571	**10**	3	7	20	4	330	4	338	2	2	3	7	936
Total Volume	18	2394	13	2425	29	17	26	72	24	1330	16	1370	13	14	15	42	3909
% App. Total	0.7	98.7	0.5		40.3	23.6	36.1		1.8	97.1	1.2		31	33.3	35.7		
PHF	.750	.959	.813	.958	.725	.708	.929	.900	.600	.916	.500	.916	.542	.700	.625	.750	.970



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Longfellow_BP
Site Code : 00000000
Start Date : 3/2/2016
Page No : 1

Groups Printed- Bank 1

	Pacific Coast Hwy Southbound		Longfellow Ave Westbound		Pacific Coast Hwy Northbound		Longfellow Ave Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	0	0	6	0	1	0	0	7
07:15 AM	0	2	0	7	0	1	0	1	11
07:30 AM	0	4	0	6	0	4	0	2	16
07:45 AM	0	0	0	13	0	0	1	1	15
Total	0	6	0	32	0	6	1	4	49
08:00 AM	0	3	0	6	0	1	0	1	11
08:15 AM	0	2	0	12	0	4	0	3	21
08:30 AM	0	1	0	9	0	3	0	4	17
08:45 AM	0	1	0	14	0	2	0	2	19
Total	0	7	0	41	0	10	0	10	68
04:00 PM	0	4	0	4	0	3	0	1	12
04:15 PM	0	1	0	3	0	2	0	0	6
04:30 PM	0	0	0	15	0	0	1	1	17
04:45 PM	0	6	0	5	1	2	0	0	14
Total	0	11	0	27	1	7	1	2	49
05:00 PM	0	1	0	17	0	4	0	2	24
05:15 PM	0	1	0	5	0	0	0	2	8
05:30 PM	0	4	0	14	0	4	0	0	22
05:45 PM	0	0	0	12	0	3	0	3	18
Total	0	6	0	48	0	11	0	7	72
06:00 PM	0	1	1	10	0	4	0	3	19
06:15 PM	0	1	0	7	0	0	0	0	8
06:30 PM	0	0	0	1	0	0	0	0	1
06:45 PM	0	0	0	2	0	0	0	1	3
Total	0	2	1	20	0	4	0	4	31
Grand Total	0	32	1	168	1	38	2	27	269
Apprch %	0	100	0.6	99.4	2.6	97.4	6.9	93.1	
Total %	0	11.9	0.4	62.5	0.4	14.1	0.7	10	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Longfellow_BP
Site Code : 00000000
Start Date : 3/2/2016
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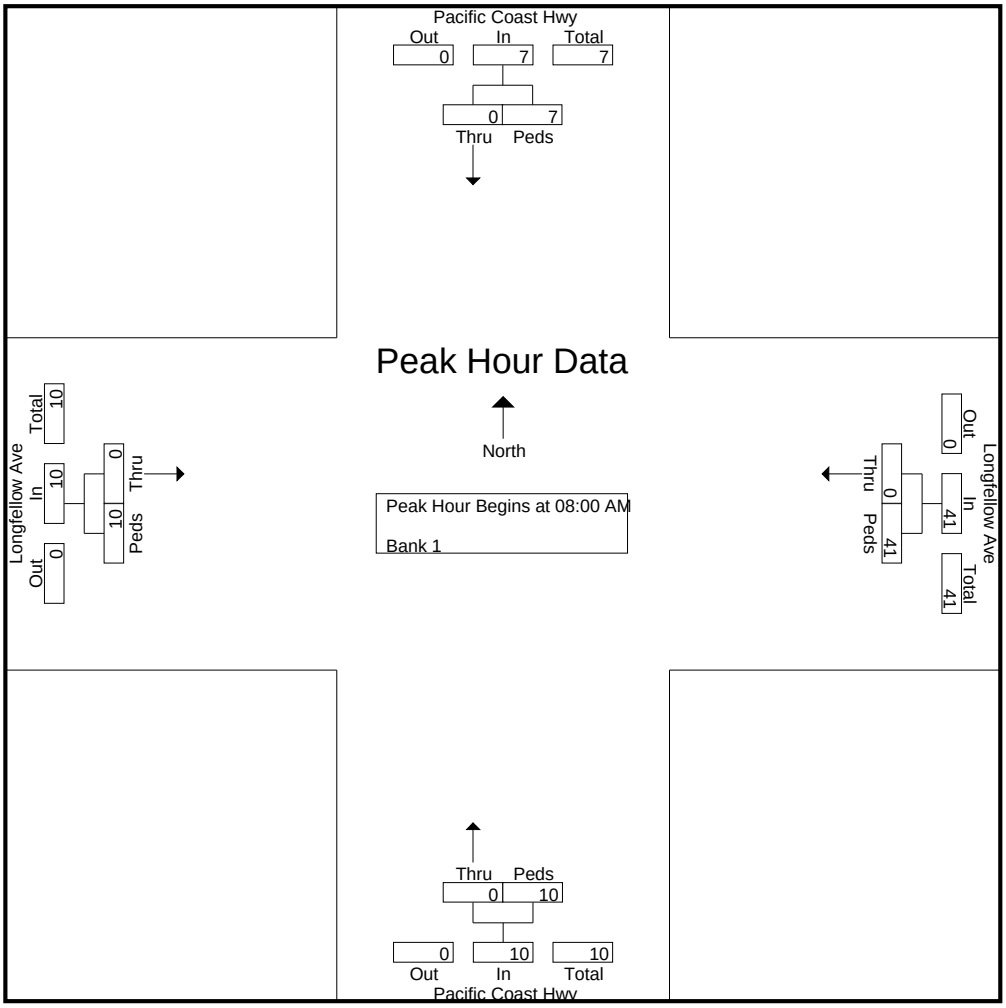
	Pacific Coast Hwy Southbound			Longfellow Ave Westbound			Pacific Coast Hwy Northbound			Longfellow Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	**3**	**3**	0	6	6	0	1	1	0	1	1	11
08:15 AM	0	2	2	0	12	12	0	**4**	**4**	0	3	3	**21**
08:30 AM	0	1	1	0	9	9	0	3	3	0	**4**	**4**	17
08:45 AM	0	1	1	0	**14**	**14**	0	2	2	0	2	2	19
Total Volume	0	7	7	0	41	41	0	10	10	0	10	10	68
% App. Total	0	100		0	100		0	100		0	100		
PHF	.000	.583	.583	.000	.732	.732	.000	.625	.625	.000	.625	.625	.810



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Longfellow_BP
Site Code : 00000000
Start Date : 3/2/2016
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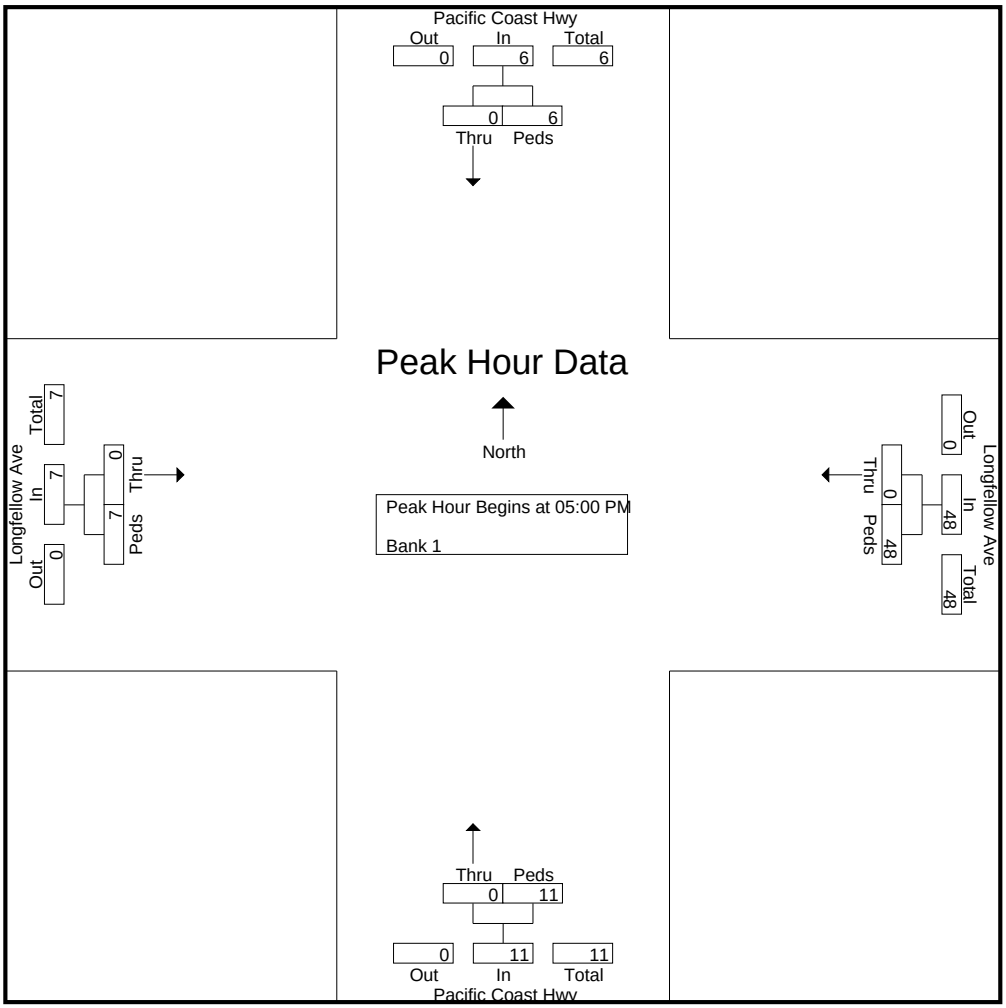
	Pacific Coast Hwy Southbound			Longfellow Ave Westbound			Pacific Coast Hwy Northbound			Longfellow Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	1	1	0	**17**	**17**	0	**4**	**4**	0	2	2	**24**
05:15 PM	0	1	1	0	5	5	0	0	0	0	2	2	8
05:30 PM	0	**4**	**4**	0	14	14	0	4	4	0	0	0	22
05:45 PM	0	0	0	0	12	12	0	3	3	0	**3**	**3**	18
Total Volume	0	6	6	0	48	48	0	11	11	0	7	7	72
% App. Total	0	100		0	100		0	100		0	100		
PHF	.000	.375	.375	.000	.706	.706	.000	.688	.688	.000	.583	.583	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_30th
Site Code : 00000000
Start Date : 3/2/2016
Page No : 1

Groups Printed- Unshifted

	Pacific Coast Hwy Southbound			Westbound			Pacific Coast Hwy Northbound			30th Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	157	4	0	0	0	9	757	0	1	0	7	935
07:15 AM	0	180	2	0	0	0	9	720	0	0	0	8	919
07:30 AM	0	244	9	0	0	0	9	794	0	1	0	9	1066
07:45 AM	0	224	11	0	0	0	18	790	0	2	0	16	1061
Total	0	805	26	0	0	0	45	3061	0	4	0	40	3981
08:00 AM	0	220	9	0	0	0	13	737	0	0	0	11	990
08:15 AM	0	237	8	0	0	0	7	721	0	0	0	17	990
08:30 AM	0	257	6	0	0	0	15	730	0	1	0	15	1024
08:45 AM	0	257	5	0	0	0	13	655	0	1	0	18	949
Total	0	971	28	0	0	0	48	2843	0	2	0	61	3953
04:00 PM	0	527	1	0	0	0	2	347	0	3	0	15	895
04:15 PM	0	598	1	0	0	0	2	343	0	0	0	7	951
04:30 PM	0	589	4	0	0	0	1	344	0	2	0	10	950
04:45 PM	0	605	0	0	0	0	2	313	0	1	0	10	931
Total	0	2319	6	0	0	0	7	1347	0	6	0	42	3727
05:00 PM	0	569	2	0	0	0	0	355	0	0	0	14	940
05:15 PM	0	631	3	0	0	0	1	322	0	1	0	15	973
05:30 PM	0	599	3	0	0	0	3	370	0	2	0	20	997
05:45 PM	0	628	2	0	0	0	1	332	0	1	0	13	977
Total	0	2427	10	0	0	0	5	1379	0	4	0	62	3887
06:00 PM	0	585	1	0	0	0	0	332	0	3	0	9	930
06:15 PM	0	659	1	0	0	0	5	269	0	3	0	11	948
06:30 PM	0	618	3	0	0	0	3	329	0	0	0	8	961
06:45 PM	0	602	7	0	0	0	2	301	0	0	0	7	919
Total	0	2464	12	0	0	0	10	1231	0	6	0	35	3758
Grand Total	0	8986	82	0	0	0	115	9861	0	22	0	240	19306
Apprch %	0	99.1	0.9	0	0	0	1.2	98.8	0	8.4	0	91.6	
Total %	0	46.5	0.4	0	0	0	0.6	51.1	0	0.1	0	1.2	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_30th
Site Code : 00000000
Start Date : 3/2/2016
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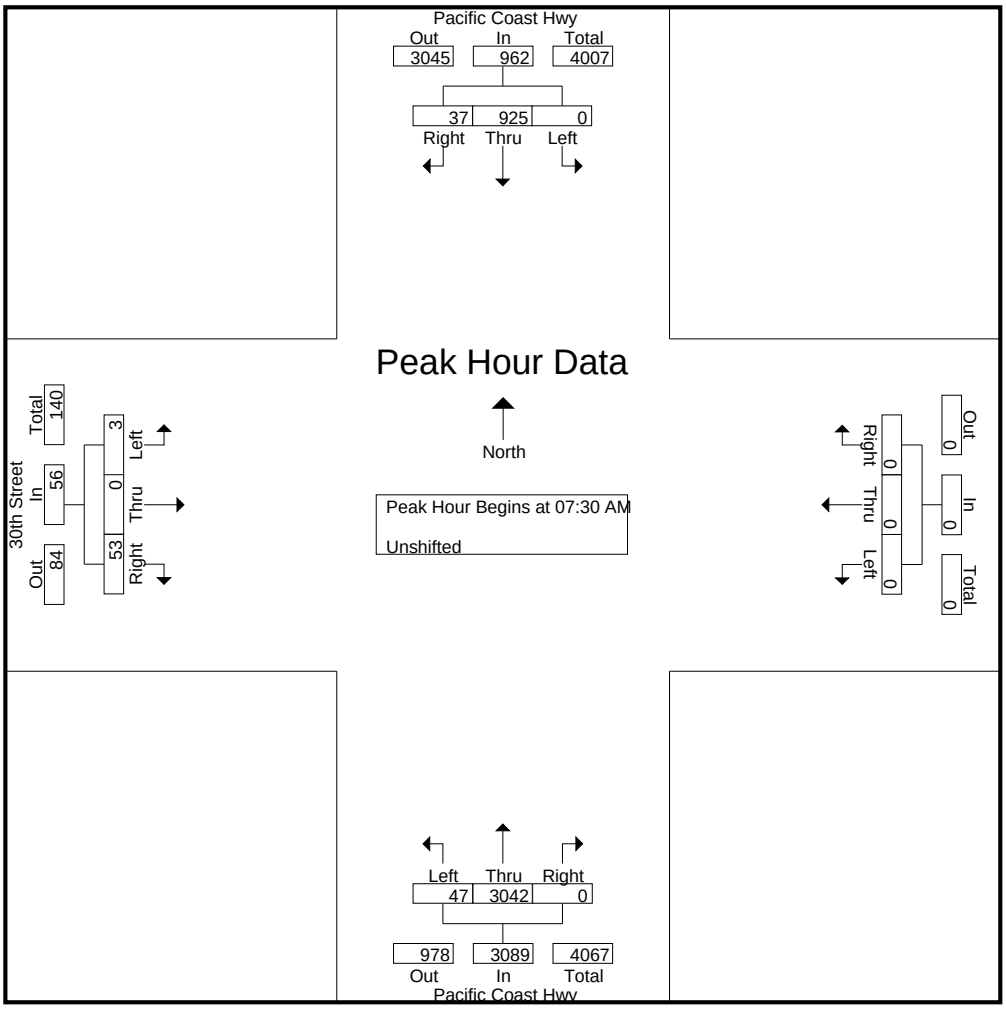
	Pacific Coast Hwy Southbound				Westbound				Pacific Coast Hwy Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**244**	9	**253**	0	0	0	0	9	**794**	0	803	1	0	9	10	**1066**
07:45 AM	0	224	**11**	235	0	0	0	0	**18**	790	0	**808**	**2**	0	16	**18**	1061
08:00 AM	0	220	9	229	0	0	0	0	13	737	0	750	0	0	11	11	990
08:15 AM	0	237	8	245	0	0	0	0	7	721	0	728	0	0	**17**	17	990
Total Volume	0	925	37	962	0	0	0	0	47	3042	0	3089	3	0	53	56	4107
% App. Total	0	96.2	3.8		0	0	0		1.5	98.5	0		5.4	0	94.6		
PHF	.000	.948	.841	.951	.000	.000	.000	.000	.653	.958	.000	.956	.375	.000	.779	.778	.963



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_30th
Site Code : 00000000
Start Date : 3/2/2016
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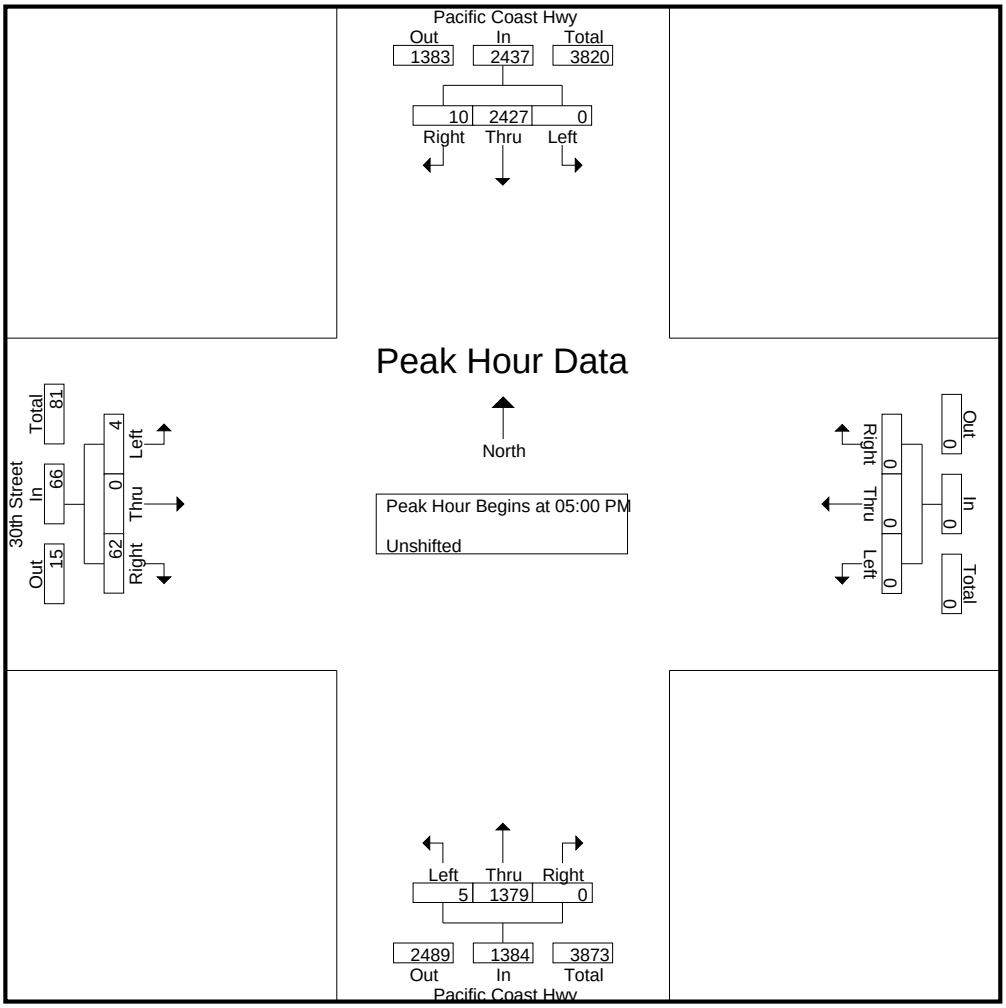
	Pacific Coast Hwy Southbound				Westbound				Pacific Coast Hwy Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	569	2	571	0	0	0	0	0	355	0	355	0	0	14	14	940
05:15 PM	0	**631**	**3**	**634**	0	0	0	0	1	322	0	323	1	0	15	16	973
05:30 PM	0	599	3	602	0	0	0	0	**3**	**370**	0	**373**	**2**	0	**20**	**22**	**997**
05:45 PM	0	628	2	630	0	0	0	0	1	332	0	333	1	0	13	14	977
Total Volume	0	2427	10	2437	0	0	0	0	5	1379	0	1384	4	0	62	66	3887
% App. Total	0	99.6	0.4		0	0	0		0.4	99.6	0		6.1	0	93.9		
PHF	.000	.962	.833	.961	.000	.000	.000	.000	.417	.932	.000	.928	.500	.000	.775	.750	.975



CITY TRAFFIC COUNTERS

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File Name : PacificCoastHwy_30th_BP
Site Code : 00000000
Start Date : 3/2/2016
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Groups Printed- Bank 1

	Pacific Coast Hwy Southbound		Westbound		Pacific Coast Hwy Northbound		30th Street Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:30 AM	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	2	0	0	0	0	2
Total	0	0	1	3	0	0	0	0	4
08:00 AM	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	2	0	0	0	0	2
Total	0	0	0	5	0	0	0	0	5
04:15 PM	0	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	3	0	0	0	0	3
04:45 PM	0	0	0	1	0	0	0	0	1
Total	0	0	0	5	0	0	0	0	5
05:15 PM	0	0	0	3	0	0	0	0	3
05:30 PM	0	0	0	3	0	0	0	0	3
05:45 PM	0	0	0	2	0	0	0	0	2
Total	0	0	0	8	0	0	0	0	8
06:00 PM	0	0	1	4	0	0	0	0	5
Total	0	0	1	4	0	0	0	0	5
Grand Total	0	0	2	25	0	0	0	0	27
Apprch %	0	0	7.4	92.6	0	0	0	0	
Total %	0	0	7.4	92.6	0	0	0	0	

CITY TRAFFIC COUNTERS

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File Name : PacificCoastHwy_30th_BP
Site Code : 00000000
Start Date : 3/2/2016
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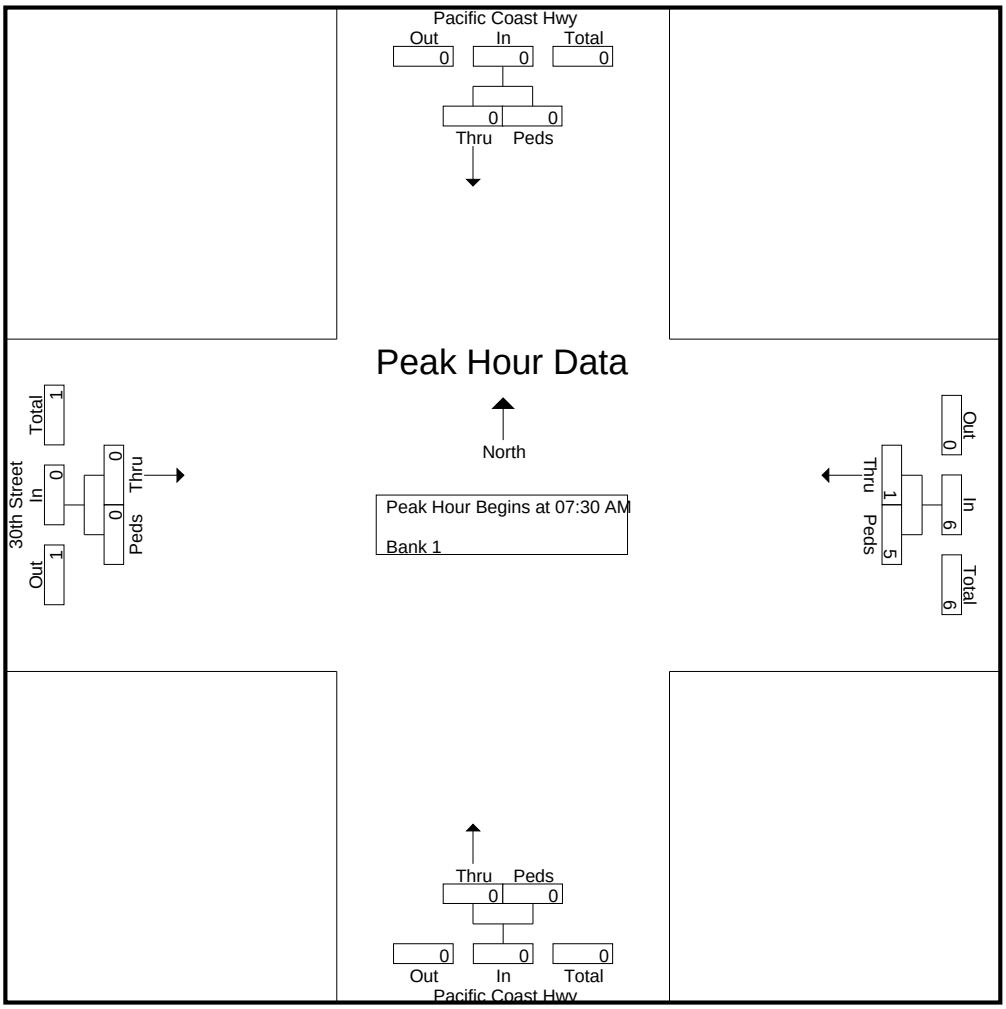
	Pacific Coast Hwy Southbound			Westbound			Pacific Coast Hwy Northbound			30th Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	**1**	1	**2**	0	0	0	0	0	0	**2**
07:45 AM	0	0	0	0	**2**	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	1	5	6	0	0	0	0	0	0	6
% App. Total	0	0		16.7	83.3		0	0		0	0		
PHF	.000	.000	.000	.250	.625	.750	.000	.000	.000	.000	.000	.000	.750

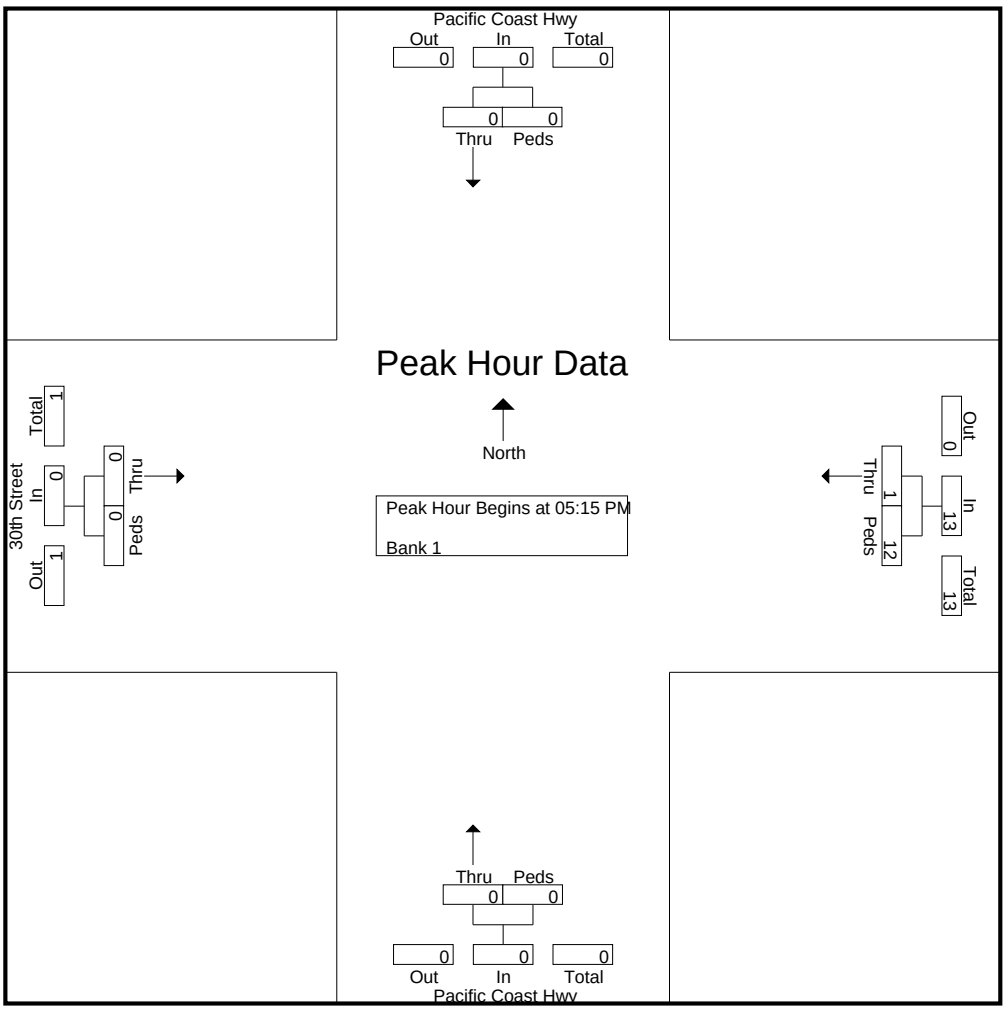


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_30th_BP
Site Code : 00000000
Start Date : 3/2/2016
Page No : 3

	Pacific Coast Hwy Southbound			Westbound			Pacific Coast Hwy Northbound			30th Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:15 PM													
05:15 PM	0	0	0	0	3	3	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	3	3	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	2	2	0	0	0	0	0	0	2
06:00 PM	0	0	0	**1**	**4**	**5**	0	0	0	0	0	0	**5**
Total Volume	0	0	0	1	12	13	0	0	0	0	0	0	13
% App. Total	0	0		7.7	92.3		0	0		0	0		
PHF	.000	.000	.000	.250	.750	.650	.000	.000	.000	.000	.000	.000	.650



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Keats
Site Code : 00000000
Start Date : 3/2/2016
Page No : 1

Groups Printed- Unshifted

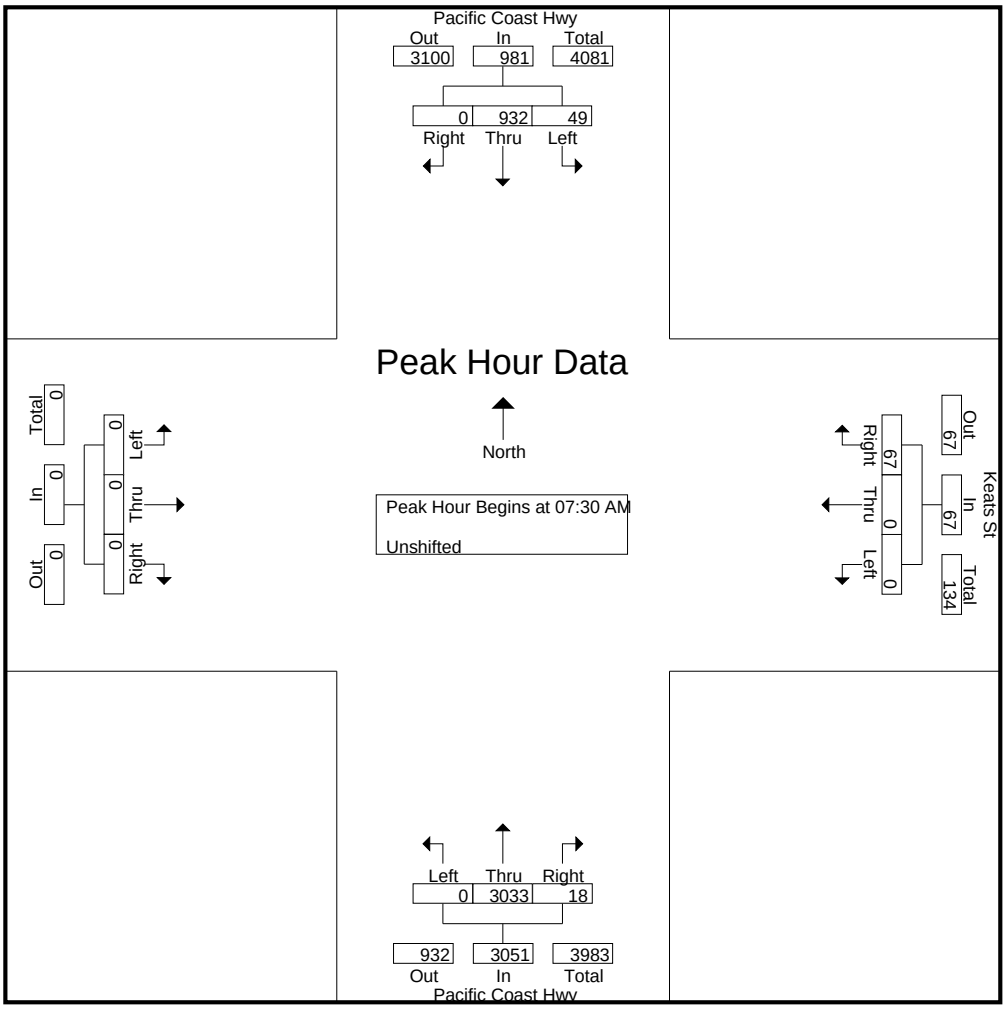
	Pacific Coast Hwy Southbound			Keats St Westbound			Pacific Coast Hwy Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	8	155	0	0	0	6	0	767	1	0	0	0	937
07:15 AM	4	187	0	0	0	7	0	715	3	0	0	0	916
07:30 AM	15	231	0	0	0	13	0	791	3	0	0	0	1053
07:45 AM	21	225	0	0	0	30	0	782	9	0	0	0	1067
Total	48	798	0	0	0	56	0	3055	16	0	0	0	3973
08:00 AM	7	229	0	0	0	14	0	740	3	0	0	0	993
08:15 AM	6	247	0	0	0	10	0	720	3	0	0	0	986
08:30 AM	4	274	0	0	0	10	0	739	1	0	0	0	1028
08:45 AM	5	276	0	0	0	8	0	665	6	0	0	0	960
Total	22	1026	0	0	0	42	0	2864	13	0	0	0	3967
04:00 PM	0	537	0	1	0	12	0	344	7	0	0	0	901
04:15 PM	2	600	0	0	0	16	0	335	8	0	0	0	961
04:30 PM	3	587	0	0	0	12	0	330	13	0	0	0	945
04:45 PM	1	618	0	0	0	11	0	310	8	0	0	0	948
Total	6	2342	0	1	0	51	0	1319	36	0	0	0	3755
05:00 PM	0	592	0	0	0	14	0	339	8	0	0	0	953
05:15 PM	1	640	0	0	0	16	0	313	7	0	0	0	977
05:30 PM	1	620	0	0	0	15	0	363	3	0	0	0	1002
05:45 PM	1	648	0	0	0	7	0	329	6	0	0	0	991
Total	3	2500	0	0	0	52	0	1344	24	0	0	0	3923
06:00 PM	0	590	0	1	0	11	0	322	6	0	0	0	930
06:15 PM	3	661	0	0	0	18	0	253	4	0	0	0	939
06:30 PM	2	618	0	0	0	15	0	313	7	0	0	0	955
06:45 PM	5	616	0	0	0	13	0	286	5	0	0	0	925
Total	10	2485	0	1	0	57	0	1174	22	0	0	0	3749
Grand Total	89	9151	0	2	0	258	0	9756	111	0	0	0	19367
Apprch %	1	99	0	0.8	0	99.2	0	98.9	1.1	0	0	0	
Total %	0.5	47.3	0	0	0	1.3	0	50.4	0.6	0	0	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Keats
Site Code : 00000000
Start Date : 3/2/2016
Page No : 2

	Pacific Coast Hwy Southbound				Keats St Westbound				Pacific Coast Hwy Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	231	0	246	0	0	13	13	0	**791**	3	**794**	0	0	0	0	1053
07:45 AM	**21**	225	0	246	0	0	**30**	**30**	0	782	**9**	791	0	0	0	0	**1067**
08:00 AM	7	229	0	236	0	0	14	14	0	740	3	743	0	0	0	0	993
08:15 AM	6	**247**	0	**253**	0	0	10	10	0	720	3	723	0	0	0	0	986
Total Volume	49	932	0	981	0	0	67	67	0	3033	18	3051	0	0	0	0	4099
% App. Total	5	95	0		0	0	100		0	99.4	0.6		0	0	0		
PHF	.583	.943	.000	.969	.000	.000	.558	.558	.000	.959	.500	.961	.000	.000	.000	.000	.960

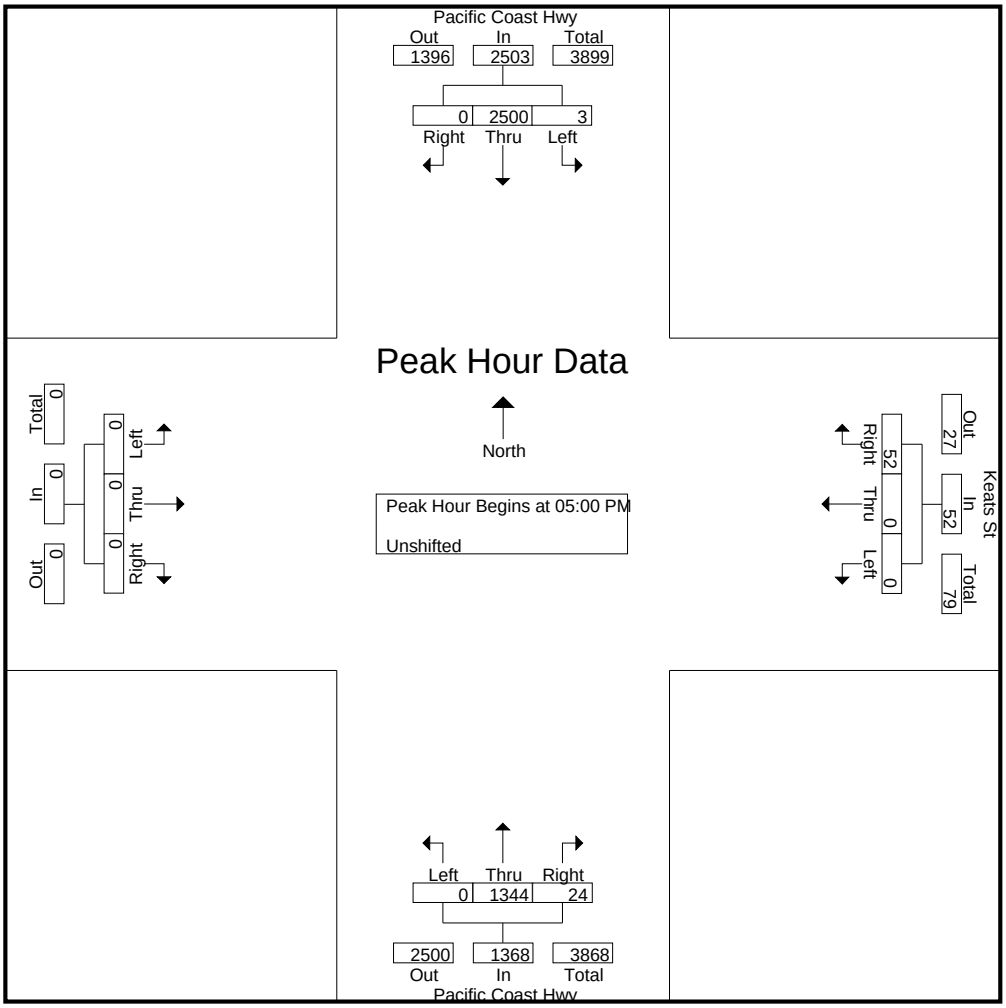


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Keats
Site Code : 00000000
Start Date : 3/2/2016
Page No : 3

	Pacific Coast Hwy Southbound				Keats St Westbound				Pacific Coast Hwy Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	592	0	592	0	0	14	14	0	339	**8**	347	0	0	0	0	953
05:15 PM	**1**	640	0	641	0	0	**16**	**16**	0	313	7	320	0	0	0	0	977
05:30 PM	1	620	0	621	0	0	15	15	0	**363**	3	**366**	0	0	0	0	**1002**
05:45 PM	1	**648**	0	**649**	0	0	7	7	0	329	6	335	0	0	0	0	991
Total Volume	3	2500	0	2503	0	0	52	52	0	1344	24	1368	0	0	0	0	3923
% App. Total	0.1	99.9	0		0	0	100		0	98.2	1.8		0	0	0		
PHF	.750	.965	.000	.964	.000	.000	.813	.813	.000	.926	.750	.934	.000	.000	.000	.000	.979



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Keats_BP
Site Code : 00000000
Start Date : 3/2/2016
Page No : 1

Groups Printed- Bank 1

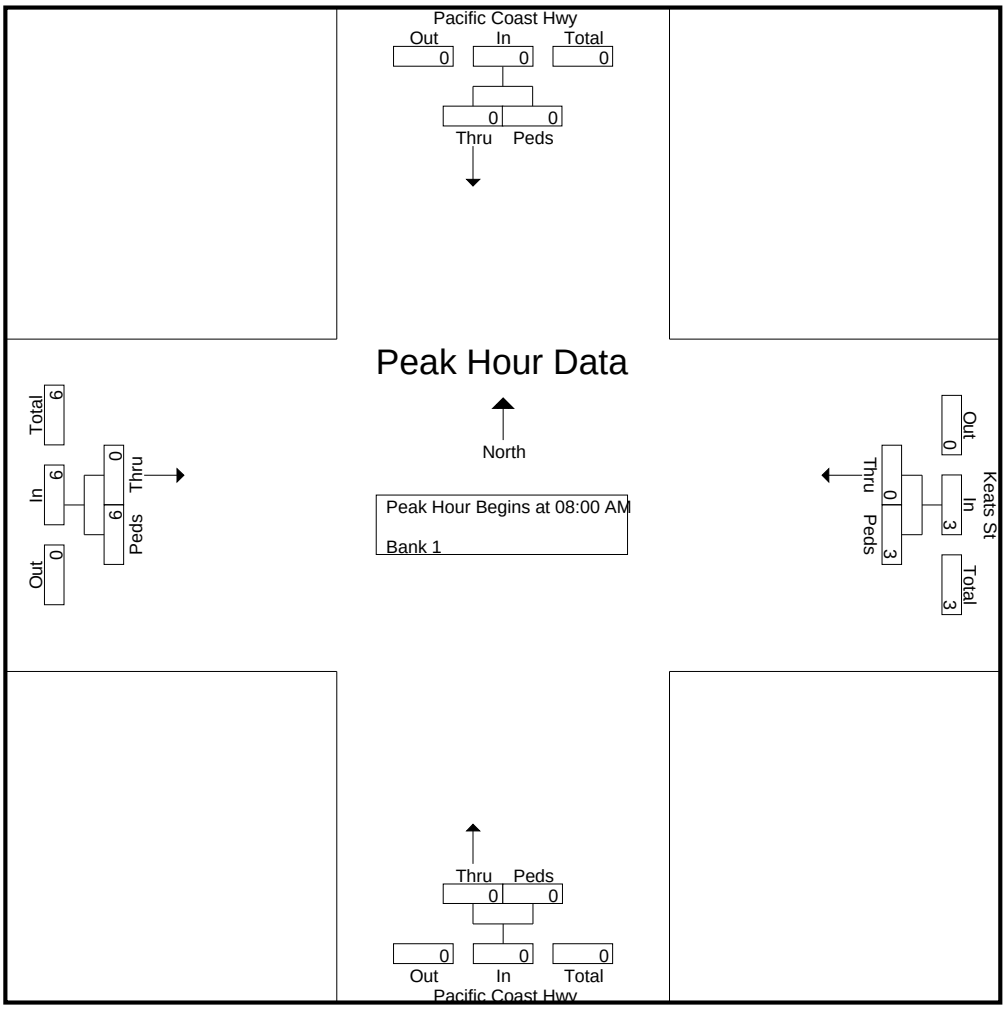
	Pacific Coast Hwy Southbound		Keats St Westbound		Pacific Coast Hwy Northbound		Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:15 AM	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	1	0	0	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	1	1
Total	0	0	1	0	0	0	0	3	4
08:00 AM	0	0	0	1	0	0	0	1	2
08:30 AM	0	0	0	1	0	0	0	2	3
08:45 AM	0	0	0	1	0	0	0	3	4
Total	0	0	0	3	0	0	0	6	9
04:00 PM	1	0	1	1	0	0	0	0	3
04:15 PM	0	0	0	1	0	0	0	3	4
04:30 PM	0	0	0	3	0	0	1	2	6
04:45 PM	0	0	2	1	0	0	0	2	5
Total	1	0	3	6	0	0	1	7	18
05:00 PM	0	0	0	0	0	0	0	22	22
05:15 PM	0	0	0	3	0	0	0	1	4
05:30 PM	0	0	0	3	0	0	0	0	3
05:45 PM	0	0	0	6	0	0	0	21	27
Total	0	0	0	12	0	0	0	44	56
06:00 PM	0	0	1	3	0	0	0	1	5
06:15 PM	0	0	0	1	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	1	1
Total	0	0	1	4	0	0	0	2	7
Grand Total	1	0	5	25	0	0	1	62	94
Apprch %	100	0	16.7	83.3	0	0	1.6	98.4	
Total %	1.1	0	5.3	26.6	0	0	1.1	66	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Keats_BP
Site Code : 00000000
Start Date : 3/2/2016
Page No : 2

	Pacific Coast Hwy Southbound			Keats St Westbound			Pacific Coast Hwy Northbound			Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	**1**	**1**	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	1	0	0	0	0	2	2	3
08:45 AM	0	0	0	0	1	1	0	0	0	0	**3**	**3**	**4**
Total Volume	0	0	0	0	3	3	0	0	0	0	6	6	9
% App. Total	0	0		0	100		0	0		0	100		
PHF	.000	.000	.000	.000	.750	.750	.000	.000	.000	.000	.500	.500	.563

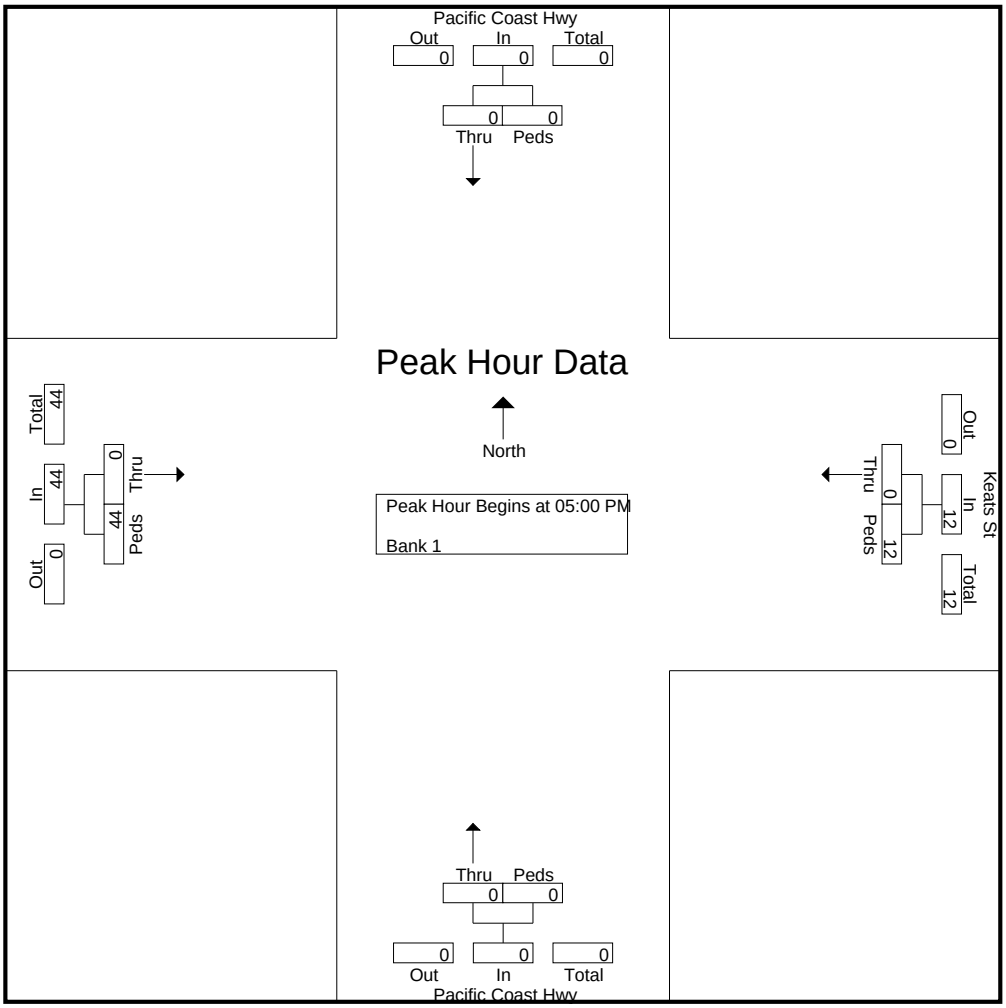


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Keats_BP
Site Code : 00000000
Start Date : 3/2/2016
Page No : 3

	Pacific Coast Hwy Southbound			Keats St Westbound			Pacific Coast Hwy Northbound			Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	0	0	0	0	**22**	**22**	22
05:15 PM	0	0	0	0	3	3	0	0	0	0	1	1	4
05:30 PM	0	0	0	0	3	3	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	**6**	**6**	0	0	0	0	21	21	**27**
Total Volume	0	0	0	0	12	12	0	0	0	0	44	44	56
% App. Total	0	0		0	100		0	0		0	100		
PHF	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.500	.500	.519



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Tennyson
Site Code : 00000000
Start Date : 3/2/2016
Page No : 1

Groups Printed- Unshifted

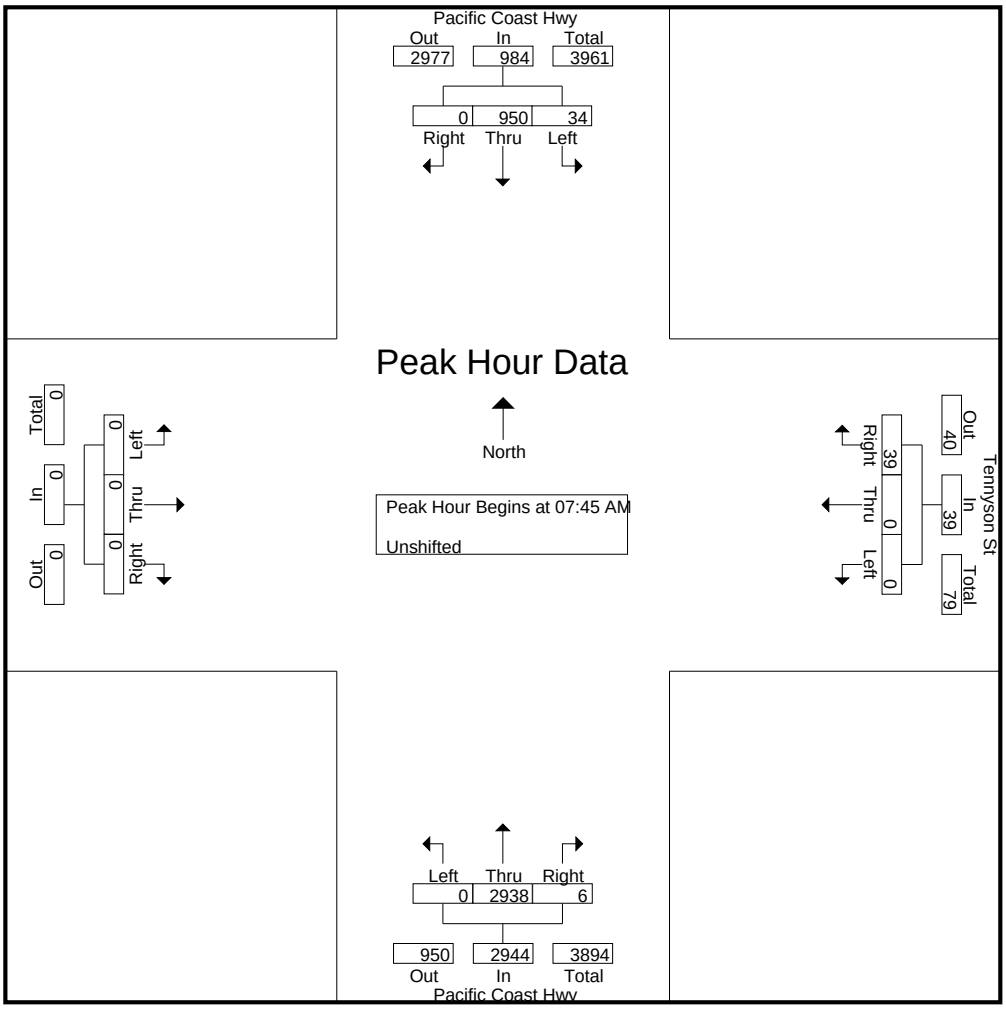
	Pacific Coast Hwy Southbound			Tennyson St Westbound			Pacific Coast Hwy Northbound			Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	4	156	0	1	0	14	0	771	1	0	0	0	947
07:15 AM	3	186	0	0	0	6	0	698	1	0	0	0	894
07:30 AM	4	223	0	0	0	8	0	776	1	0	0	0	1012
07:45 AM	12	218	0	0	0	15	0	771	3	0	0	0	1019
Total	23	783	0	1	0	43	0	3016	6	0	0	0	3872
08:00 AM	8	212	0	0	0	11	0	726	2	0	0	0	959
08:15 AM	8	245	0	0	0	8	0	710	1	0	0	0	972
08:30 AM	6	275	0	0	0	5	0	731	0	0	0	0	1017
08:45 AM	9	266	0	0	0	10	0	644	6	0	0	0	935
Total	31	998	0	0	0	34	0	2811	9	0	0	0	3883
04:00 PM	9	526	0	0	0	11	0	335	8	0	0	0	889
04:15 PM	11	584	0	1	0	7	0	324	5	0	0	0	932
04:30 PM	24	564	0	0	0	17	0	318	6	0	0	0	929
04:45 PM	24	598	0	2	0	16	0	292	9	0	0	0	941
Total	68	2272	0	3	0	51	0	1269	28	0	0	0	3691
05:00 PM	10	591	0	2	0	13	0	325	3	0	0	0	944
05:15 PM	12	630	0	2	0	9	0	301	2	0	0	0	956
05:30 PM	20	589	0	2	0	15	0	349	3	0	0	0	978
05:45 PM	16	626	0	1	0	13	0	312	9	0	0	0	977
Total	58	2436	0	7	0	50	0	1287	17	0	0	0	3855
06:00 PM	13	582	0	0	0	10	0	324	9	0	0	0	938
06:15 PM	19	639	0	2	0	9	0	243	9	0	0	0	921
06:30 PM	21	589	0	0	0	12	0	311	5	0	0	0	938
06:45 PM	12	607	0	1	0	10	0	279	2	0	0	0	911
Total	65	2417	0	3	0	41	0	1157	25	0	0	0	3708
Grand Total	245	8906	0	14	0	219	0	9540	85	0	0	0	19009
Apprch %	2.7	97.3	0	6	0	94	0	99.1	0.9	0	0	0	
Total %	1.3	46.9	0	0.1	0	1.2	0	50.2	0.4	0	0	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Tennyson
Site Code : 00000000
Start Date : 3/2/2016
Page No : 2

	Pacific Coast Hwy Southbound				Tennyson St Westbound				Pacific Coast Hwy Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**12**	218	0	230	0	0	**15**	**15**	0	**771**	**3**	**774**	0	0	0	0	**1019**
08:00 AM	8	212	0	220	0	0	11	11	0	726	2	728	0	0	0	0	959
08:15 AM	8	245	0	253	0	0	8	8	0	710	1	711	0	0	0	0	972
08:30 AM	6	**275**	0	**281**	0	0	5	5	0	731	0	731	0	0	0	0	1017
Total Volume	34	950	0	984	0	0	39	39	0	2938	6	2944	0	0	0	0	3967
% App. Total	3.5	96.5	0		0	0	100		0	99.8	0.2		0	0	0		
PHF	.708	.864	.000	.875	.000	.000	.650	.650	.000	.953	.500	.951	.000	.000	.000	.000	.973

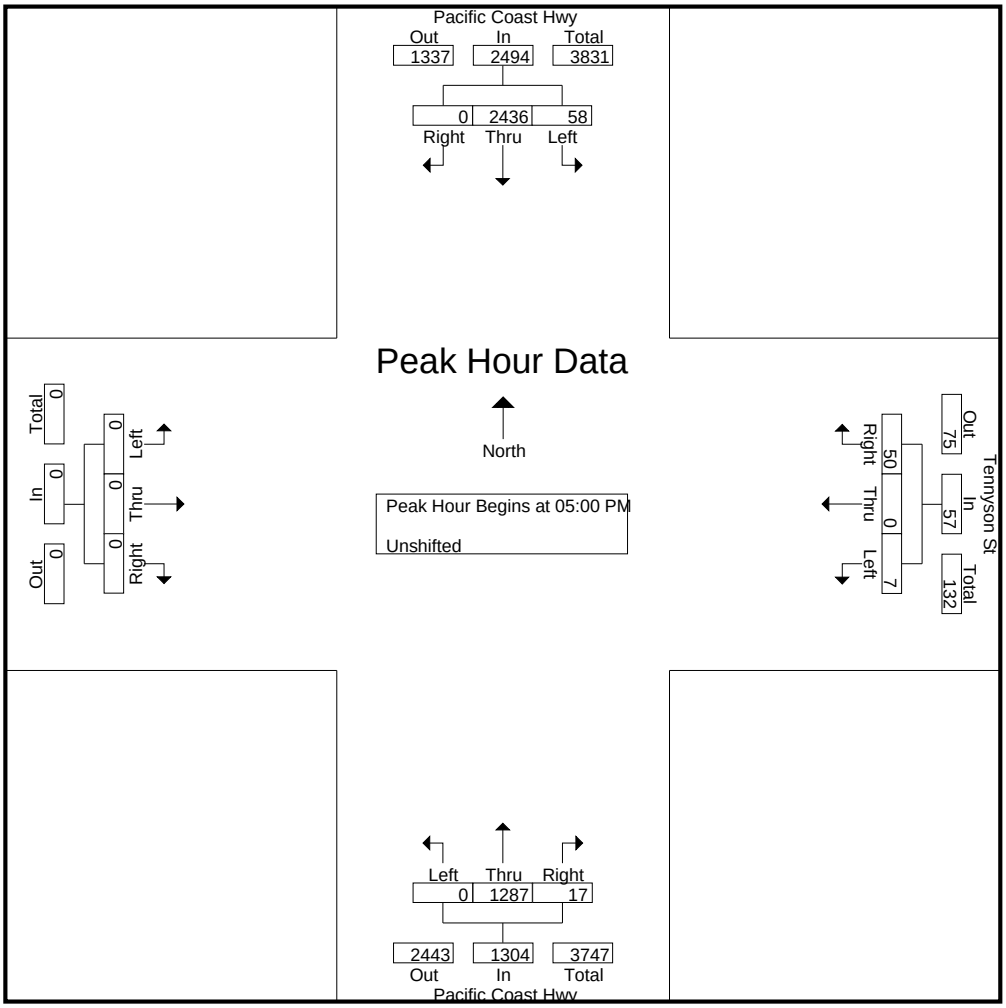


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Tennyson
Site Code : 00000000
Start Date : 3/2/2016
Page No : 3

	Pacific Coast Hwy Southbound				Tennyson St Westbound				Pacific Coast Hwy Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	591	0	601	**2**	0	13	15	0	325	3	328	0	0	0	0	944
05:15 PM	12	**630**	0	**642**	2	0	9	11	0	301	2	303	0	0	0	0	956
05:30 PM	**20**	589	0	609	2	0	**15**	**17**	0	**349**	3	**352**	0	0	0	0	**978**
05:45 PM	16	626	0	642	1	0	13	14	0	312	**9**	321	0	0	0	0	977
Total Volume	58	2436	0	2494	7	0	50	57	0	1287	17	1304	0	0	0	0	3855
% App. Total	2.3	97.7	0		12.3	0	87.7		0	98.7	1.3		0	0	0		
PHF	.725	.967	.000	.971	.875	.000	.833	.838	.000	.922	.472	.926	.000	.000	.000	.000	.985



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Tennyson_BP
Site Code : 00000000
Start Date : 3/2/2016
Page No : 1

Groups Printed- Bank 1

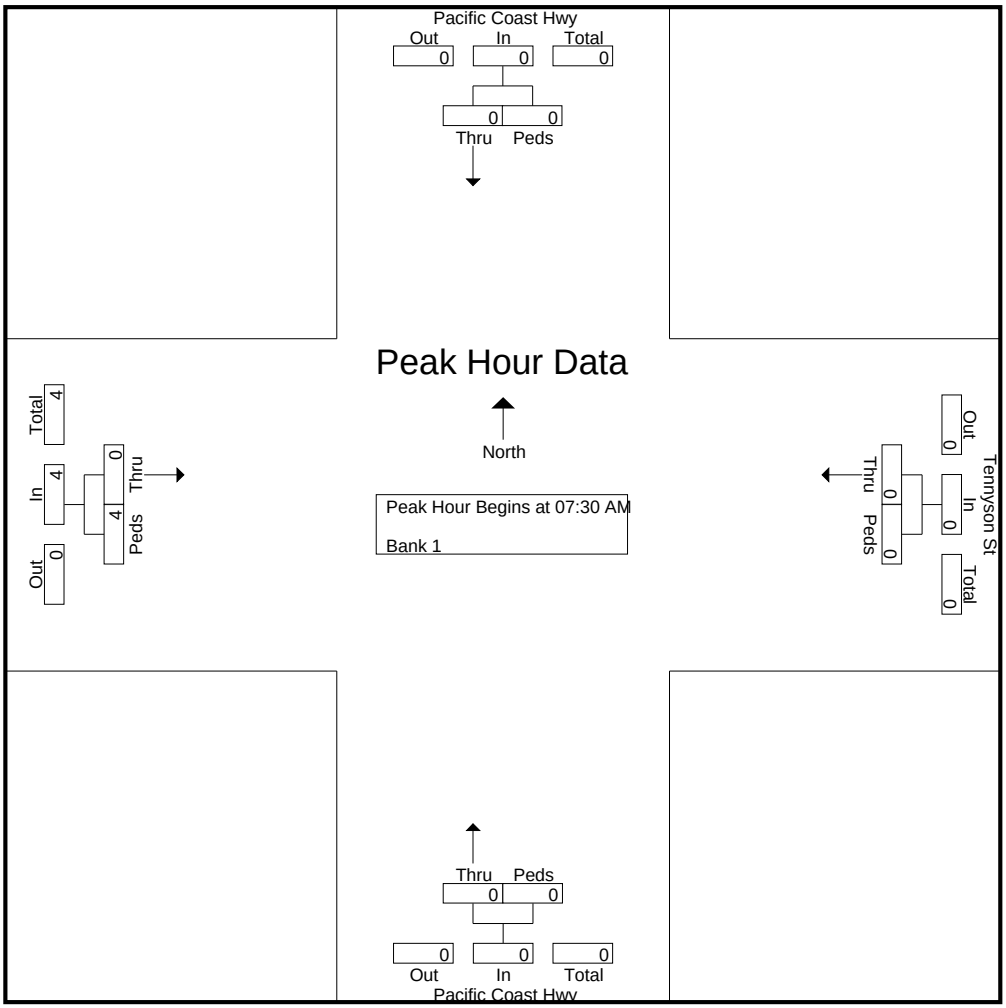
	Pacific Coast Hwy Southbound		Tennyson St Westbound		Pacific Coast Hwy Northbound		Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:15 AM	0	0	0	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	3	3
08:15 AM	0	0	0	0	0	0	0	3	3
08:45 AM	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	4	4
04:15 PM	0	0	0	0	0	0	1	7	8
04:30 PM	0	0	0	0	0	0	0	4	4
04:45 PM	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	1	12	13
05:00 PM	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	6	6
06:00 PM	0	0	0	0	0	0	0	2	2
06:30 PM	0	0	0	0	0	1	0	0	1
06:45 PM	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	1	0	4	5
Grand Total	0	0	0	0	0	1	1	29	31
Apprch %	0	0	0	0	0	100	3.3	96.7	
Total %	0	0	0	0	0	3.2	3.2	93.5	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Tennyson_BP
Site Code : 00000000
Start Date : 3/2/2016
Page No : 2

	Pacific Coast Hwy Southbound			Tennyson St Westbound			Pacific Coast Hwy Northbound			Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**3**
Total Volume	0	0	0	0	0	0	0	0	0	0	4	4	4
% App. Total	0	0		0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333	.333	.333



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Tennyson_BP
Site Code : 00000000
Start Date : 3/2/2016
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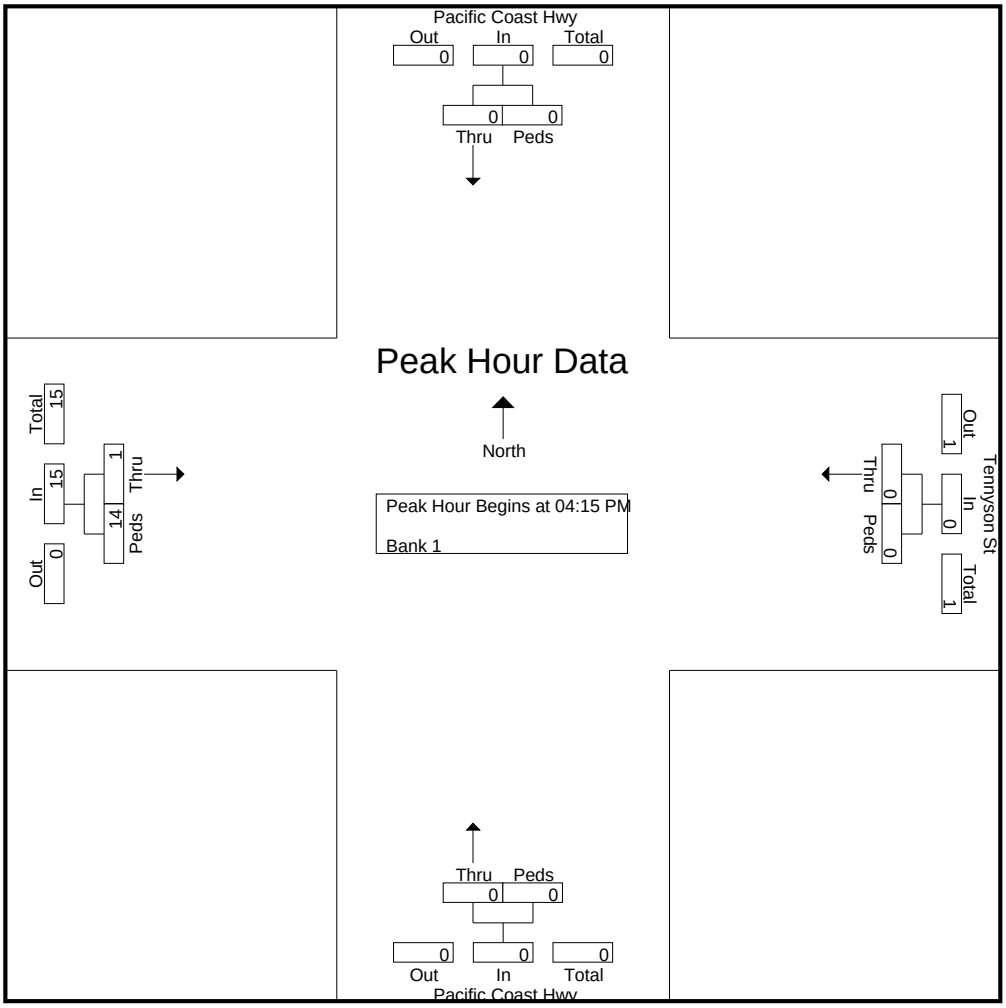
	Pacific Coast Hwy Southbound			Tennyson St Westbound			Pacific Coast Hwy Northbound			Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	**7**	**8**	**8**
04:30 PM	0	0	0	0	0	0	0	0	0	0	4	4	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	2
Total Volume	0	0	0	0	0	0	0	0	0	1	14	15	15
% App. Total	0	0		0	0		0	0		6.7	93.3		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.469	.469



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Gould-Artesia
Site Code : 00000000
Start Date : 3/2/2016
Page No : 1

Groups Printed- Unshifted

	Pacific Coast Hwy Southbound			Artesia Blvd Westbound			Pacific Coast Hwy Northbound			Gould Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	24	126	5	46	81	107	2	670	28	10	65	6	1170
07:15 AM	38	141	6	45	103	130	0	555	32	7	57	10	1124
07:30 AM	44	156	8	34	78	115	2	643	40	10	74	8	1212
07:45 AM	60	147	8	60	139	181	8	579	45	28	122	15	1392
Total	166	570	27	185	401	533	12	2447	145	55	318	39	4898
08:00 AM	42	168	9	54	118	127	19	589	34	22	75	12	1269
08:15 AM	50	179	17	64	136	144	11	556	20	27	92	22	1318
08:30 AM	23	209	11	104	113	138	8	572	55	15	74	20	1342
08:45 AM	54	203	7	94	105	111	8	519	39	9	62	18	1229
Total	169	759	44	316	472	520	46	2236	148	73	303	72	5158
04:00 PM	107	414	19	53	78	66	18	269	32	20	89	17	1182
04:15 PM	129	430	17	72	78	75	6	218	46	22	119	13	1225
04:30 PM	92	455	20	57	75	81	12	229	43	18	72	6	1160
04:45 PM	132	452	17	97	96	59	12	222	63	27	117	20	1314
Total	460	1751	73	279	327	281	48	938	184	87	397	56	4881
05:00 PM	112	476	18	61	78	68	14	247	73	24	87	4	1262
05:15 PM	122	475	22	81	94	62	6	215	64	19	97	21	1278
05:30 PM	117	464	17	53	75	73	15	267	85	22	75	8	1271
05:45 PM	123	480	16	70	106	73	10	241	56	11	117	14	1317
Total	474	1895	73	265	353	276	45	970	278	76	376	47	5128
06:00 PM	115	468	10	64	71	62	9	264	60	15	115	10	1263
06:15 PM	127	503	12	67	66	66	4	178	67	23	102	8	1223
06:30 PM	101	467	8	55	57	64	11	256	54	8	80	7	1168
06:45 PM	112	495	13	75	94	66	9	207	53	19	77	13	1233
Total	455	1933	43	261	288	258	33	905	234	65	374	38	4887
Grand Total	1724	6908	260	1306	1841	1868	184	7496	989	356	1768	252	24952
Apprch %	19.4	77.7	2.9	26	36.7	37.2	2.1	86.5	11.4	15	74.4	10.6	
Total %	6.9	27.7	1	5.2	7.4	7.5	0.7	30	4	1.4	7.1	1	

CITY TRAFFIC COUNTERS

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Site Code : 00000000
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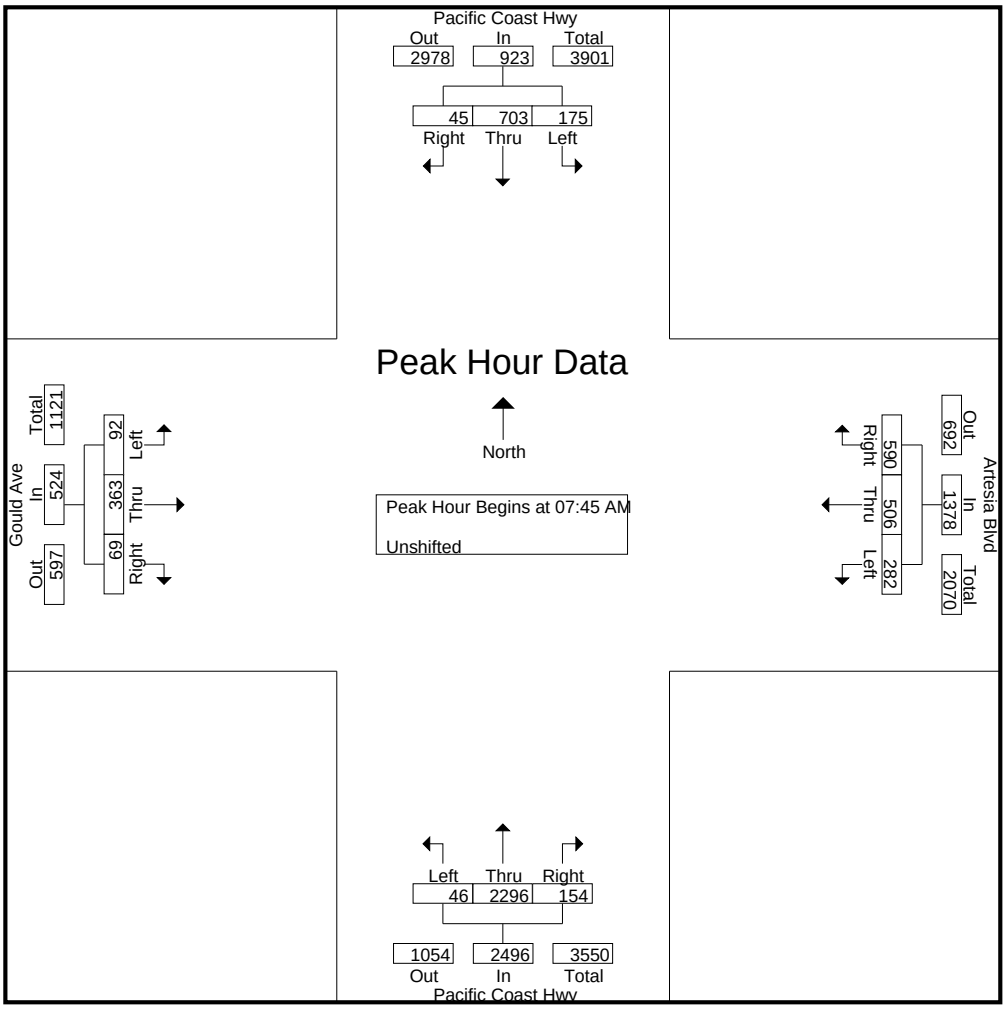
	Pacific Coast Hwy Southbound				Artesia Blvd Westbound				Pacific Coast Hwy Northbound				Gould Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**60**	147	8	215	60	**139**	**181**	**380**	8	579	45	632	**28**	**122**	15	**165**	**1392**
08:00 AM	42	168	9	219	54	118	127	299	**19**	**589**	34	**642**	22	75	12	109	1269
08:15 AM	50	179	**17**	**246**	64	136	144	344	11	556	20	587	27	92	**22**	141	1318
08:30 AM	23	**209**	11	243	**104**	113	138	355	8	572	**55**	635	15	74	20	109	1342
Total Volume	175	703	45	923	282	506	590	1378	46	2296	154	2496	92	363	69	524	5321
% App. Total	19	76.2	4.9		20.5	36.7	42.8		1.8	92	6.2		17.6	69.3	13.2		
PHF	.729	.841	.662	.938	.678	.910	.815	.907	.605	.975	.700	.972	.821	.744	.784	.794	.956

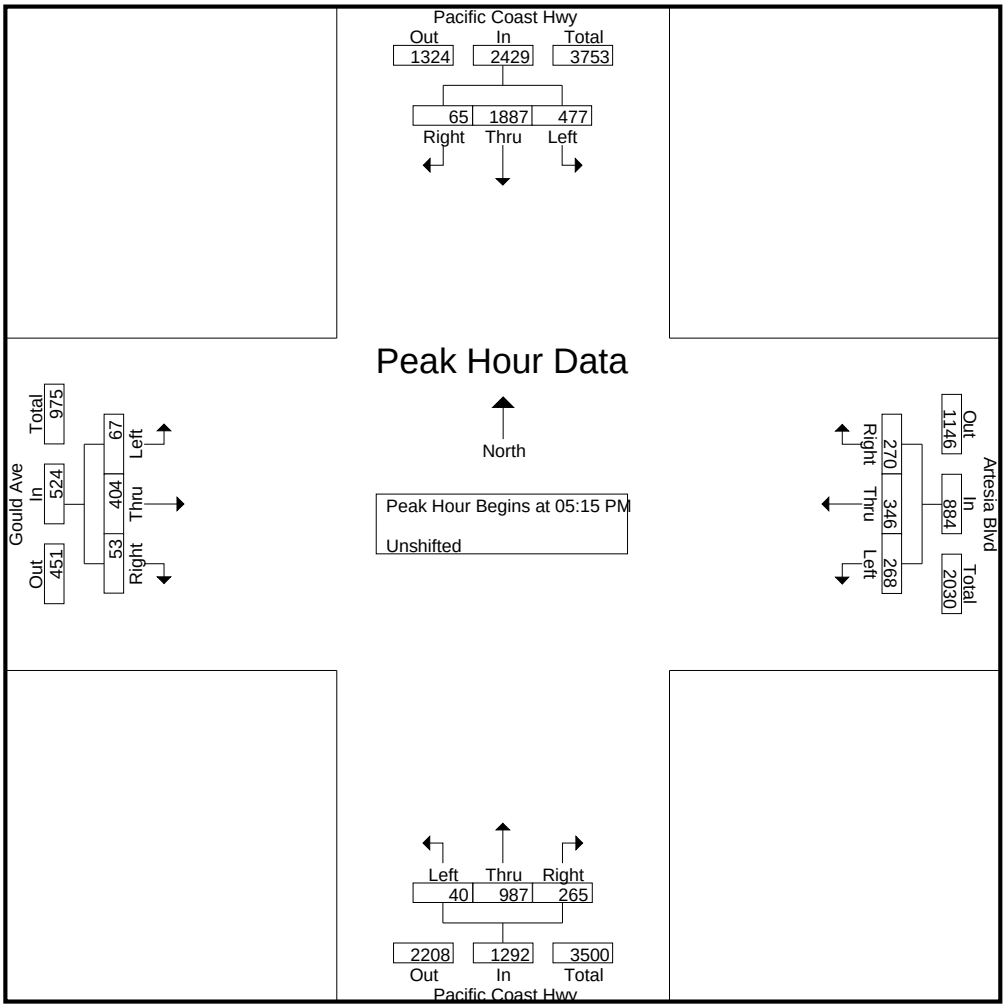


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Gould-Artesia
Site Code : 00000000
Start Date : 3/2/2016
Page No : 3

	Pacific Coast Hwy Southbound				Artesia Blvd Westbound				Pacific Coast Hwy Northbound				Gould Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	122	475	**22**	**619**	**81**	94	62	237	6	215	64	285	19	97	**21**	137	1278
05:30 PM	117	464	17	598	53	75	**73**	201	**15**	**267**	**85**	**367**	**22**	75	8	105	1271
05:45 PM	**123**	**480**	16	619	70	**106**	73	**249**	10	241	56	307	11	**117**	14	**142**	**1317**
06:00 PM	115	468	10	593	64	71	62	197	9	264	60	333	15	115	10	140	1263
Total Volume	477	1887	65	2429	268	346	270	884	40	987	265	1292	67	404	53	524	5129
% App. Total	19.6	77.7	2.7		30.3	39.1	30.5		3.1	76.4	20.5		12.8	77.1	10.1		
PHF	.970	.983	.739	.981	.827	.816	.925	.888	.667	.924	.779	.880	.761	.863	.631	.923	.974



CITY TRAFFIC COUNTERS

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File Name : PacificCoastHwy_Gould-Artesia_BP
Site Code : 00000000
Start Date : 3/2/2016
Page No : 1

Groups Printed- Bank 1

	Pacific Coast Hwy Southbound		Artesia Blvd Westbound		Pacific Coast Hwy Northbound		Gould Ave Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	2	2	0	0	0	1	1	2	8
07:15 AM	1	7	0	2	0	0	0	4	14
07:30 AM	0	3	0	0	0	0	0	2	5
07:45 AM	0	6	0	1	0	1	0	3	11
Total	3	18	0	3	0	2	1	11	38
08:00 AM	0	8	0	1	0	0	0	2	11
08:15 AM	3	1	0	0	0	0	0	2	6
08:30 AM	0	11	0	3	2	2	0	2	20
08:45 AM	0	3	0	0	0	0	0	4	7
Total	3	23	0	4	2	2	0	10	44
04:00 PM	0	2	0	0	0	0	1	3	6
04:15 PM	0	8	0	0	0	0	0	3	11
04:30 PM	0	2	0	0	0	0	0	11	13
04:45 PM	0	11	0	0	0	0	0	5	16
Total	0	23	0	0	0	0	1	22	46
05:00 PM	0	3	0	2	1	0	0	3	9
05:15 PM	1	6	0	0	0	2	1	3	13
05:30 PM	1	0	0	0	0	0	0	7	8
05:45 PM	0	6	0	1	0	0	0	7	14
Total	2	15	0	3	1	2	1	20	44
06:00 PM	0	4	0	2	0	3	0	4	13
06:15 PM	1	1	0	0	0	0	0	1	3
06:30 PM	0	3	0	1	0	0	0	0	4
06:45 PM	0	4	0	0	0	0	0	0	4
Total	1	12	0	3	0	3	0	5	24
Grand Total	9	91	0	13	3	9	3	68	196
Apprch %	9	91	0	100	25	75	4.2	95.8	
Total %	4.6	46.4	0	6.6	1.5	4.6	1.5	34.7	

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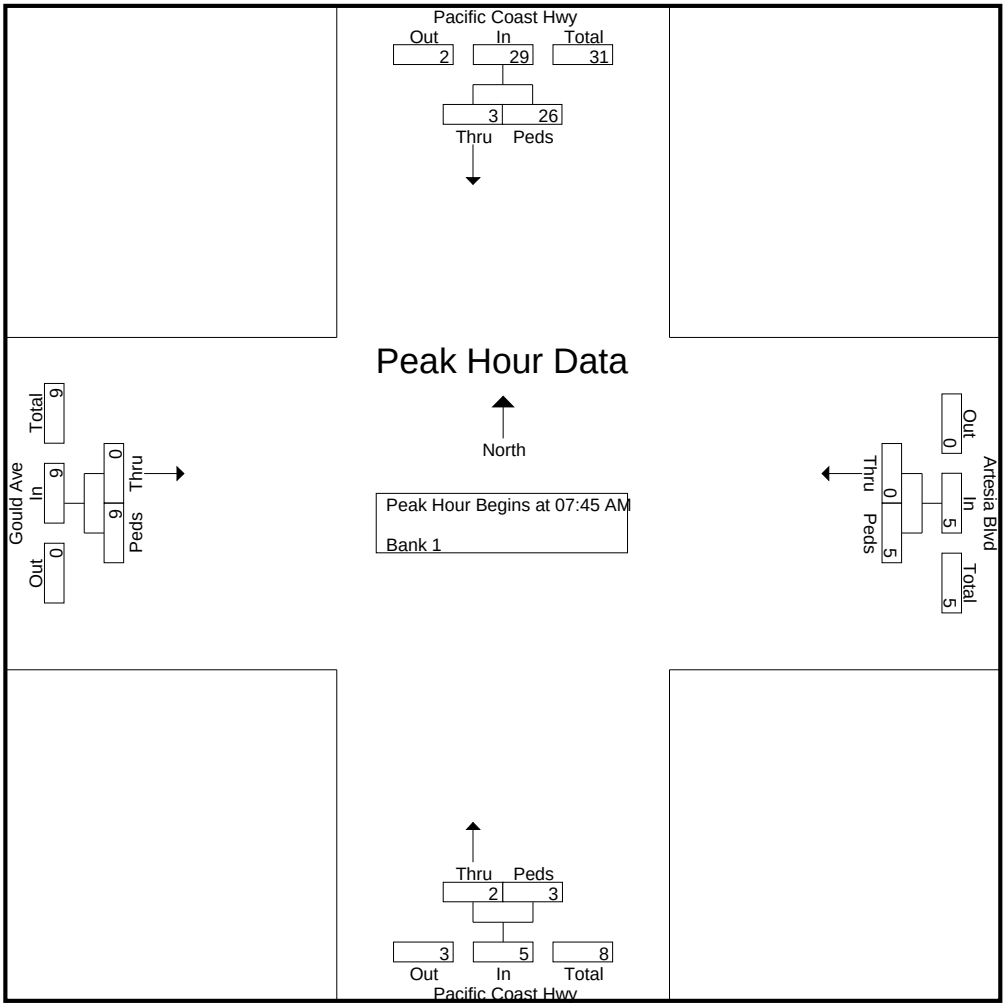
Site Code : 00000000
Start Date : 3/2/2016
Page No : 2

	Pacific Coast Hwy Southbound			Artesia Blvd Westbound			Pacific Coast Hwy Northbound			Gould Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	6	6	0	1	1	0	1	1	0	**3**	**3**	11
08:00 AM	0	8	8	0	1	1	0	0	0	0	2	2	11
08:15 AM	**3**	1	4	0	0	0	0	0	0	0	2	2	6
08:30 AM	0	**11**	**11**	0	**3**	**3**	**2**	**2**	**4**	0	2	2	**20**
Total Volume	3	26	29	0	5	5	2	3	5	0	9	9	48
% App. Total	10.3	89.7		0	100		40	60		0	100		
PHF	.250	.591	.659	.000	.417	.417	.250	.375	.313	.000	.750	.750	.600

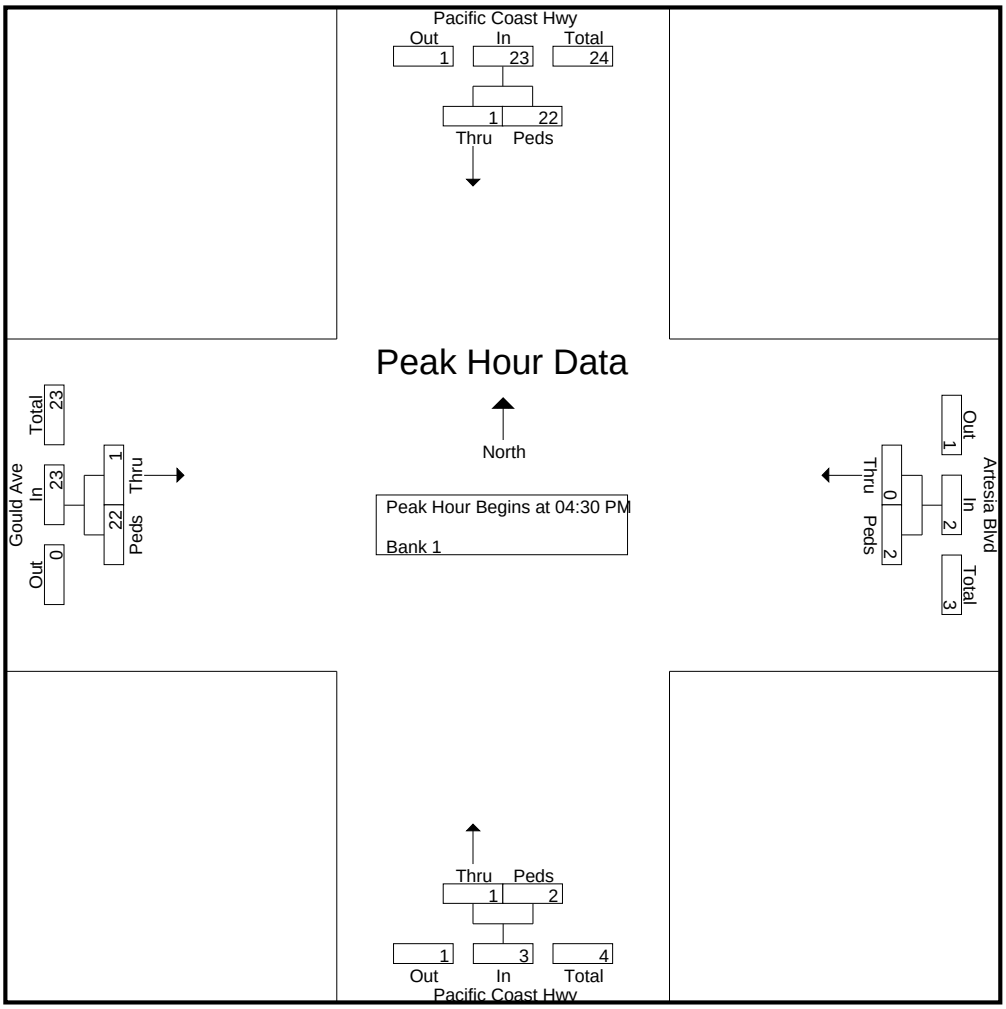


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Gould-Artesia_BP
Site Code : 00000000
Start Date : 3/2/2016
Page No : 3

	Pacific Coast Hwy Southbound			Artesia Blvd Westbound			Pacific Coast Hwy Northbound			Gould Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	2	2	0	0	0	0	0	0	0	**11**	**11**	13
04:45 PM	0	**11**	**11**	0	0	0	0	0	0	0	5	5	**16**
05:00 PM	0	3	3	0	**2**	**2**	**1**	0	1	0	3	3	9
05:15 PM	**1**	6	7	0	0	0	0	**2**	**2**	**1**	3	4	13
Total Volume	1	22	23	0	2	2	1	2	3	1	22	23	51
% App. Total	4.3	95.7		0	100		33.3	66.7		4.3	95.7		
PHF	.250	.500	.523	.000	.250	.250	.250	.250	.375	.250	.500	.523	.797



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_21st
Site Code : 00000000
Start Date : 3/8/2016
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Groups Printed- Unshifted

	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	128	6	6	4	11	10	617	5	9	7	3	807
07:15 AM	2	195	5	3	7	8	14	686	5	12	28	1	966
07:30 AM	1	158	4	4	14	18	14	654	9	13	16	3	908
07:45 AM	6	201	1	9	19	19	13	646	8	16	30	4	972
Total	10	682	16	22	44	56	51	2603	27	50	81	11	3653
08:00 AM	1	230	5	27	32	14	8	598	6	15	15	3	954
08:15 AM	4	220	4	23	20	15	10	641	16	7	32	3	995
08:30 AM	9	243	4	16	21	15	11	589	3	16	7	3	937
08:45 AM	3	243	8	11	20	15	13	584	2	18	17	5	939
Total	17	936	21	77	93	59	42	2412	27	56	71	14	3825
04:00 PM	9	514	12	7	12	8	8	293	9	3	6	4	885
04:15 PM	17	514	16	7	17	6	4	292	5	7	16	4	905
04:30 PM	6	508	10	8	9	6	12	284	3	4	13	7	870
04:45 PM	22	496	24	7	15	10	9	260	9	4	8	3	867
Total	54	2032	62	29	53	30	33	1129	26	18	43	18	3527
05:00 PM	21	537	27	6	18	13	6	297	3	2	16	3	949
05:15 PM	17	457	14	12	14	4	9	300	4	9	12	4	856
05:30 PM	21	535	15	10	12	12	10	332	11	8	7	1	974
05:45 PM	15	539	20	5	12	12	6	310	7	2	12	5	945
Total	74	2068	76	33	56	41	31	1239	25	21	47	13	3724
06:00 PM	16	537	27	5	11	8	7	224	1	6	13	10	865
06:15 PM	14	493	28	6	9	6	9	303	6	3	15	7	899
06:30 PM	13	479	17	2	10	5	4	272	3	5	5	2	817
06:45 PM	22	392	28	5	8	10	7	259	2	6	8	3	750
Total	65	1901	100	18	38	29	27	1058	12	20	41	22	3331
Grand Total	220	7619	275	179	284	215	184	8441	117	165	283	78	18060
Apprch %	2.7	93.9	3.4	26.4	41.9	31.7	2.1	96.6	1.3	31.4	53.8	14.8	
Total %	1.2	42.2	1.5	1	1.6	1.2	1	46.7	0.6	0.9	1.6	0.4	

CITY TRAFFIC COUNTERS

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File Name : PacificCoastHwy_21st
Site Code : 00000000
Start Date : 3/8/2016
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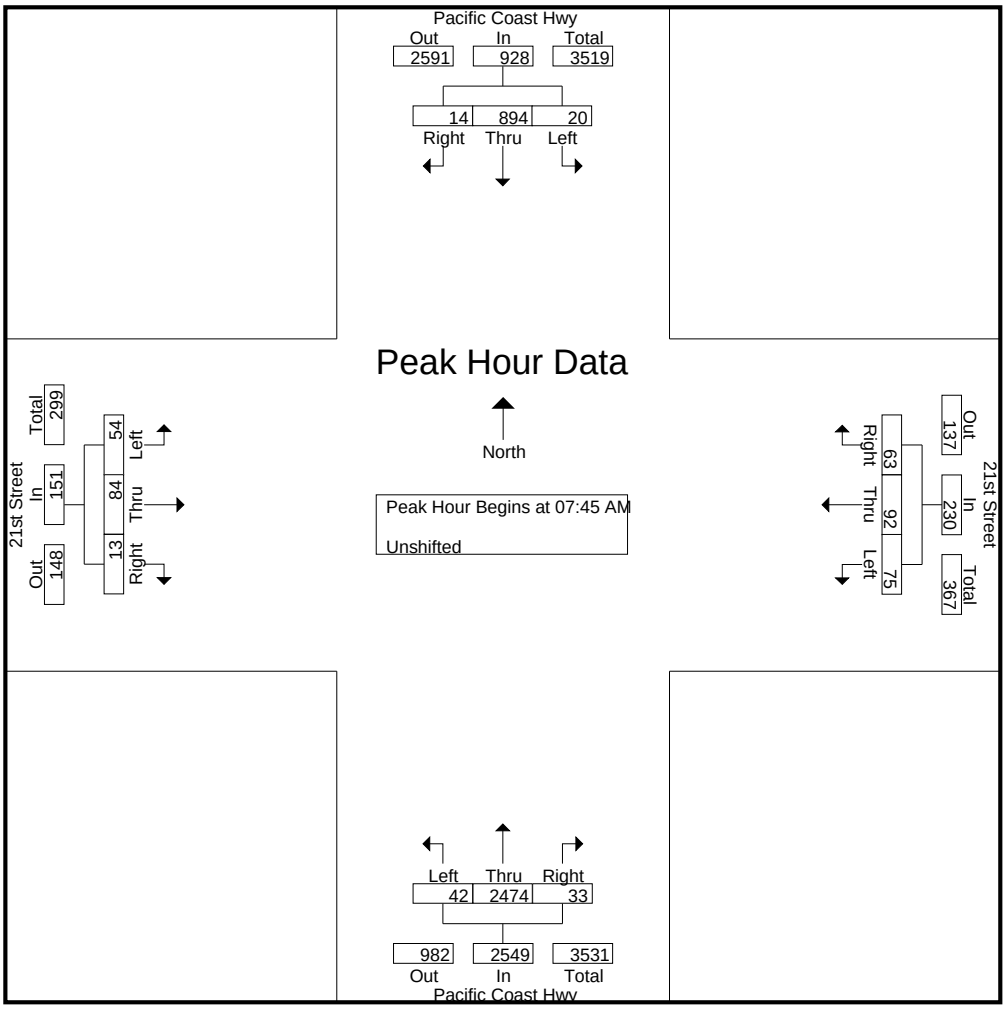
	Pacific Coast Hwy Southbound				21st Street Westbound				Pacific Coast Hwy Northbound				21st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	201	1	208	9	19	**19**	47	**13**	**646**	8	**667**	**16**	30	**4**	**50**	972
08:00 AM	1	230	**5**	236	**27**	**32**	14	**73**	8	598	6	612	15	15	3	33	954
08:15 AM	4	220	4	228	23	20	15	58	10	641	**16**	667	7	**32**	3	42	**995**
08:30 AM	**9**	**243**	4	**256**	16	21	15	52	11	589	3	603	16	7	3	26	937
Total Volume	20	894	14	928	75	92	63	230	42	2474	33	2549	54	84	13	151	3858
% App. Total	2.2	96.3	1.5		32.6	40	27.4		1.6	97.1	1.3		35.8	55.6	8.6		
PHF	.556	.920	.700	.906	.694	.719	.829	.788	.808	.957	.516	.955	.844	.656	.813	.755	.969



CITY TRAFFIC COUNTERS

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File Name : PacificCoastHwy_21st
Site Code : 00000000
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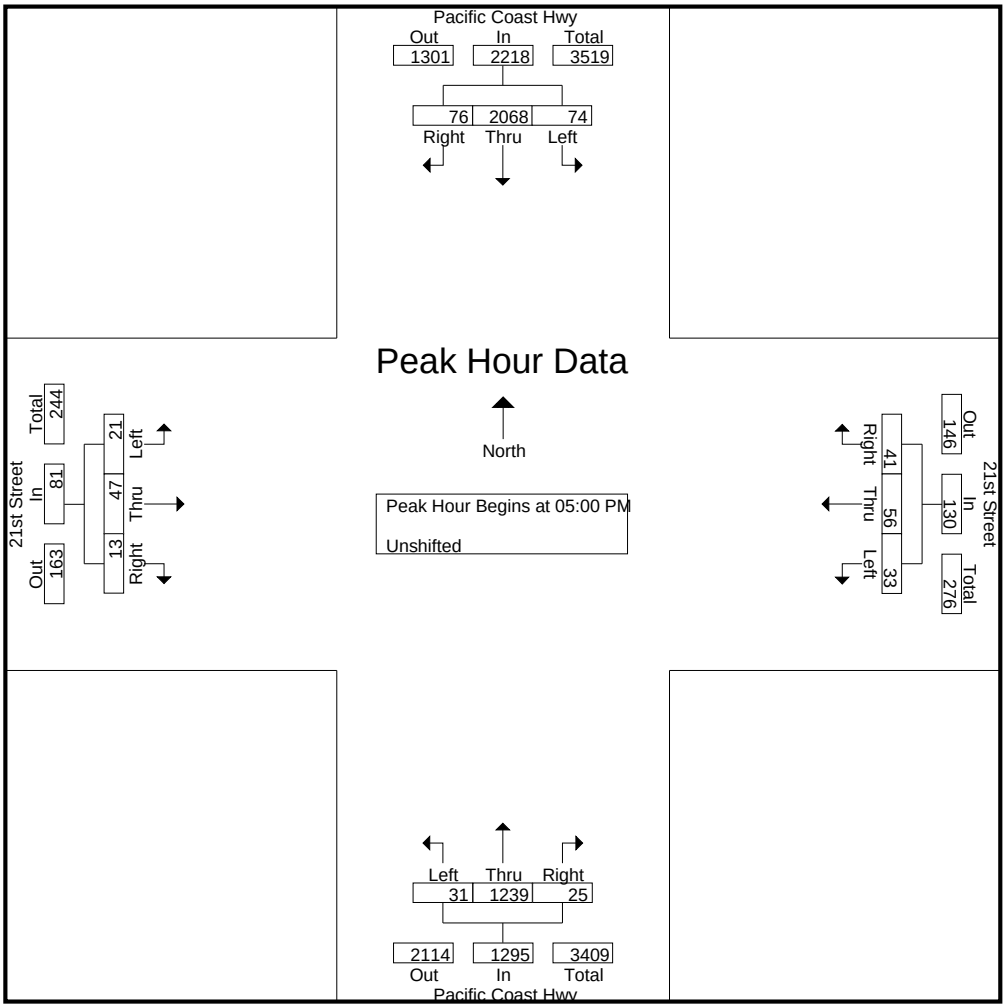
	Pacific Coast Hwy Southbound				21st Street Westbound				Pacific Coast Hwy Northbound				21st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**21**	537	**27**	**585**	6	**18**	**13**	**37**	6	297	3	306	2	**16**	3	21	949
05:15 PM	17	457	14	488	**12**	14	4	30	9	300	4	313	**9**	12	4	**25**	856
05:30 PM	21	535	15	571	10	12	12	34	**10**	**332**	**11**	**353**	8	7	1	16	**974**
05:45 PM	15	**539**	20	574	5	12	12	29	6	310	7	323	2	12	**5**	19	945
Total Volume	74	2068	76	2218	33	56	41	130	31	1239	25	1295	21	47	13	81	3724
% App. Total	3.3	93.2	3.4		25.4	43.1	31.5		2.4	95.7	1.9		25.9	58	16		
PHF	.881	.959	.704	.948	.688	.778	.788	.878	.775	.933	.568	.917	.583	.734	.650	.810	.956



CITY TRAFFIC COUNTERS

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File Name : PacificCoastHwy_21st_BP
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Bank 1

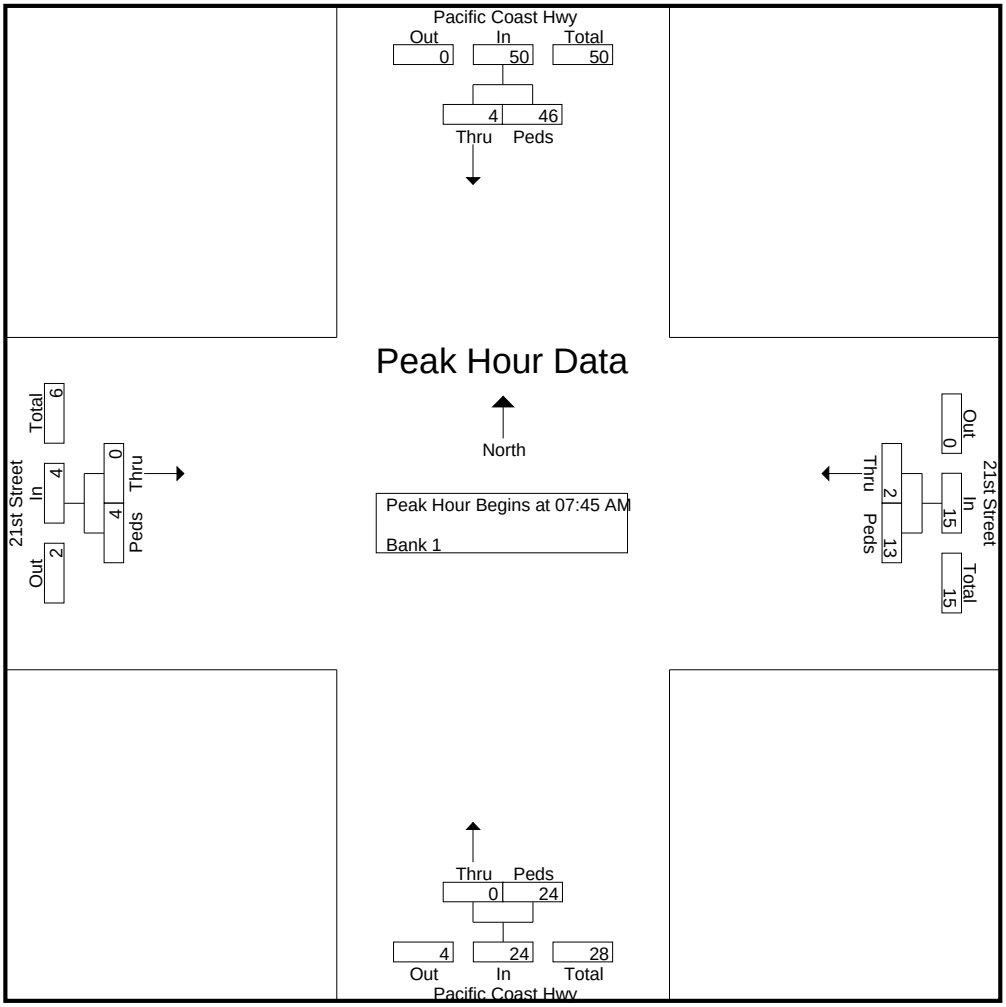
	Pacific Coast Hwy Southbound		21st Street Westbound		Pacific Coast Hwy Northbound		21st Street Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	1	0	1	0	0	0	1	3
07:15 AM	0	3	0	2	0	0	0	0	5
07:30 AM	1	1	0	2	0	0	0	1	5
07:45 AM	0	9	1	4	0	7	0	0	21
Total	1	14	1	9	0	7	0	2	34
08:00 AM	1	24	0	4	0	11	0	2	42
08:15 AM	1	7	1	4	0	2	0	1	16
08:30 AM	2	6	0	1	0	4	0	1	14
08:45 AM	1	5	1	1	0	6	0	1	15
Total	5	42	2	10	0	23	0	5	87
04:00 PM	0	2	0	2	0	1	0	1	6
04:15 PM	0	1	0	1	0	3	1	1	7
04:30 PM	0	2	2	1	0	2	0	6	13
04:45 PM	0	4	0	5	0	2	0	2	13
Total	0	9	2	9	0	8	1	10	39
05:00 PM	0	4	0	0	1	1	1	4	11
05:15 PM	0	3	0	1	0	4	1	3	12
05:30 PM	0	0	0	1	1	0	1	0	3
05:45 PM	0	1	0	2	0	7	0	1	11
Total	0	8	0	4	2	12	3	8	37
06:00 PM	0	1	0	3	0	5	0	0	9
06:15 PM	0	3	0	4	0	1	0	0	8
06:30 PM	0	0	0	2	0	0	0	3	5
06:45 PM	0	2	0	2	0	1	0	0	5
Total	0	6	0	11	0	7	0	3	27
Grand Total	6	79	5	43	2	57	4	28	224
Apprch %	7.1	92.9	10.4	89.6	3.4	96.6	12.5	87.5	
Total %	2.7	35.3	2.2	19.2	0.9	25.4	1.8	12.5	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_21st_BP
Site Code : 00000000
Start Date : 3/8/2016
Page No : 2

	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	9	9	**1**	**4**	**5**	0	7	7	0	0	0	21
08:00 AM	1	**24**	**25**	0	4	4	0	**11**	**11**	0	**2**	**2**	**42**
08:15 AM	1	7	8	1	4	5	0	2	2	0	1	1	16
08:30 AM	**2**	6	8	0	1	1	0	4	4	0	1	1	14
Total Volume	4	46	50	2	13	15	0	24	24	0	4	4	93
% App. Total	8	92		13.3	86.7		0	100		0	100		
PHF	.500	.479	.500	.500	.813	.750	.000	.545	.545	.000	.500	.500	.554

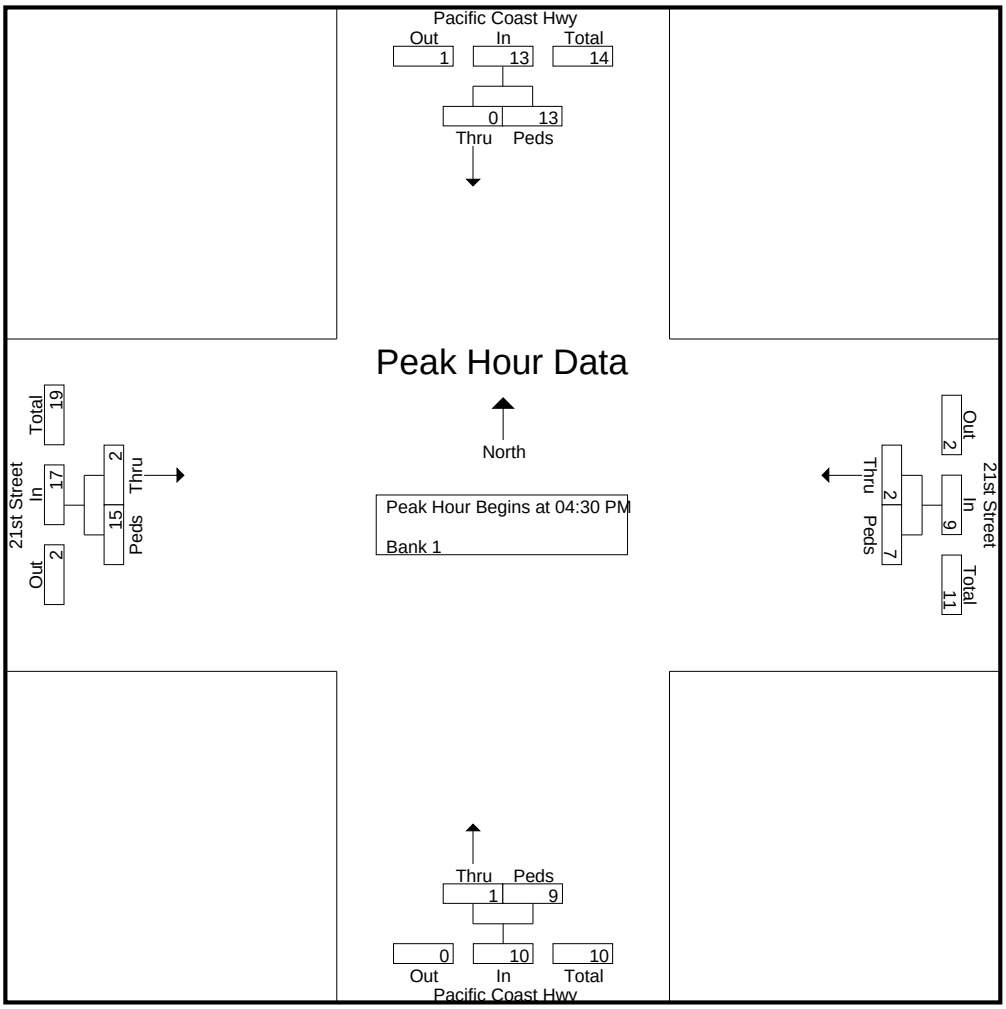


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_21st_BP
Site Code : 00000000
Start Date : 3/8/2016
Page No : 3

	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	2	2	**2**	1	3	0	2	2	0	**6**	**6**	**13**
04:45 PM	0	**4**	**4**	0	**5**	**5**	0	2	2	0	2	2	13
05:00 PM	0	4	4	0	0	0	**1**	1	2	**1**	4	5	11
05:15 PM	0	3	3	0	1	1	0	**4**	**4**	1	3	4	12
Total Volume	0	13	13	2	7	9	1	9	10	2	15	17	49
% App. Total	0	100		22.2	77.8		10	90		11.8	88.2		
PHF	.000	.813	.813	.250	.350	.450	.250	.563	.625	.500	.625	.708	.942



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_16th
Site Code : 00000000
Start Date : 3/1/2016
Page No : 1

Groups Printed- Unshifted

	Pacific Coast Hwy Southbound			16th Street Westbound			Pacific Coast Hwy Northbound			16th Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	123	19	1	1	4	9	569	2	23	0	19	770
07:15 AM	0	172	26	2	0	2	6	636	1	15	1	16	877
07:30 AM	1	143	15	1	0	0	7	629	0	28	0	9	833
07:45 AM	4	180	32	1	1	4	14	611	4	17	0	7	875
Total	5	618	92	5	2	10	36	2445	7	83	1	51	3355
08:00 AM	1	199	36	6	0	6	19	577	14	24	0	9	891
08:15 AM	2	234	47	13	1	13	20	546	8	23	1	14	922
08:30 AM	0	197	44	9	0	2	17	574	4	15	1	22	885
08:45 AM	2	205	34	6	0	3	29	526	2	27	0	16	850
Total	5	835	161	34	1	24	85	2223	28	89	2	61	3548
04:00 PM	0	425	52	9	1	0	17	297	1	27	0	25	854
04:15 PM	3	465	41	6	1	1	23	251	10	16	1	21	839
04:30 PM	0	435	49	12	0	2	31	211	4	29	1	18	792
04:45 PM	4	428	58	6	2	2	26	245	7	43	1	31	853
Total	7	1753	200	33	4	5	97	1004	22	115	3	95	3338
05:00 PM	1	428	82	8	0	2	23	239	6	33	0	35	857
05:15 PM	1	473	62	9	0	1	21	280	10	47	0	25	929
05:30 PM	1	523	71	6	0	0	21	267	2	36	2	20	949
05:45 PM	1	454	56	4	0	1	24	234	3	51	2	32	862
Total	4	1878	271	27	0	4	89	1020	21	167	4	112	3597
06:00 PM	2	425	47	4	0	3	20	264	8	37	1	25	836
06:15 PM	1	482	52	9	0	2	16	257	4	47	0	23	893
06:30 PM	2	461	66	2	0	1	25	225	5	39	0	28	854
06:45 PM	2	463	62	5	0	2	14	218	1	41	0	27	835
Total	7	1831	227	20	0	8	75	964	18	164	1	103	3418
Grand Total	28	6915	951	119	7	51	382	7656	96	618	11	422	17256
Apprch %	0.4	87.6	12	67.2	4	28.8	4.7	94.1	1.2	58.8	1	40.2	
Total %	0.2	40.1	5.5	0.7	0	0.3	2.2	44.4	0.6	3.6	0.1	2.4	

CITY TRAFFIC COUNTERS

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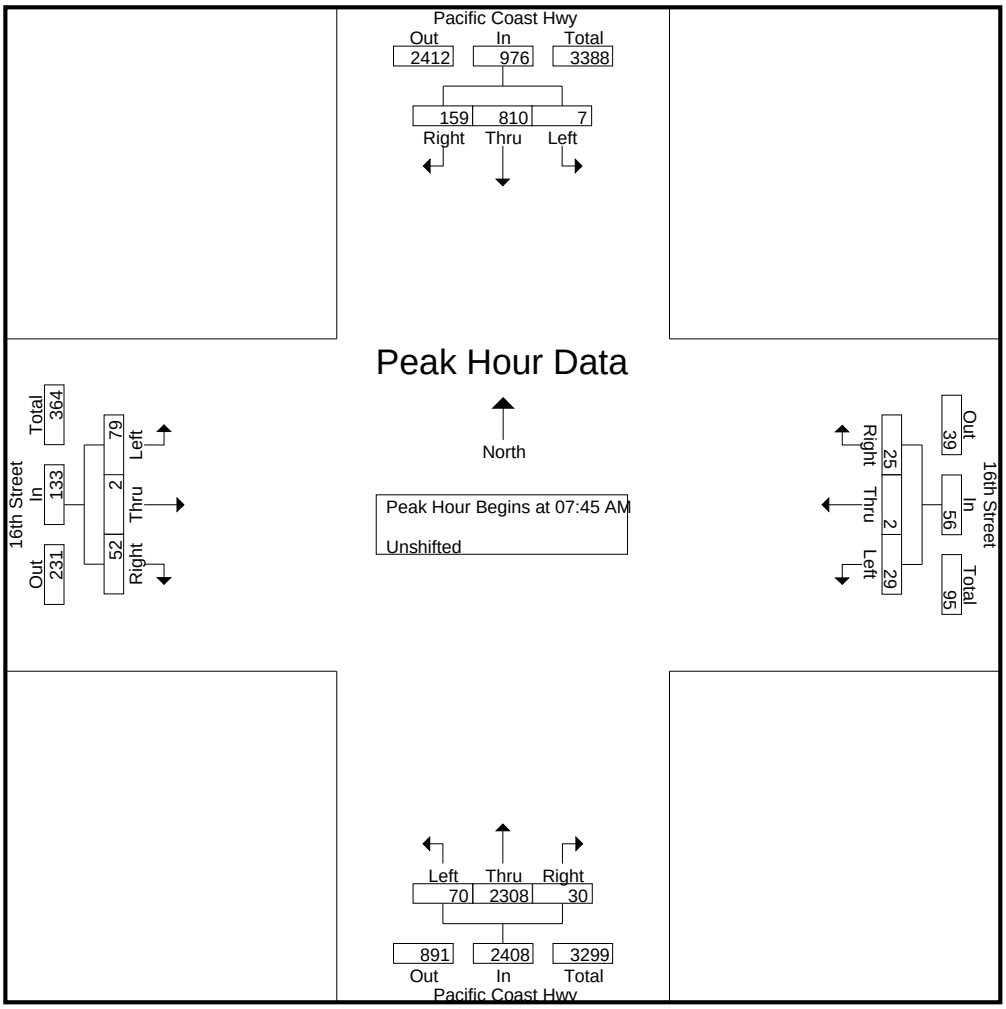
File Name : PacificCoastHwy_16th
Site Code : 00000000
Start Date : 3/1/2016
Page No : 2

	Pacific Coast Hwy Southbound				16th Street Westbound				Pacific Coast Hwy Northbound				16th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**4**	180	32	216	1	**1**	4	6	14	**611**	4	**629**	17	0	7	24	875
08:00 AM	1	199	36	236	6	0	6	12	19	577	**14**	610	**24**	0	9	33	891
08:15 AM	2	**234**	**47**	**283**	**13**	1	**13**	**27**	**20**	546	8	574	23	**1**	14	**38**	**922**
08:30 AM	0	197	44	241	9	0	2	11	17	574	4	595	15	1	**22**	38	885
Total Volume	7	810	159	976	29	2	25	56	70	2308	30	2408	79	2	52	133	3573
% App. Total	0.7	83	16.3		51.8	3.6	44.6		2.9	95.8	1.2		59.4	1.5	39.1		
PHF	.438	.865	.846	.862	.558	.500	.481	.519	.875	.944	.536	.957	.823	.500	.591	.875	.969

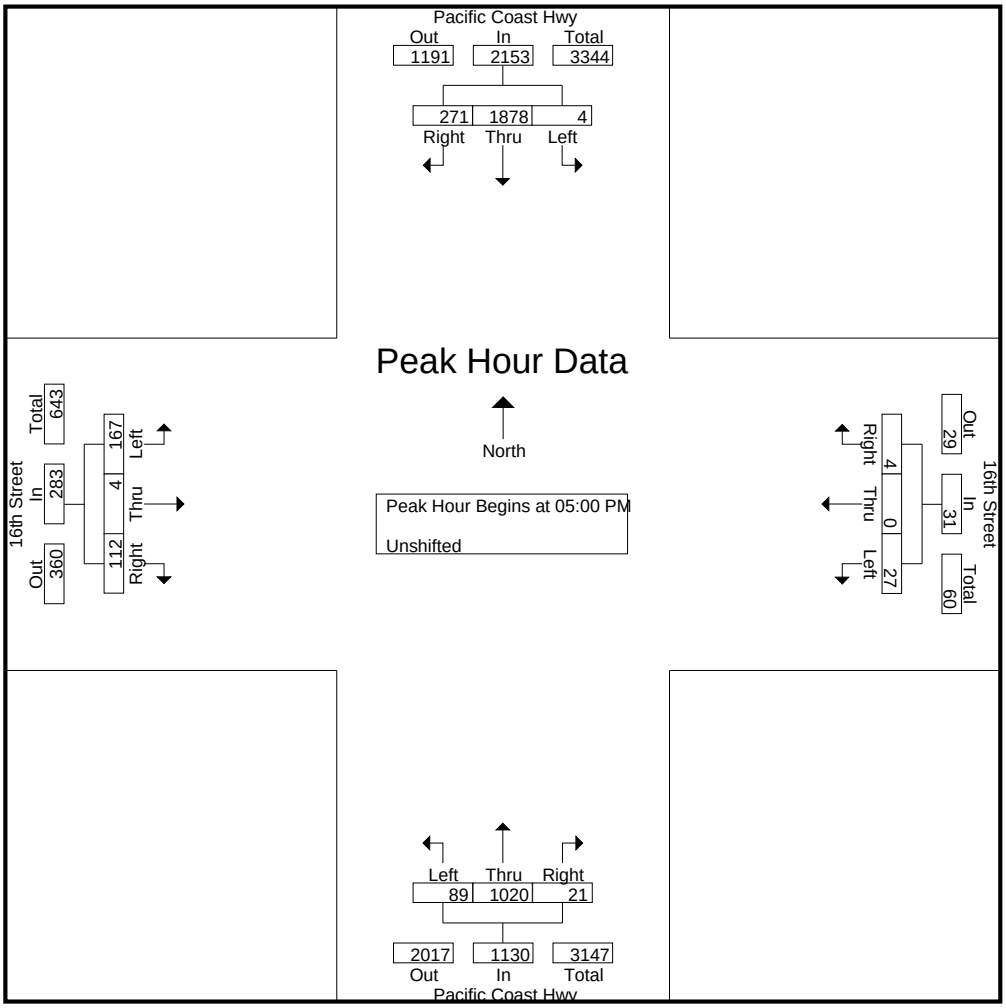


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_16th
Site Code : 00000000
Start Date : 3/1/2016
Page No : 3

	Pacific Coast Hwy Southbound				16th Street Westbound				Pacific Coast Hwy Northbound				16th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	428	**82**	511	8	0	**2**	**10**	23	239	6	268	33	0	**35**	68	857
05:15 PM	1	473	62	536	**9**	0	1	10	21	**280**	**10**	**311**	47	0	25	72	929
05:30 PM	1	**523**	71	**595**	6	0	0	6	21	267	2	290	36	**2**	20	58	**949**
05:45 PM	1	454	56	511	4	0	1	5	**24**	234	3	261	**51**	2	32	**85**	862
Total Volume	4	1878	271	2153	27	0	4	31	89	1020	21	1130	167	4	112	283	3597
% App. Total	0.2	87.2	12.6		87.1	0	12.9		7.9	90.3	1.9		59	1.4	39.6		
PHF	1.00	.898	.826	.905	.750	.000	.500	.775	.927	.911	.525	.908	.819	.500	.800	.832	.948



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_16th_BP
Site Code : 00000000
Start Date : 3/1/2016
Page No : 1

Groups Printed- Bank 1

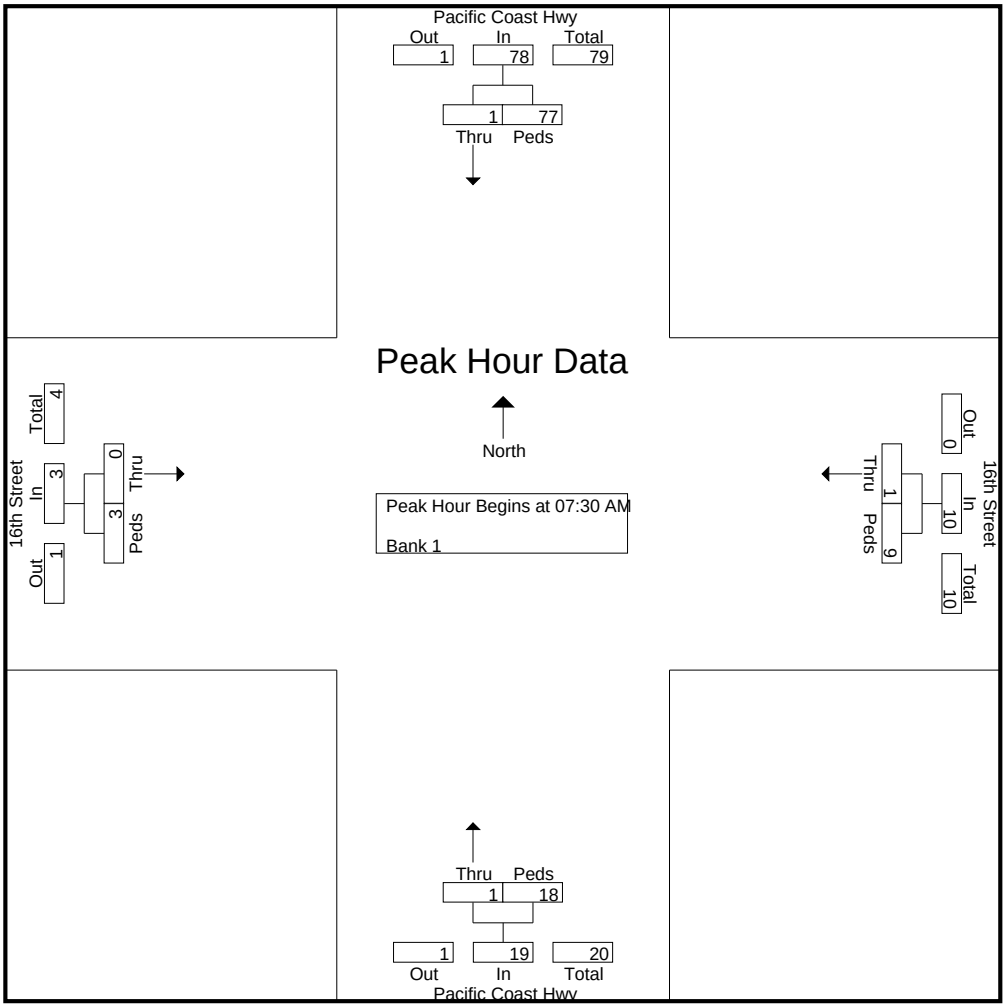
	Pacific Coast Hwy Southbound		16th Street Westbound		Pacific Coast Hwy Northbound		16th Street Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	0	0	1	0	2	0	0	3
07:15 AM	0	6	0	1	0	1	0	0	8
07:30 AM	0	4	0	4	1	3	0	0	12
07:45 AM	0	19	0	0	0	6	0	1	26
Total	0	29	0	6	1	12	0	1	49
08:00 AM	0	46	1	3	0	5	0	1	56
08:15 AM	1	8	0	2	0	4	0	1	16
08:30 AM	0	3	0	2	0	4	0	0	9
08:45 AM	0	2	2	2	0	3	0	2	11
Total	1	59	3	9	0	16	0	4	92
04:00 PM	0	12	0	4	0	4	0	0	20
04:15 PM	1	6	0	2	0	3	1	0	13
04:30 PM	0	11	0	5	0	2	0	0	18
04:45 PM	0	5	0	8	0	4	0	1	18
Total	1	34	0	19	0	13	1	1	69
05:00 PM	2	6	0	8	0	7	0	0	23
05:15 PM	0	5	0	6	0	8	0	2	21
05:30 PM	0	6	0	2	0	1	0	1	10
05:45 PM	0	2	0	8	0	5	0	1	16
Total	2	19	0	24	0	21	0	4	70
06:00 PM	0	6	0	0	0	7	0	3	16
06:15 PM	0	7	0	4	0	6	2	2	21
06:30 PM	0	3	1	2	0	1	0	0	7
06:45 PM	0	2	0	5	0	1	1	0	9
Total	0	18	1	11	0	15	3	5	53
Grand Total	4	159	4	69	1	77	4	15	333
Apprch %	2.5	97.5	5.5	94.5	1.3	98.7	21.1	78.9	
Total %	1.2	47.7	1.2	20.7	0.3	23.1	1.2	4.5	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_16th_BP
Site Code : 00000000
Start Date : 3/1/2016
Page No : 2

	Pacific Coast Hwy Southbound			16th Street Westbound			Pacific Coast Hwy Northbound			16th Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	4	4	0	**4**	**4**	**1**	3	4	0	0	0	12
07:45 AM	0	19	19	0	0	0	0	**6**	**6**	0	**1**	**1**	26
08:00 AM	0	**46**	**46**	**1**	3	4	0	5	5	0	1	1	**56**
08:15 AM	**1**	8	9	0	2	2	0	4	4	0	1	1	16
Total Volume	1	77	78	1	9	10	1	18	19	0	3	3	110
% App. Total	1.3	98.7		10	90		5.3	94.7		0	100		
PHF	.250	.418	.424	.250	.563	.625	.250	.750	.792	.000	.750	.750	.491



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_16th_BP
Site Code : 00000000
Start Date : 3/1/2016
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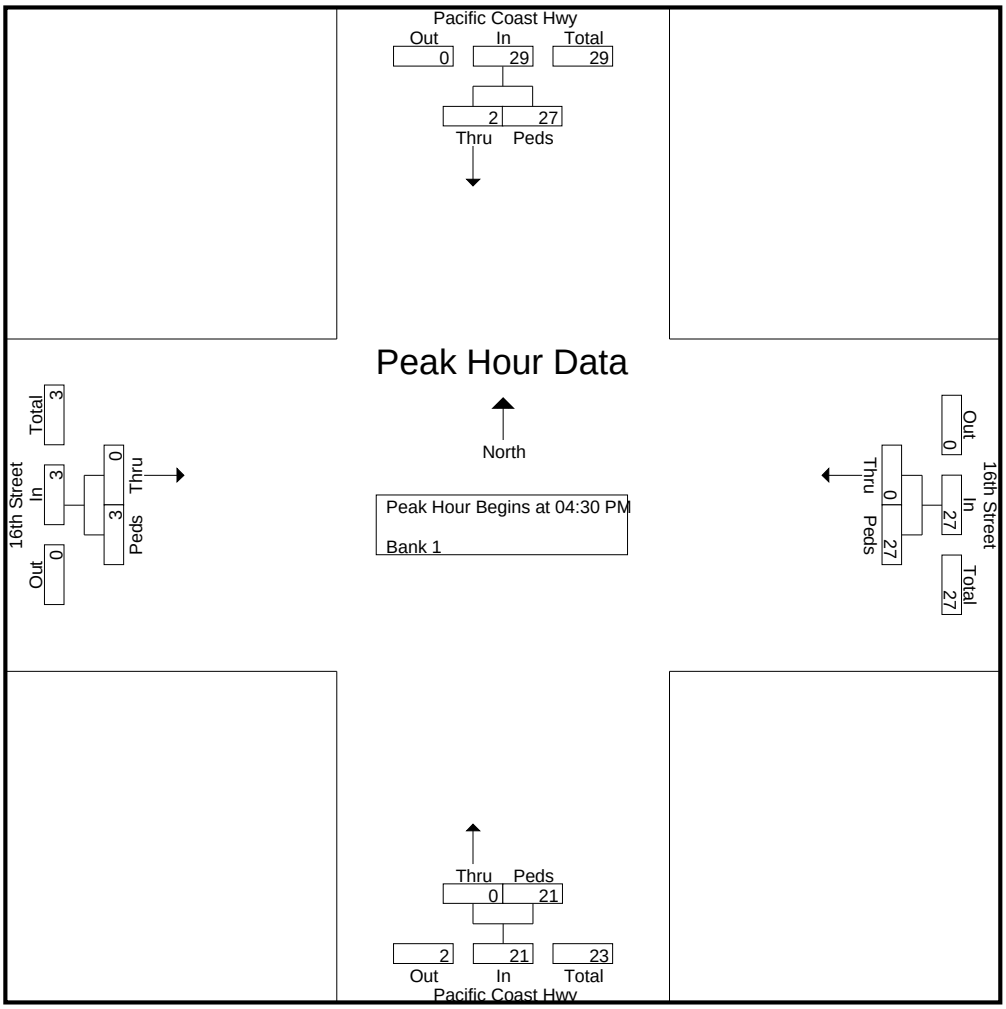
	Pacific Coast Hwy Southbound			16th Street Westbound			Pacific Coast Hwy Northbound			16th Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	**11**	**11**	0	5	5	0	2	2	0	0	0	18
04:45 PM	0	5	5	0	**8**	**8**	0	4	4	0	1	1	18
05:00 PM	**2**	6	8	0	8	8	0	7	7	0	0	0	**23**
05:15 PM	0	5	5	0	6	6	0	**8**	**8**	0	**2**	**2**	21
Total Volume	2	27	29	0	27	27	0	21	21	0	3	3	80
% App. Total	6.9	93.1		0	100		0	100		0	100		
PHF	.250	.614	.659	.000	.844	.844	.000	.656	.656	.000	.375	.375	.870



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Pier-14th
Site Code : 00000000
Start Date : 3/1/2016
Page No : 1

Groups Printed- Unshifted

	Pacific Coast Hwy Southbound			14th Street Westbound			Pacific Coast Hwy Northbound			Pier Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	148	10	0	0	0	35	592	0	40	0	26	851
07:15 AM	1	162	26	0	0	0	45	623	0	45	0	33	935
07:30 AM	0	147	14	0	0	0	51	614	0	63	0	31	920
07:45 AM	0	172	16	0	0	3	47	589	2	87	0	37	953
Total	1	629	66	0	0	3	178	2418	2	235	0	127	3659
08:00 AM	0	185	27	0	0	0	91	585	3	71	0	55	1017
08:15 AM	0	212	32	0	1	1	63	556	2	65	0	54	986
08:30 AM	0	205	39	0	0	1	87	563	4	54	0	40	993
08:45 AM	0	204	28	0	0	0	88	540	0	57	0	37	954
Total	0	806	126	0	1	2	329	2244	9	247	0	186	3950
04:00 PM	2	438	31	0	0	1	73	253	2	57	0	81	938
04:15 PM	1	461	18	0	0	5	75	247	1	60	0	80	948
04:30 PM	1	427	36	0	0	1	88	242	6	35	0	74	910
04:45 PM	1	434	38	0	0	2	77	236	4	71	0	68	931
Total	5	1760	123	0	0	9	313	978	13	223	0	303	3727
05:00 PM	0	457	29	0	0	2	69	219	1	71	0	77	925
05:15 PM	3	455	30	0	0	3	71	233	1	46	0	65	907
05:30 PM	0	508	38	0	0	2	86	243	2	36	0	74	989
05:45 PM	2	463	27	0	0	3	85	247	3	41	0	64	935
Total	5	1883	124	0	0	10	311	942	7	194	0	280	3756
06:00 PM	2	416	36	0	0	12	80	244	5	56	0	90	941
06:15 PM	0	454	42	0	0	3	80	232	3	56	0	58	928
06:30 PM	1	449	29	0	0	4	67	221	1	52	0	62	886
06:45 PM	0	466	40	0	0	4	74	214	2	45	0	57	902
Total	3	1785	147	0	0	23	301	911	11	209	0	267	3657
Grand Total	14	6863	586	0	1	47	1432	7493	42	1108	0	1163	18749
Apprch %	0.2	92	7.9	0	2.1	97.9	16	83.6	0.5	48.8	0	51.2	
Total %	0.1	36.6	3.1	0	0	0.3	7.6	40	0.2	5.9	0	6.2	

CITY TRAFFIC COUNTERS

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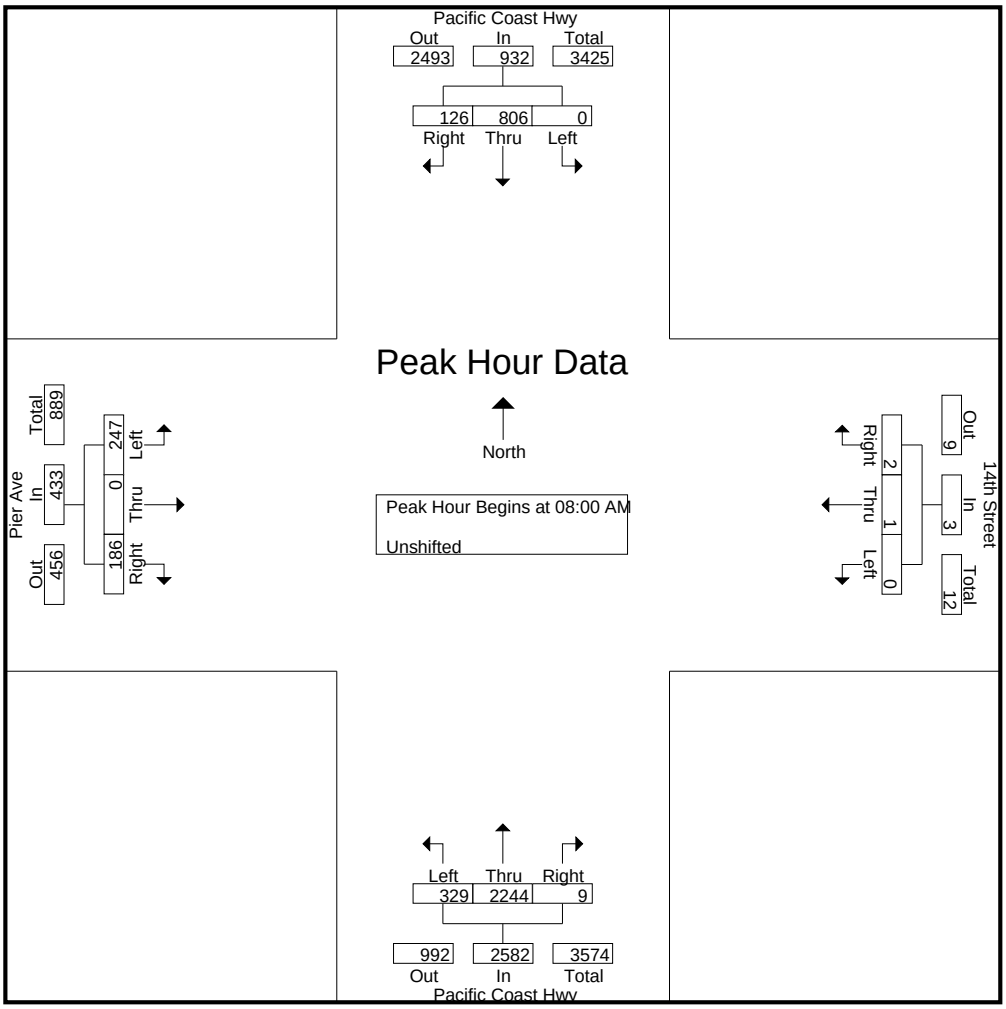
File Name : PacificCoastHwy_Pier-14th
Site Code : 00000000
Start Date : 3/1/2016
Page No : 2

	Pacific Coast Hwy Southbound				14th Street Westbound				Pacific Coast Hwy Northbound				Pier Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	185	27	212	0	0	0	0	**91**	**585**	3	**679**	**71**	0	**55**	**126**	**1017**
08:15 AM	0	**212**	32	**244**	0	**1**	**1**	**2**	63	556	2	621	65	0	54	119	986
08:30 AM	0	205	**39**	244	0	0	1	1	87	563	**4**	654	54	0	40	94	993
08:45 AM	0	204	28	232	0	0	0	0	88	540	0	628	57	0	37	94	954
Total Volume	0	806	126	932	0	1	2	3	329	2244	9	2582	247	0	186	433	3950
% App. Total	0	86.5	13.5		0	33.3	66.7		12.7	86.9	0.3		57	0	43		
PHF	.000	.950	.808	.955	.000	.250	.500	.375	.904	.959	.563	.951	.870	.000	.845	.859	.971



CITY TRAFFIC COUNTERS

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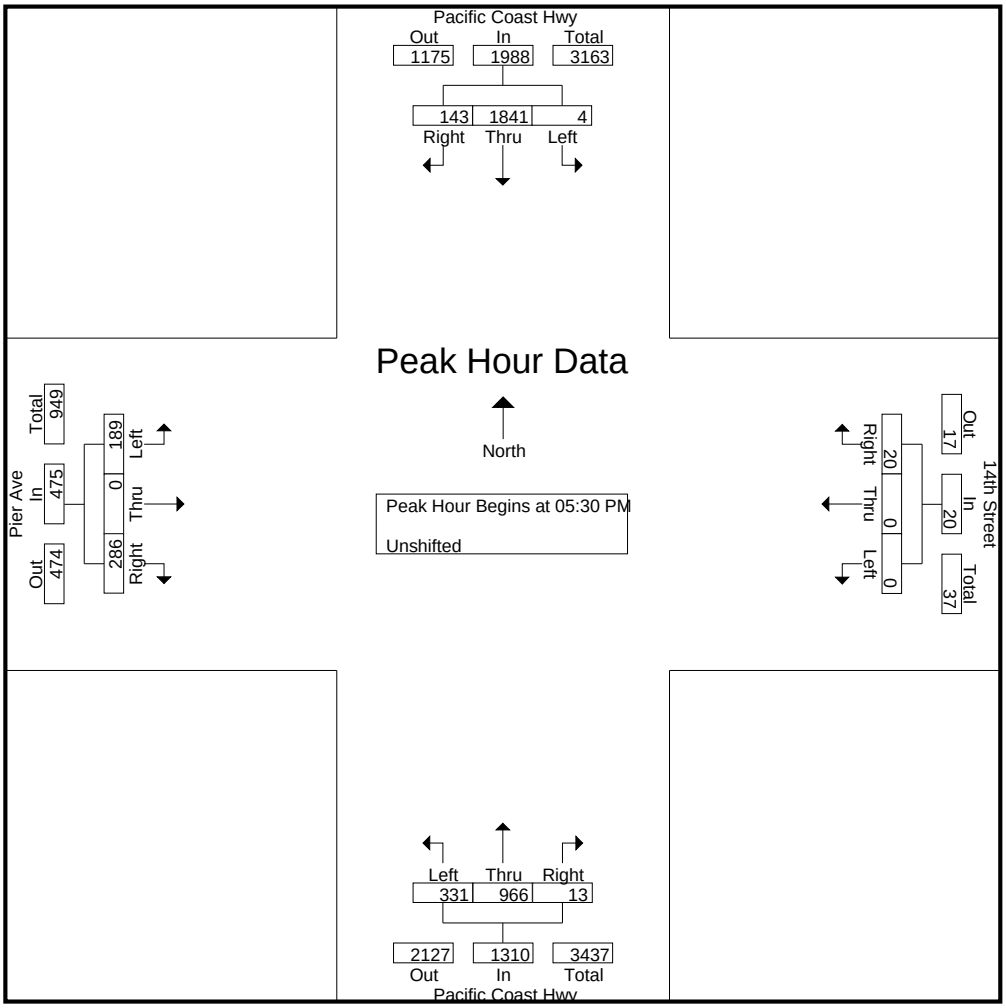
File Name : PacificCoastHwy_Pier-14th
Site Code : 00000000
Start Date : 3/1/2016
Page No : 3

	Pacific Coast Hwy Southbound				14th Street Westbound				Pacific Coast Hwy Northbound				Pier Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	**508**	38	**546**	0	0	2	2	**86**	243	2	331	36	0	74	110	**989**
05:45 PM	**2**	463	27	492	0	0	3	3	85	**247**	3	**335**	41	0	64	105	935
06:00 PM	2	416	36	454	0	0	**12**	**12**	80	244	**5**	329	**56**	0	**90**	**146**	941
06:15 PM	0	454	**42**	496	0	0	3	3	80	232	3	315	56	0	58	114	928
Total Volume	4	1841	143	1988	0	0	20	20	331	966	13	1310	189	0	286	475	3793
% App. Total	0.2	92.6	7.2		0	0	100		25.3	73.7	1		39.8	0	60.2		
PHF	.500	.906	.851	.910	.000	.000	.417	.417	.962	.978	.650	.978	.844	.000	.794	.813	.959



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Pier-14th_BP
Site Code : 00000000
Start Date : 3/1/2016
Page No : 1

Groups Printed- Bank 1

	Pacific Coast Hwy Southbound		14th Street Westbound		Pacific Coast Hwy Northbound		Pier Ave Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	7	0	0	0	0	0	6	13
07:15 AM	0	4	0	0	0	0	0	3	7
07:30 AM	1	14	0	0	0	0	0	3	18
07:45 AM	0	22	0	0	0	0	0	5	27
Total	1	47	0	0	0	0	0	17	65
08:00 AM	0	27	1	0	0	0	0	3	31
08:15 AM	0	8	0	1	0	0	1	4	14
08:30 AM	0	6	0	0	0	0	0	2	8
08:45 AM	1	10	2	0	0	0	1	3	17
Total	1	51	3	1	0	0	2	12	70
04:00 PM	0	12	0	8	0	0	0	6	26
04:15 PM	0	15	0	8	0	0	0	5	28
04:30 PM	0	4	0	5	0	1	0	1	11
04:45 PM	0	12	0	3	0	0	0	2	17
Total	0	43	0	24	0	1	0	14	82
05:00 PM	0	15	0	8	0	0	0	2	25
05:15 PM	0	14	0	4	0	0	1	5	24
05:30 PM	0	3	0	4	0	0	0	3	10
05:45 PM	0	8	0	4	0	0	0	4	16
Total	0	40	0	20	0	0	1	14	75
06:00 PM	0	32	0	7	0	0	0	9	48
06:15 PM	0	11	0	1	0	0	2	1	15
06:30 PM	0	15	1	7	0	0	2	5	30
06:45 PM	0	12	0	13	0	0	0	7	32
Total	0	70	1	28	0	0	4	22	125
Grand Total	2	251	4	73	0	1	7	79	417
Apprch %	0.8	99.2	5.2	94.8	0	100	8.1	91.9	
Total %	0.5	60.2	1	17.5	0	0.2	1.7	18.9	

CITY TRAFFIC COUNTERS

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File Name : PacificCoastHwy_Pier-14th_BP
Site Code : 00000000
Start Date : 3/1/2016
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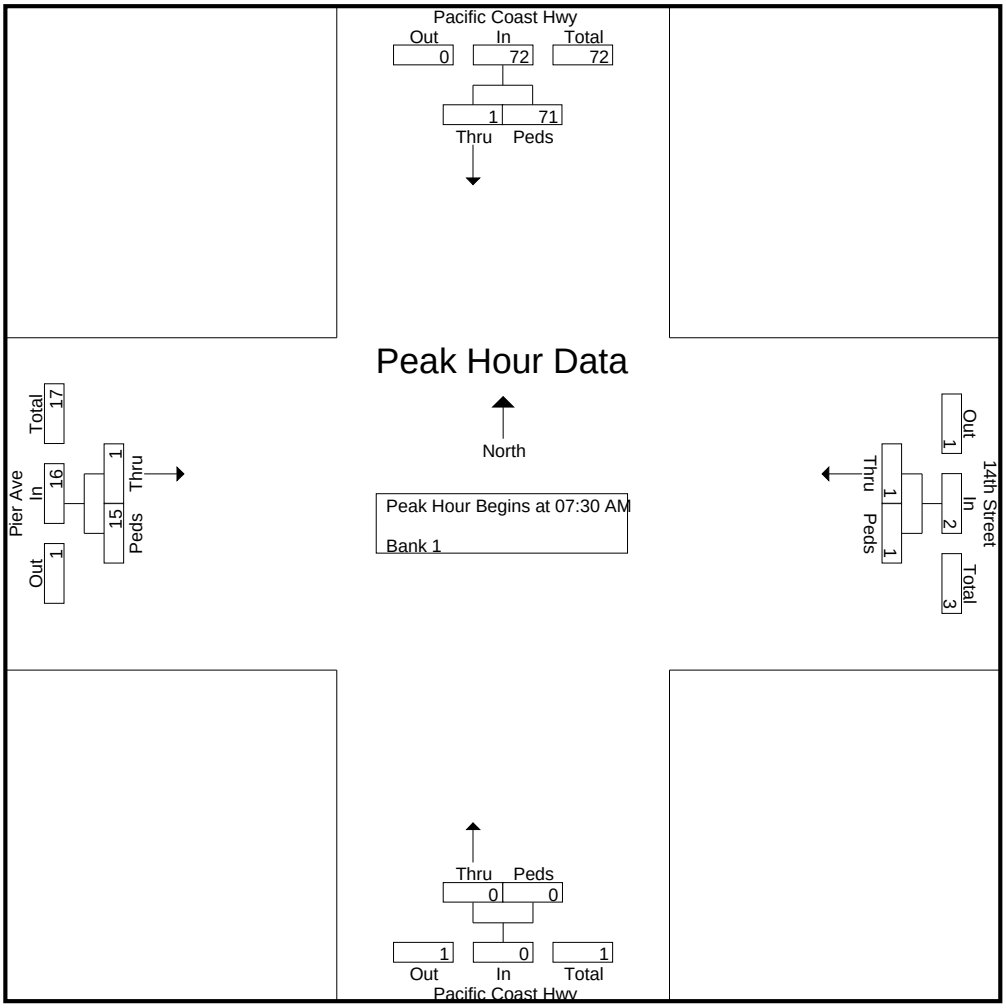
	Pacific Coast Hwy Southbound			14th Street Westbound			Pacific Coast Hwy Northbound			Pier Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	**1**	14	15	0	0	0	0	0	0	0	3	3	18
07:45 AM	0	22	22	0	0	0	0	0	0	0	**5**	**5**	27
08:00 AM	0	**27**	**27**	**1**	0	**1**	0	0	0	0	3	3	**31**
08:15 AM	0	8	8	0	**1**	1	0	0	0	**1**	4	5	14
Total Volume	1	71	72	1	1	2	0	0	0	1	15	16	90
% App. Total	1.4	98.6		50	50		0	0		6.2	93.8		
PHF	.250	.657	.667	.250	.250	.500	.000	.000	.000	.250	.750	.800	.726

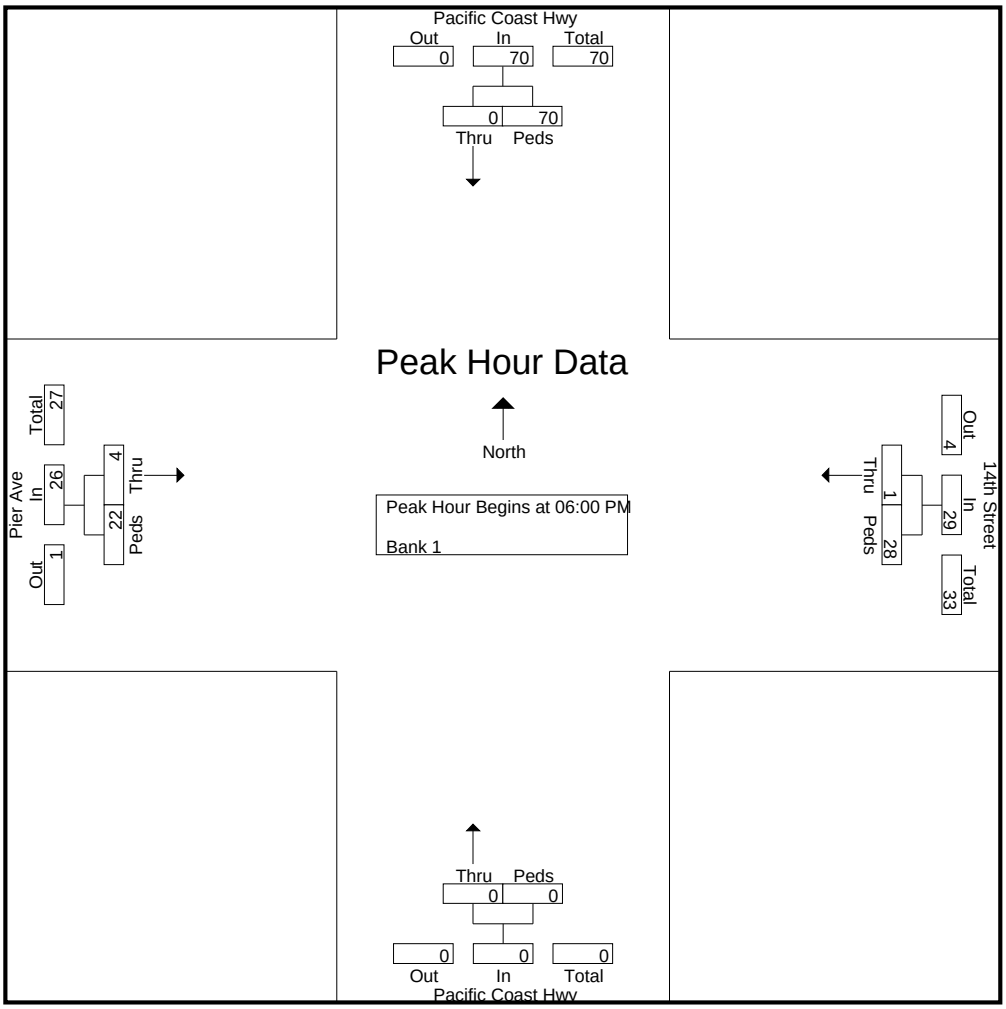


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Pier-14th_BP
Site Code : 00000000
Start Date : 3/1/2016
Page No : 3

	Pacific Coast Hwy Southbound			14th Street Westbound			Pacific Coast Hwy Northbound			Pier Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 06:00 PM													
06:00 PM	0	**32**	**32**	0	7	7	0	0	0	0	**9**	**9**	**48**
06:15 PM	0	11	11	0	1	1	0	0	0	**2**	1	3	15
06:30 PM	0	15	15	**1**	7	8	0	0	0	2	5	7	30
06:45 PM	0	12	12	0	**13**	**13**	0	0	0	0	7	7	32
Total Volume	0	70	70	1	28	29	0	0	0	4	22	26	125
% App. Total	0	100		3.4	96.6		0	0		15.4	84.6		
PHF	.000	.547	.547	.250	.538	.558	.000	.000	.000	.500	.611	.722	.651



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Aviation-10th
Site Code : 00000000
Start Date : 3/1/2016
Page No : 1

Groups Printed- Unshifted

	Pacific Coast Hwy Southbound			Aviation Blvd Westbound			Pacific Coast Hwy Northbound			10th Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	31	123	0	109	0	30	1	630	170	0	0	0	1094
07:15 AM	23	172	0	116	1	46	1	655	177	0	0	0	1191
07:30 AM	31	142	0	180	1	68	1	636	200	0	0	2	1261
07:45 AM	38	169	0	204	0	72	1	588	194	0	0	0	1266
Total	123	606	0	609	2	216	4	2509	741	0	0	2	4812
08:00 AM	57	184	0	141	0	74	2	589	183	0	0	2	1232
08:15 AM	53	188	1	130	0	82	1	547	190	0	0	1	1193
08:30 AM	35	190	0	139	0	79	6	603	170	0	0	1	1223
08:45 AM	39	171	0	153	0	89	5	555	159	0	0	1	1172
Total	184	733	1	563	0	324	14	2294	702	0	0	5	4820
04:00 PM	82	407	0	179	4	61	3	292	148	0	0	1	1177
04:15 PM	79	428	0	164	3	76	1	262	132	0	0	1	1146
04:30 PM	70	451	0	157	1	64	3	241	142	0	0	0	1129
04:45 PM	69	453	0	151	0	76	4	230	130	0	0	0	1113
Total	300	1739	0	651	8	277	11	1025	552	0	0	2	4565
05:00 PM	78	457	0	155	0	53	2	236	153	0	0	0	1134
05:15 PM	78	420	0	127	4	70	2	275	158	0	0	0	1134
05:30 PM	86	475	0	157	8	56	1	254	125	0	0	0	1162
05:45 PM	49	482	0	183	6	65	5	234	128	0	0	1	1153
Total	291	1834	0	622	18	244	10	999	564	0	0	1	4583
06:00 PM	85	428	0	143	1	58	3	244	123	0	0	1	1086
06:15 PM	76	412	0	160	2	59	2	276	136	0	0	2	1125
06:30 PM	53	424	0	164	4	56	6	223	113	0	0	0	1043
06:45 PM	73	432	0	168	2	58	2	229	118	0	0	0	1082
Total	287	1696	0	635	9	231	13	972	490	0	0	3	4336
Grand Total	1185	6608	1	3080	37	1292	52	7799	3049	0	0	13	23116
Apprch %	15.2	84.8	0	69.9	0.8	29.3	0.5	71.6	28	0	0	100	
Total %	5.1	28.6	0	13.3	0.2	5.6	0.2	33.7	13.2	0	0	0.1	

CITY TRAFFIC COUNTERS

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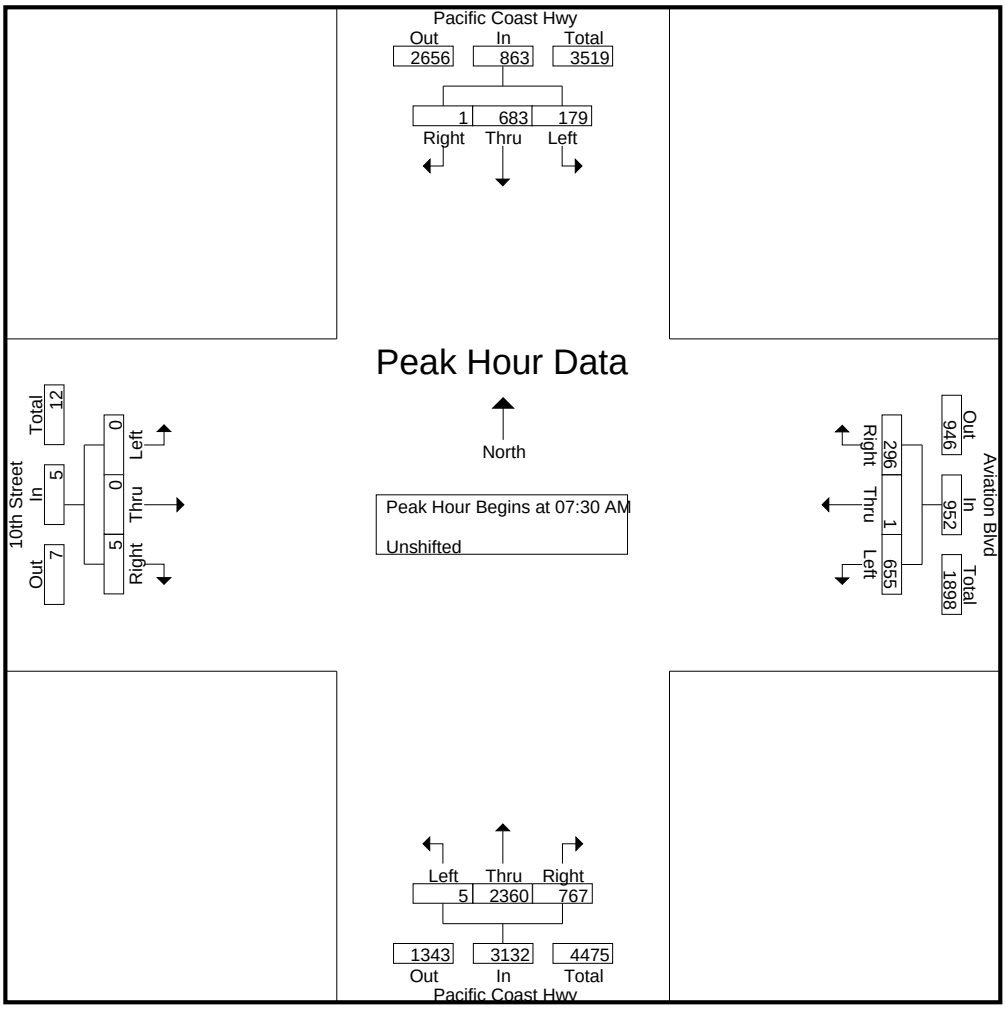
File Name : PacificCoastHwy_Aviation-10th
Site Code : 00000000
Start Date : 3/1/2016
Page No : 2

	Pacific Coast Hwy Southbound				Aviation Blvd Westbound				Pacific Coast Hwy Northbound				10th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	31	142	0	173	180	**1**	68	249	1	**636**	**200**	**837**	0	0	**2**	**2**	1261
07:45 AM	38	169	0	207	**204**	0	72	**276**	1	588	194	783	0	0	0	0	**1266**
08:00 AM	**57**	184	0	241	141	0	74	215	**2**	589	183	774	0	0	2	2	1232
08:15 AM	53	**188**	**1**	**242**	130	0	**82**	212	1	547	190	738	0	0	1	1	1193
Total Volume	179	683	1	863	655	1	296	952	5	2360	767	3132	0	0	5	5	4952
% App. Total	20.7	79.1	0.1		68.8	0.1	31.1		0.2	75.4	24.5		0	0	100		
PHF	.785	.908	.250	.892	.803	.250	.902	.862	.625	.928	.959	.935	.000	.000	.625	.625	.978

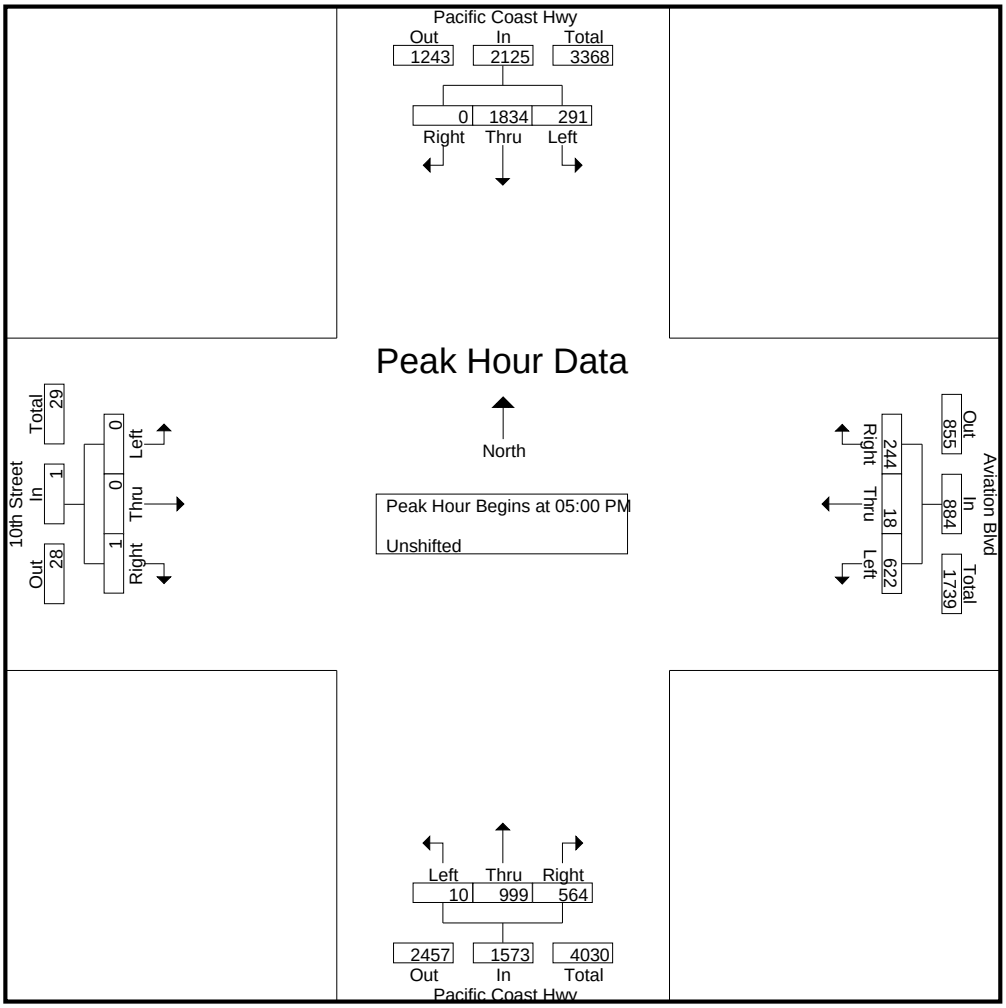


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Aviation-10th
Site Code : 00000000
Start Date : 3/1/2016
Page No : 3

	Pacific Coast Hwy Southbound				Aviation Blvd Westbound				Pacific Coast Hwy Northbound				10th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	78	457	0	535	155	0	53	208	2	236	153	391	0	0	0	0	1134
05:15 PM	78	420	0	498	127	4	**70**	201	2	**275**	**158**	**435**	0	0	0	0	1134
05:30 PM	**86**	475	0	**561**	157	**8**	56	221	1	254	125	380	0	0	0	0	**1162**
05:45 PM	49	**482**	0	531	**183**	6	65	**254**	**5**	234	128	367	0	0	**1**	**1**	1153
Total Volume	291	1834	0	2125	622	18	244	884	10	999	564	1573	0	0	1	1	4583
% App. Total	13.7	86.3	0		70.4	2	27.6		0.6	63.5	35.9		0	0	100		
PHF	.846	.951	.000	.947	.850	.563	.871	.870	.500	.908	.892	.904	.000	.000	.250	.250	.986



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Aviation-10th_BP
Site Code : 00000000
Start Date : 3/1/2016
Page No : 1

Groups Printed- Bank 1

	Pacific Coast Hwy Southbound		Aviation Blvd Westbound		Pacific Coast Hwy Northbound		10th Street Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	0	0	1	0	1	0	0	2
07:15 AM	0	0	0	0	0	3	0	0	3
07:30 AM	0	0	0	1	0	2	0	2	5
07:45 AM	0	0	0	1	0	2	2	1	6
Total	0	0	0	3	0	8	2	3	16
08:00 AM	0	0	0	2	0	5	0	1	8
08:15 AM	0	1	0	4	0	0	0	4	9
08:30 AM	0	1	0	4	0	5	0	4	14
08:45 AM	0	0	0	2	0	5	0	2	9
Total	0	2	0	12	0	15	0	11	40
04:00 PM	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	3	0	1	4
04:45 PM	0	0	0	0	0	0	2	2	4
Total	0	0	0	0	0	4	2	6	12
05:00 PM	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	0	1
05:30 PM	0	0	0	0	0	4	3	4	11
05:45 PM	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	7	3	6	16
06:00 PM	0	0	0	0	0	1	0	3	4
06:15 PM	0	0	0	1	0	3	0	5	9
06:30 PM	0	0	0	2	0	4	0	2	8
06:45 PM	0	0	0	3	0	1	0	0	4
Total	0	0	0	6	0	9	0	10	25
Grand Total	0	2	0	21	0	43	7	36	109
Apprch %	0	100	0	100	0	100	16.3	83.7	
Total %	0	1.8	0	19.3	0	39.4	6.4	33	

CITY TRAFFIC COUNTERS

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File Name : PacificCoastHwy_Aviation-10th_BP
Site Code : 00000000
Start Date : 3/1/2016
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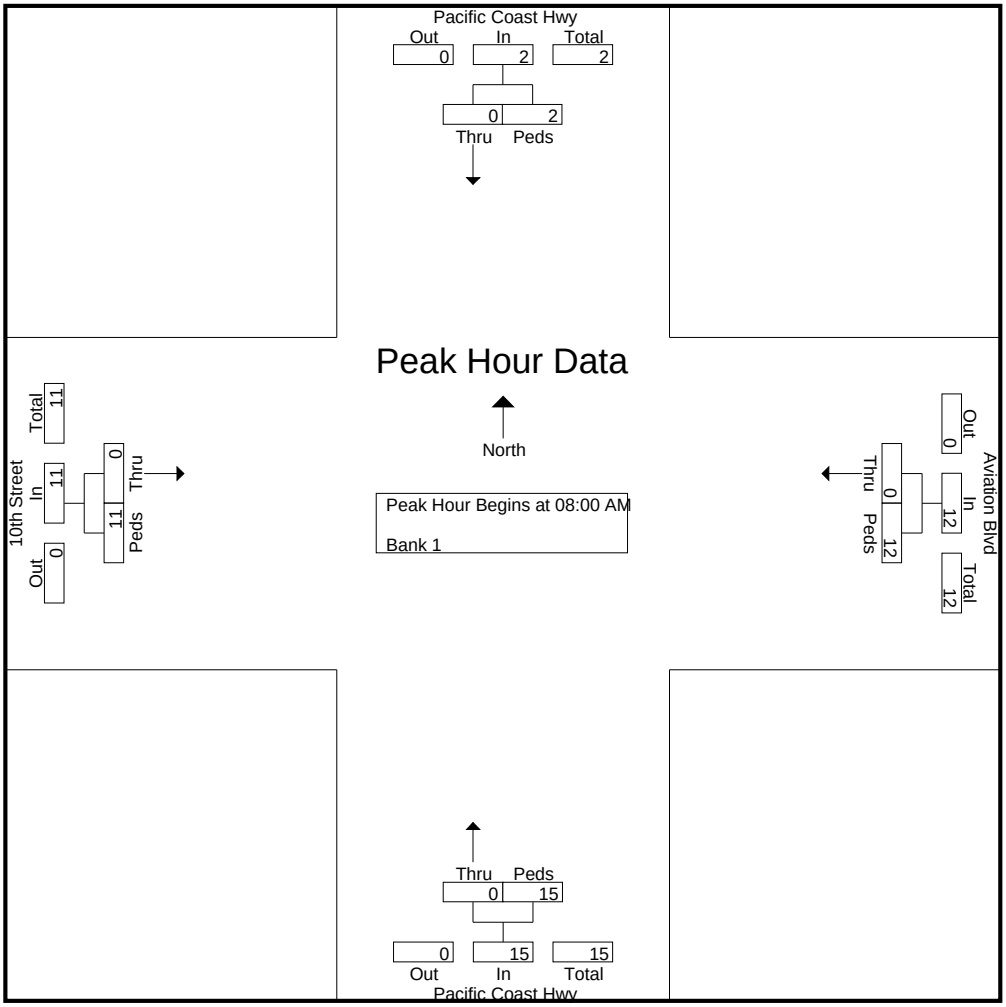
	Pacific Coast Hwy Southbound			Aviation Blvd Westbound			Pacific Coast Hwy Northbound			10th Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	2	2	0	**5**	**5**	0	1	1	8
08:15 AM	0	**1**	**1**	0	**4**	**4**	0	0	0	0	**4**	**4**	9
08:30 AM	0	1	1	0	4	4	0	5	5	0	4	4	**14**
08:45 AM	0	0	0	0	2	2	0	5	5	0	2	2	9
Total Volume	0	2	2	0	12	12	0	15	15	0	11	11	40
% App. Total	0	100		0	100		0	100		0	100		
PHF	.000	.500	.500	.000	.750	.750	.000	.750	.750	.000	.688	.688	.714

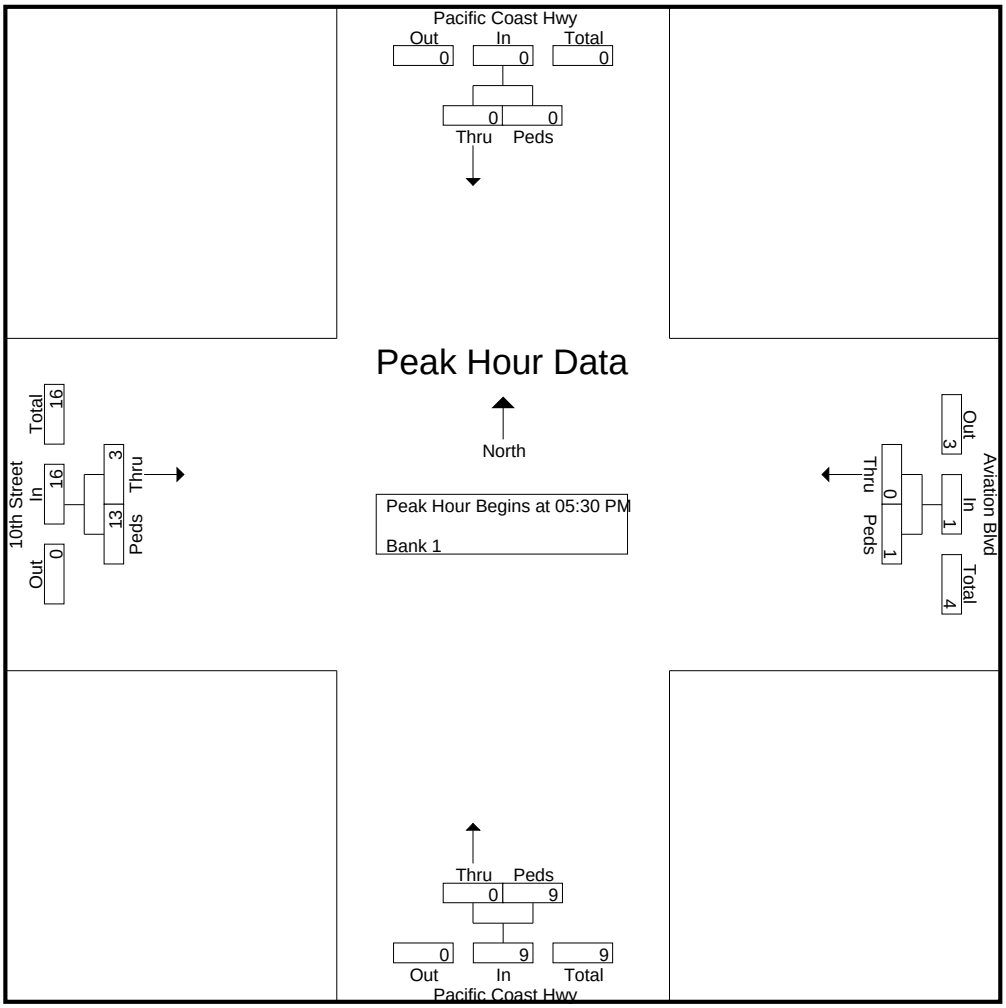


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Aviation-10th_BP
Site Code : 00000000
Start Date : 3/1/2016
Page No : 3

	Pacific Coast Hwy Southbound			Aviation Blvd Westbound			Pacific Coast Hwy Northbound			10th Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:30 PM													
05:30 PM	0	0	0	0	0	0	0	**4**	**4**	**3**	4	**7**	**11**
05:45 PM	0	0	0	0	0	0	0	1	1	0	1	1	2
06:00 PM	0	0	0	0	0	0	0	1	1	0	3	3	4
06:15 PM	0	0	0	0	**1**	**1**	0	3	3	0	**5**	5	9
Total Volume	0	0	0	0	1	1	0	9	9	3	13	16	26
% App. Total	0	0		0	100		0	100		18.8	81.2		
PHF	.000	.000	.000	.000	.250	.250	.000	.563	.563	.250	.650	.571	.591



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Artesia
Site Code : 00000000
Start Date : 3/9/2016
Page No : 1

Groups Printed- Unshifted

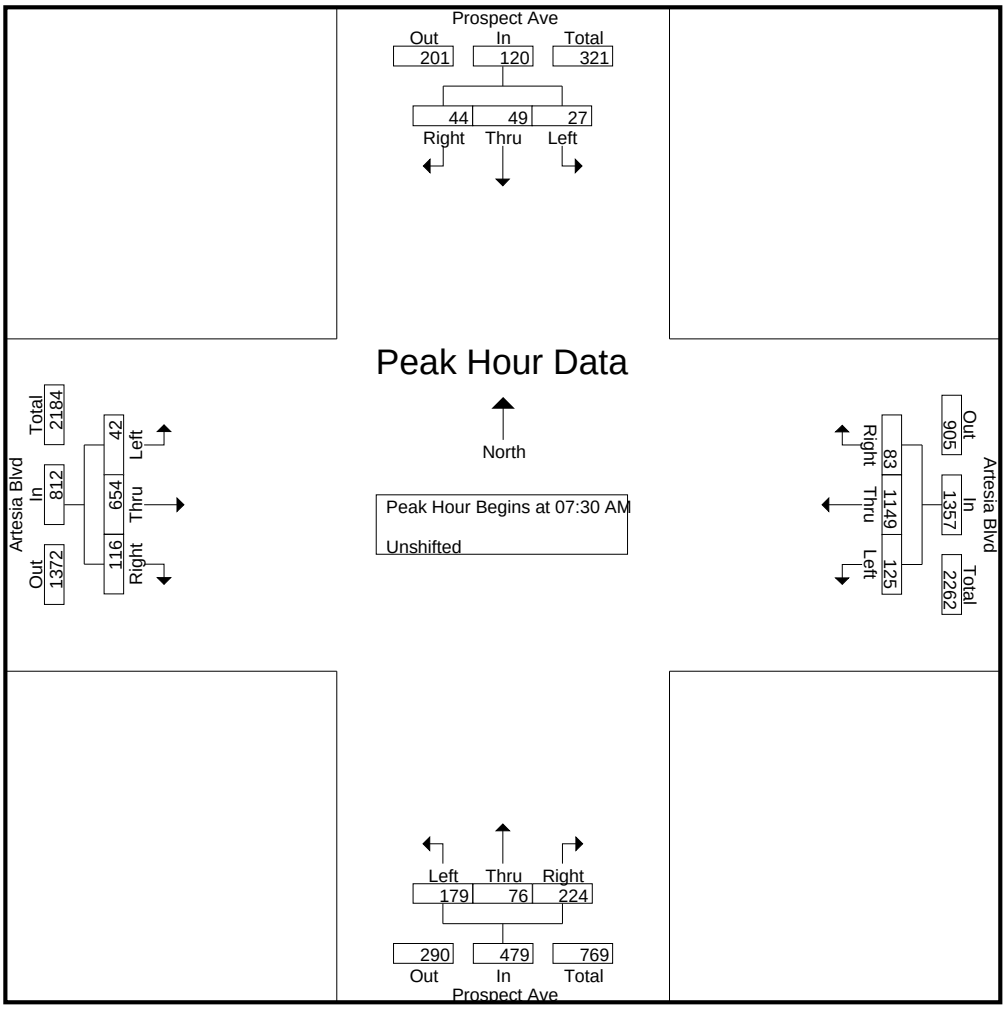
	Prospect Ave Southbound			Artesia Blvd Westbound			Prospect Ave Northbound			Artesia Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	9	3	1	20	205	14	27	6	25	1	105	4	420
07:15 AM	1	3	0	19	226	9	27	10	33	9	127	10	474
07:30 AM	9	10	12	30	250	20	25	20	56	24	199	14	669
07:45 AM	4	24	18	39	355	23	45	18	64	5	185	20	800
Total	23	40	31	108	1036	66	124	54	178	39	616	48	2363
08:00 AM	9	6	3	29	260	21	46	23	47	4	135	44	627
08:15 AM	5	9	11	27	284	19	63	15	57	9	135	38	672
08:30 AM	5	10	4	23	273	20	39	10	60	13	143	17	617
08:45 AM	5	6	3	21	303	26	43	25	31	12	117	13	605
Total	24	31	21	100	1120	86	191	73	195	38	530	112	2521
04:00 PM	14	13	4	24	177	6	23	5	6	10	257	24	563
04:15 PM	9	15	4	24	171	11	36	8	11	10	203	27	529
04:30 PM	16	19	9	39	171	6	28	6	11	7	275	26	613
04:45 PM	14	13	3	39	142	2	21	4	10	11	226	24	509
Total	53	60	20	126	661	25	108	23	38	38	961	101	2214
05:00 PM	10	26	1	31	158	7	22	7	15	12	298	35	622
05:15 PM	21	28	3	45	236	11	25	8	22	8	234	36	677
05:30 PM	10	20	9	53	150	12	21	14	7	6	281	24	607
05:45 PM	9	23	8	38	148	8	30	11	9	7	255	24	570
Total	50	97	21	167	692	38	98	40	53	33	1068	119	2476
06:00 PM	15	20	7	38	184	10	29	8	17	6	253	26	613
06:15 PM	15	25	9	43	160	11	30	3	6	13	243	24	582
06:30 PM	8	18	8	41	154	26	27	13	10	14	183	19	521
06:45 PM	18	17	8	50	185	22	38	10	11	18	187	14	578
Total	56	80	32	172	683	69	124	34	44	51	866	83	2294
Grand Total	206	308	125	673	4192	284	645	224	508	199	4041	463	11868
Apprch %	32.2	48.2	19.6	13.1	81.4	5.5	46.8	16.3	36.9	4.2	85.9	9.8	
Total %	1.7	2.6	1.1	5.7	35.3	2.4	5.4	1.9	4.3	1.7	34	3.9	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Artesia
Site Code : 00000000
Start Date : 3/9/2016
Page No : 2

	Prospect Ave Southbound				Artesia Blvd Westbound				Prospect Ave Northbound				Artesia Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**9**	10	12	31	30	250	20	300	25	20	56	101	**24**	**199**	14	**237**	669
07:45 AM	4	**24**	**18**	**46**	**39**	**355**	**23**	**417**	45	18	**64**	127	5	185	20	210	**800**
08:00 AM	9	6	3	18	29	260	21	310	46	**23**	47	116	4	135	**44**	183	627
08:15 AM	5	9	11	25	27	284	19	330	**63**	15	57	**135**	9	135	38	182	672
Total Volume	27	49	44	120	125	1149	83	1357	179	76	224	479	42	654	116	812	2768
% App. Total	22.5	40.8	36.7		9.2	84.7	6.1		37.4	15.9	46.8		5.2	80.5	14.3		
PHF	.750	.510	.611	.652	.801	.809	.902	.814	.710	.826	.875	.887	.438	.822	.659	.857	.865



CITY TRAFFIC COUNTERS

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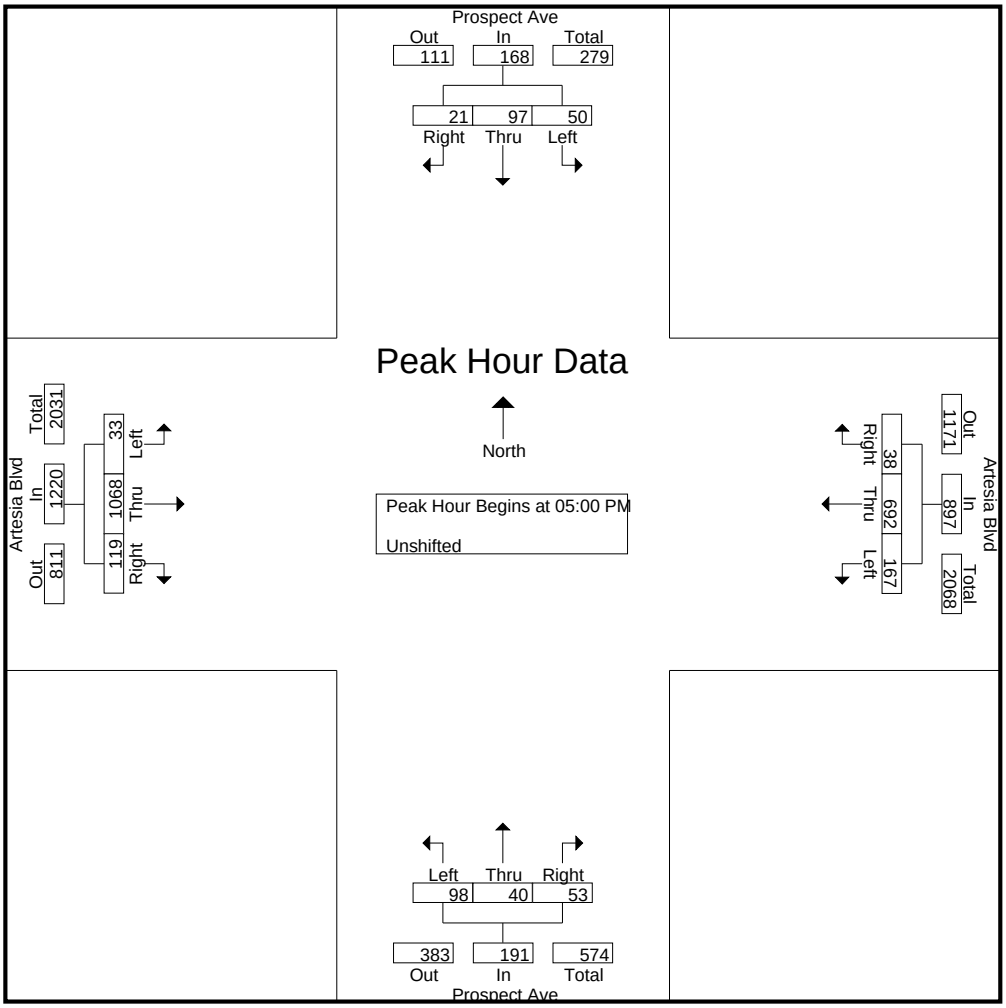
File Name : Prospect_Artesia
Site Code : 00000000
Start Date : 3/9/2016
Page No : 3

	Prospect Ave Southbound				Artesia Blvd Westbound				Prospect Ave Northbound				Artesia Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	26	1	37	31	158	7	196	22	7	15	44	**12**	**298**	35	**345**	622
05:15 PM	**21**	**28**	3	**52**	45	**236**	11	**292**	25	8	**22**	**55**	8	234	**36**	278	**677**
05:30 PM	10	20	**9**	39	**53**	150	**12**	215	21	**14**	7	42	6	281	24	311	607
05:45 PM	9	23	8	40	38	148	8	194	**30**	11	9	50	7	255	24	286	570
Total Volume	50	97	21	168	167	692	38	897	98	40	53	191	33	1068	119	1220	2476
% App. Total	29.8	57.7	12.5		18.6	77.1	4.2		51.3	20.9	27.7		2.7	87.5	9.8		
PHF	.595	.866	.583	.808	.788	.733	.792	.768	.817	.714	.602	.868	.688	.896	.826	.884	.914



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Artesia_BP
Site Code : 00000000
Start Date : 3/9/2016
Page No : 1

Groups Printed- Bank 1

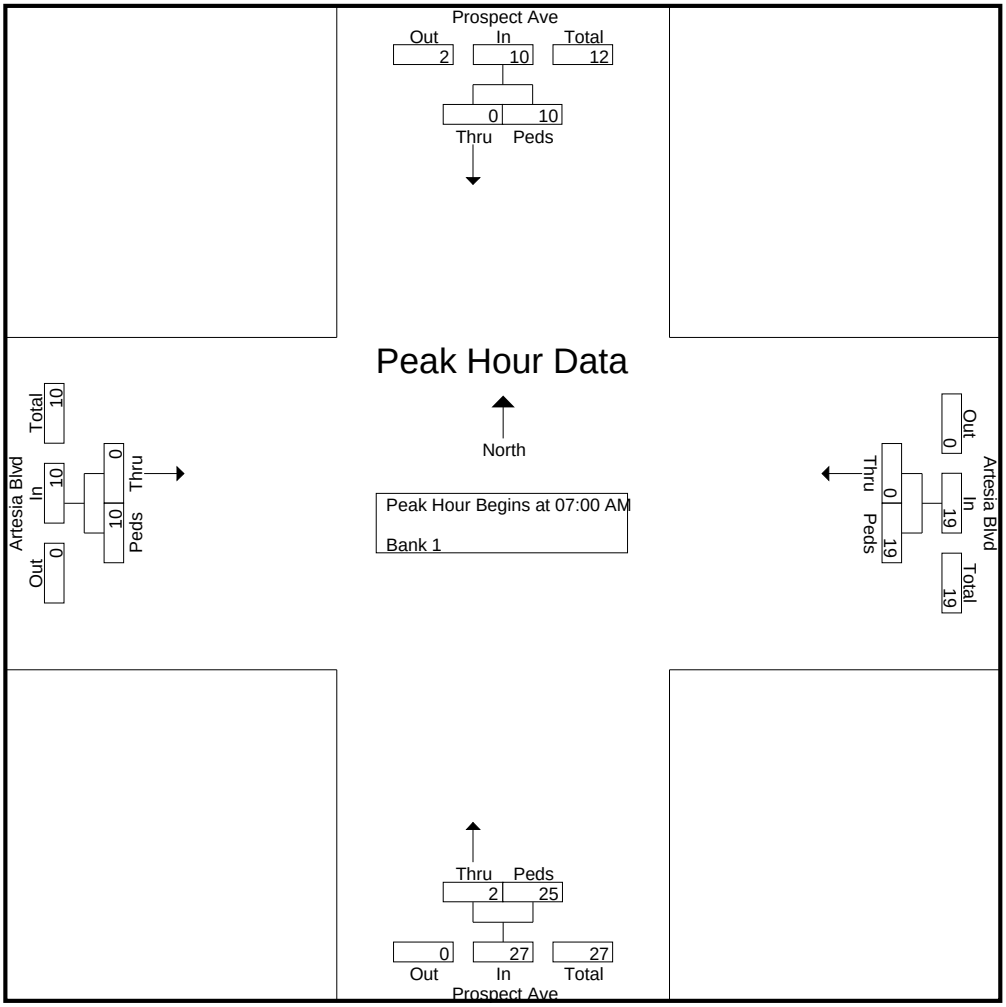
	Prospect Ave Southbound		Artesia Blvd Westbound		Prospect Ave Northbound		Artesia Blvd Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	1	0	7	0	8	0	1	17
07:15 AM	0	3	0	5	1	7	0	0	16
07:30 AM	0	2	0	5	0	7	0	1	15
07:45 AM	0	4	0	2	1	3	0	8	18
Total	0	10	0	19	2	25	0	10	66
08:00 AM	0	3	1	5	0	3	0	4	16
08:15 AM	0	3	1	4	1	4	0	3	16
08:30 AM	0	7	0	4	0	0	0	3	14
08:45 AM	0	2	1	6	0	0	0	0	9
Total	0	15	3	19	1	7	0	10	55
04:00 PM	0	1	0	5	0	3	0	0	9
04:15 PM	0	0	0	3	1	10	1	2	17
04:30 PM	1	4	0	6	0	2	0	1	14
04:45 PM	0	1	0	5	0	4	1	1	12
Total	1	6	0	19	1	19	2	4	52
05:00 PM	0	0	0	6	1	6	0	0	13
05:15 PM	0	2	0	1	0	6	0	5	14
05:30 PM	1	0	0	1	0	7	0	1	10
05:45 PM	0	3	0	1	0	5	1	0	10
Total	1	5	0	9	1	24	1	6	47
06:00 PM	0	3	0	1	0	7	0	0	11
06:15 PM	0	4	0	1	0	0	0	1	6
06:30 PM	2	0	0	0	0	4	0	2	8
06:45 PM	0	3	0	2	0	1	0	0	6
Total	2	10	0	4	0	12	0	3	31
Grand Total	4	46	3	70	5	87	3	33	251
Apprch %	8	92	4.1	95.9	5.4	94.6	8.3	91.7	
Total %	1.6	18.3	1.2	27.9	2	34.7	1.2	13.1	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Artesia_BP
Site Code : 00000000
Start Date : 3/9/2016
Page No : 2

	Prospect Ave Southbound			Artesia Blvd Westbound			Prospect Ave Northbound			Artesia Blvd Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	1	1	0	**7**	**7**	0	**8**	**8**	0	1	1	17
07:15 AM	0	3	3	0	5	5	**1**	7	8	0	0	0	16
07:30 AM	0	2	2	0	5	5	0	7	7	0	1	1	15
07:45 AM	0	**4**	**4**	0	2	2	1	3	4	0	**8**	**8**	**18**
Total Volume	0	10	10	0	19	19	2	25	27	0	10	10	66
% App. Total	0	100		0	100		7.4	92.6		0	100		
PHF	.000	.625	.625	.000	.679	.679	.500	.781	.844	.000	.313	.313	.917

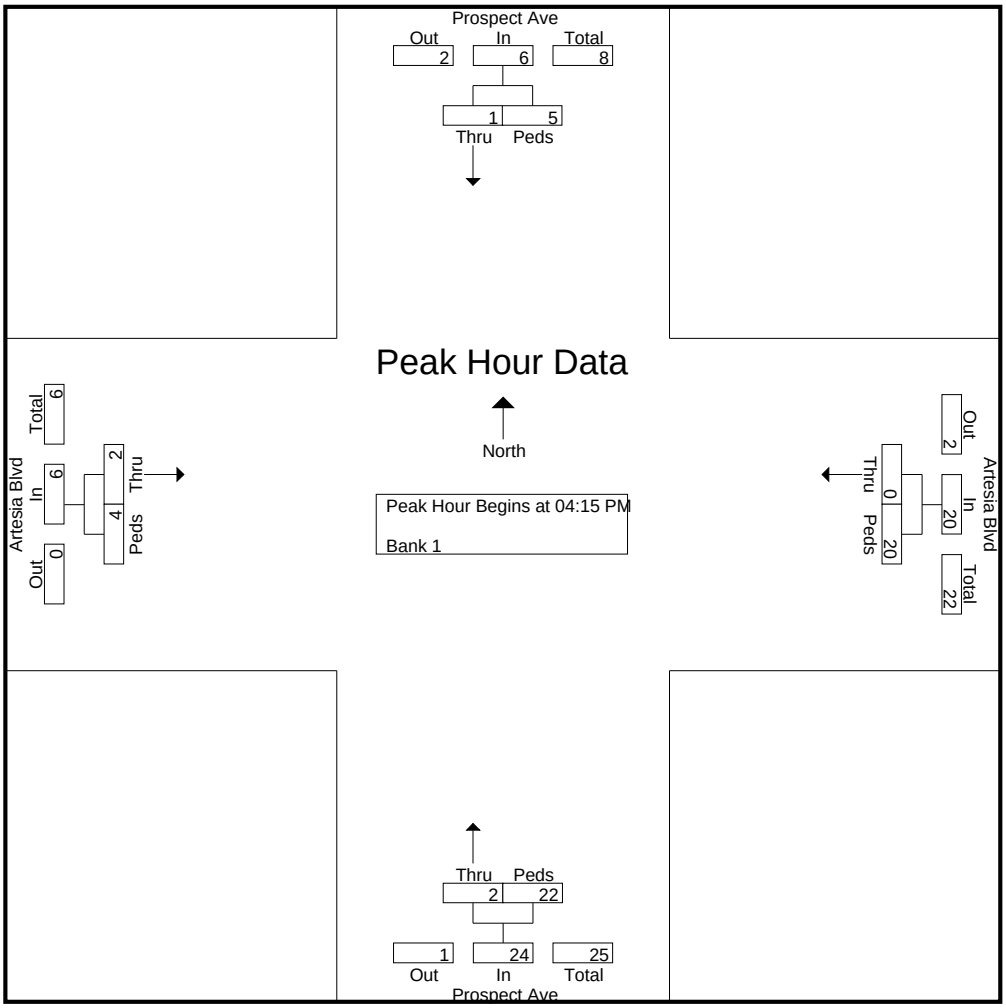


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Artesia_BP
Site Code : 00000000
Start Date : 3/9/2016
Page No : 3

	Prospect Ave Southbound			Artesia Blvd Westbound			Prospect Ave Northbound			Artesia Blvd Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	3	3	**1**	**10**	**11**	**1**	**2**	**3**	**17**
04:30 PM	**1**	**4**	**5**	0	**6**	**6**	0	2	2	0	1	1	14
04:45 PM	0	1	1	0	5	5	0	4	4	1	1	2	12
05:00 PM	0	0	0	0	6	6	1	6	7	0	0	0	13
Total Volume	1	5	6	0	20	20	2	22	24	2	4	6	56
% App. Total	16.7	83.3		0	100		8.3	91.7		33.3	66.7		
PHF	.250	.313	.300	.000	.833	.833	.500	.550	.545	.500	.500	.500	.824



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Aviation
Site Code : 00000000
Start Date : 3/1/2016
Page No : 1

Groups Printed- Unshifted

	Prospect Ave Southbound			Aviation Blvd Westbound			Prospect Ave Northbound			Aviation Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	8	15	8	27	110	3	15	41	70	2	197	6	502
07:15 AM	12	21	4	45	145	3	18	47	76	0	201	6	578
07:30 AM	9	29	7	52	185	9	19	71	86	10	175	5	657
07:45 AM	3	30	9	52	232	18	20	63	90	11	193	4	725
Total	32	95	28	176	672	33	72	222	322	23	766	21	2462
08:00 AM	13	26	10	34	182	21	24	64	96	23	193	11	697
08:15 AM	14	44	5	41	158	10	23	85	77	22	171	7	657
08:30 AM	15	32	22	37	183	11	18	50	82	12	208	10	680
08:45 AM	14	29	10	51	170	13	15	54	69	7	168	10	610
Total	56	131	47	163	693	55	80	253	324	64	740	38	2644
04:00 PM	21	41	9	65	188	13	13	52	61	11	195	13	682
04:15 PM	30	72	6	65	178	12	16	53	48	8	187	19	694
04:30 PM	30	66	8	72	200	14	26	41	56	10	178	24	725
04:45 PM	37	60	14	80	204	9	17	40	61	12	181	16	731
Total	118	239	37	282	770	48	72	186	226	41	741	72	2832
05:00 PM	30	75	10	61	173	10	15	46	57	11	174	30	692
05:15 PM	22	75	9	73	186	12	21	51	57	20	203	17	746
05:30 PM	23	91	11	73	186	10	14	50	34	11	212	9	724
05:45 PM	21	74	7	90	183	15	5	42	45	10	167	16	675
Total	96	315	37	297	728	47	55	189	193	52	756	72	2837
06:00 PM	32	59	10	73	183	8	16	54	42	11	172	16	676
06:15 PM	24	63	16	65	196	10	8	53	40	17	192	13	697
06:30 PM	32	48	6	73	186	6	24	29	40	8	157	7	616
06:45 PM	20	70	10	75	197	14	8	45	36	7	151	9	642
Total	108	240	42	286	762	38	56	181	158	43	672	45	2631
Grand Total	410	1020	191	1204	3625	221	335	1031	1223	223	3675	248	13406
Apprch %	25.3	62.9	11.8	23.8	71.8	4.4	12.9	39.8	47.2	5.4	88.6	6	
Total %	3.1	7.6	1.4	9	27	1.6	2.5	7.7	9.1	1.7	27.4	1.8	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Aviation
Site Code : 00000000
Start Date : 3/1/2016
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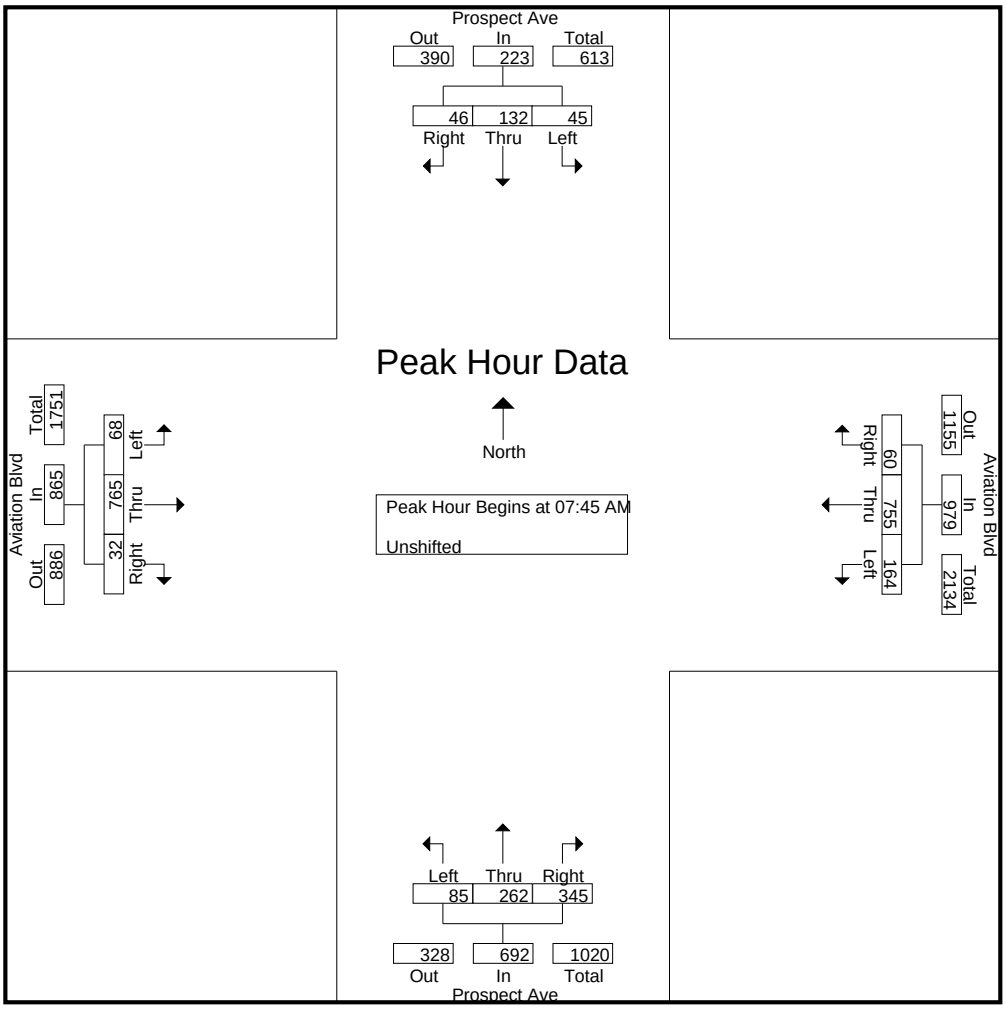
	Prospect Ave Southbound				Aviation Blvd Westbound				Prospect Ave Northbound				Aviation Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	30	9	42	**52**	**232**	18	**302**	20	63	90	173	11	193	4	208	**725**
08:00 AM	13	26	10	49	34	182	**21**	237	**24**	64	**96**	184	**23**	193	**11**	227	697
08:15 AM	14	**44**	5	63	41	158	10	209	23	**85**	77	**185**	22	171	7	200	657
08:30 AM	**15**	32	**22**	**69**	37	183	11	231	18	50	82	150	12	**208**	10	**230**	680
Total Volume	45	132	46	223	164	755	60	979	85	262	345	692	68	765	32	865	2759
% App. Total	20.2	59.2	20.6		16.8	77.1	6.1		12.3	37.9	49.9		7.9	88.4	3.7		
PHF	.750	.750	.523	.808	.788	.814	.714	.810	.885	.771	.898	.935	.739	.919	.727	.940	.951

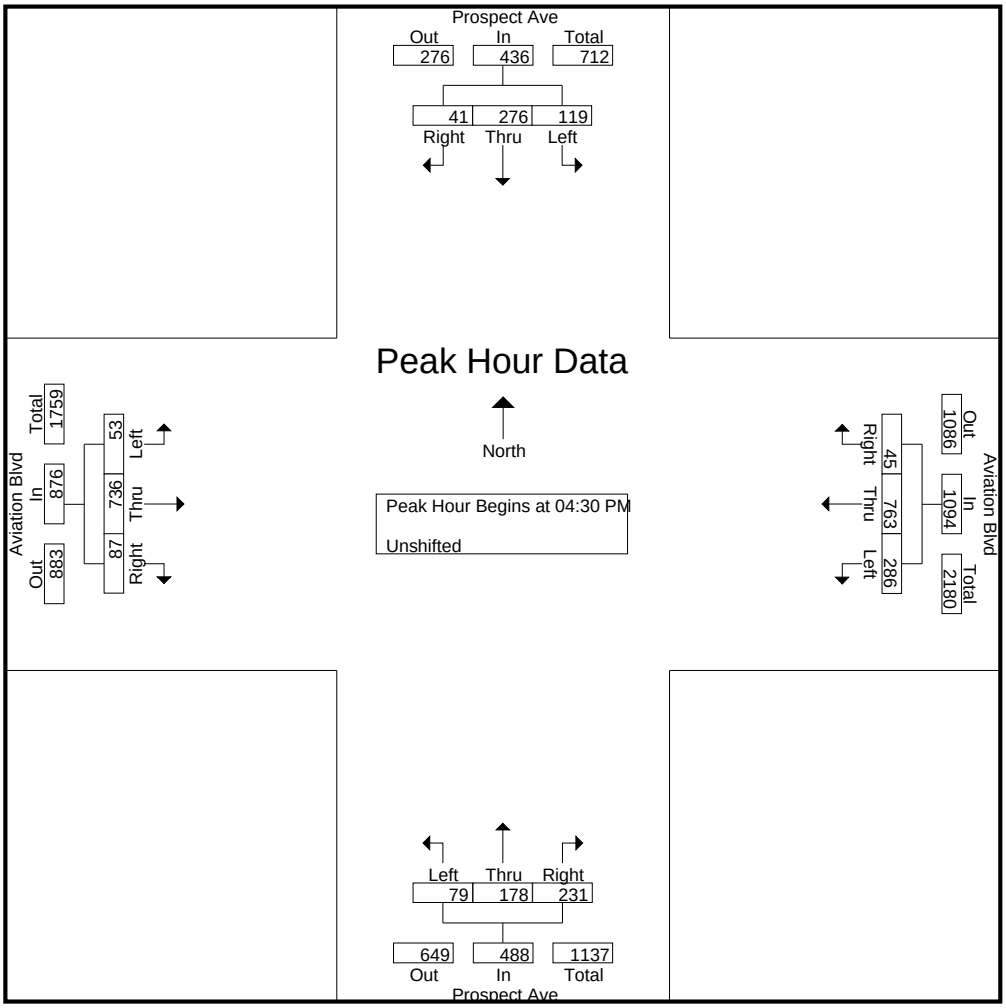


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Aviation
Site Code : 00000000
Start Date : 3/1/2016
Page No : 3

	Prospect Ave Southbound				Aviation Blvd Westbound				Prospect Ave Northbound				Aviation Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	30	66	8	104	72	200	**14**	286	**26**	41	56	123	10	178	24	212	725
04:45 PM	**37**	60	**14**	111	**80**	**204**	9	**293**	17	40	**61**	118	12	181	16	209	731
05:00 PM	30	**75**	10	**115**	61	173	10	244	15	46	57	118	11	174	**30**	215	692
05:15 PM	22	75	9	106	73	186	12	271	21	**51**	57	**129**	**20**	**203**	17	**240**	**746**
Total Volume	119	276	41	436	286	763	45	1094	79	178	231	488	53	736	87	876	2894
% App. Total	27.3	63.3	9.4		26.1	69.7	4.1		16.2	36.5	47.3		6.1	84	9.9		
PHF	.804	.920	.732	.948	.894	.935	.804	.933	.760	.873	.947	.946	.663	.906	.725	.913	.970



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Aviation_BP
Site Code : 00000000
Start Date : 3/1/2016
Page No : 1

Groups Printed- Bank 1

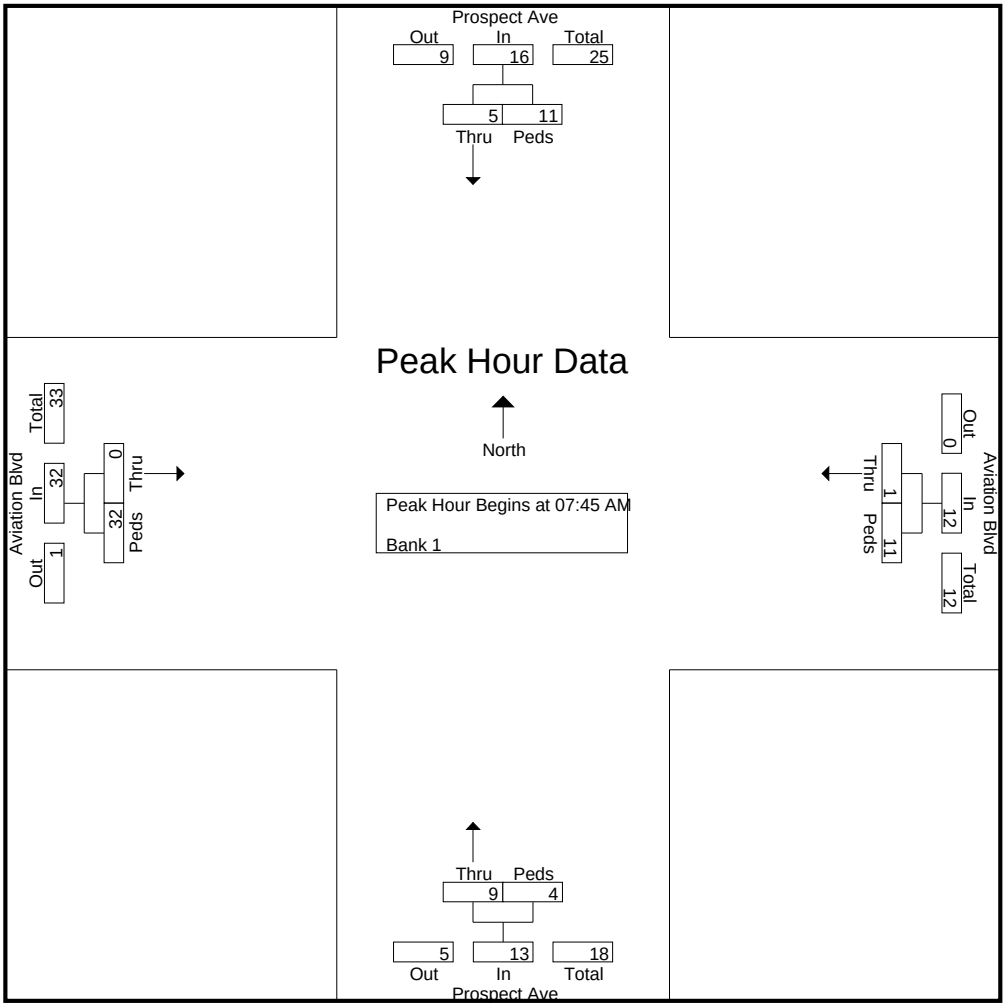
	Prospect Ave Southbound		Aviation Blvd Westbound		Prospect Ave Northbound		Aviation Blvd Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	4	0	0	0	0	1	1	6
07:15 AM	0	2	1	2	2	0	0	0	7
07:30 AM	0	1	0	1	1	0	0	2	5
07:45 AM	3	3	1	2	3	0	0	5	17
Total	3	10	2	5	6	0	1	8	35
08:00 AM	0	3	0	6	2	0	0	17	28
08:15 AM	0	4	0	1	1	3	0	9	18
08:30 AM	2	1	0	2	3	1	0	1	10
08:45 AM	0	1	0	1	2	5	0	1	10
Total	2	9	0	10	8	9	0	28	66
04:00 PM	3	0	1	2	1	3	3	5	18
04:15 PM	3	0	1	2	0	7	0	3	16
04:30 PM	2	1	1	2	1	5	0	3	15
04:45 PM	0	5	0	3	0	8	0	0	16
Total	8	6	3	9	2	23	3	11	65
05:00 PM	4	5	0	2	0	6	0	1	18
05:15 PM	2	2	0	2	0	10	1	2	19
05:30 PM	1	3	0	0	0	3	0	2	9
05:45 PM	1	3	0	4	1	4	0	3	16
Total	8	13	0	8	1	23	1	8	62
06:00 PM	1	0	0	0	0	0	0	0	1
06:15 PM	1	3	1	0	0	6	0	4	15
06:30 PM	1	0	0	0	0	6	0	2	9
06:45 PM	1	2	0	1	0	1	1	1	7
Total	4	5	1	1	0	13	1	7	32
Grand Total	25	43	6	33	17	68	6	62	260
Apprch %	36.8	63.2	15.4	84.6	20	80	8.8	91.2	
Total %	9.6	16.5	2.3	12.7	6.5	26.2	2.3	23.8	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Aviation_BP
Site Code : 00000000
Start Date : 3/1/2016
Page No : 2

	Prospect Ave Southbound			Aviation Blvd Westbound			Prospect Ave Northbound			Aviation Blvd Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**3**	3	**6**	**1**	2	3	**3**	0	3	0	5	5	17
08:00 AM	0	3	3	0	**6**	**6**	2	0	2	0	**17**	**17**	**28**
08:15 AM	0	**4**	4	0	1	1	1	**3**	**4**	0	9	9	18
08:30 AM	2	1	3	0	2	2	3	1	4	0	1	1	10
Total Volume	5	11	16	1	11	12	9	4	13	0	32	32	73
% App. Total	31.2	68.8		8.3	91.7		69.2	30.8		0	100		
PHF	.417	.688	.667	.250	.458	.500	.750	.333	.813	.000	.471	.471	.652

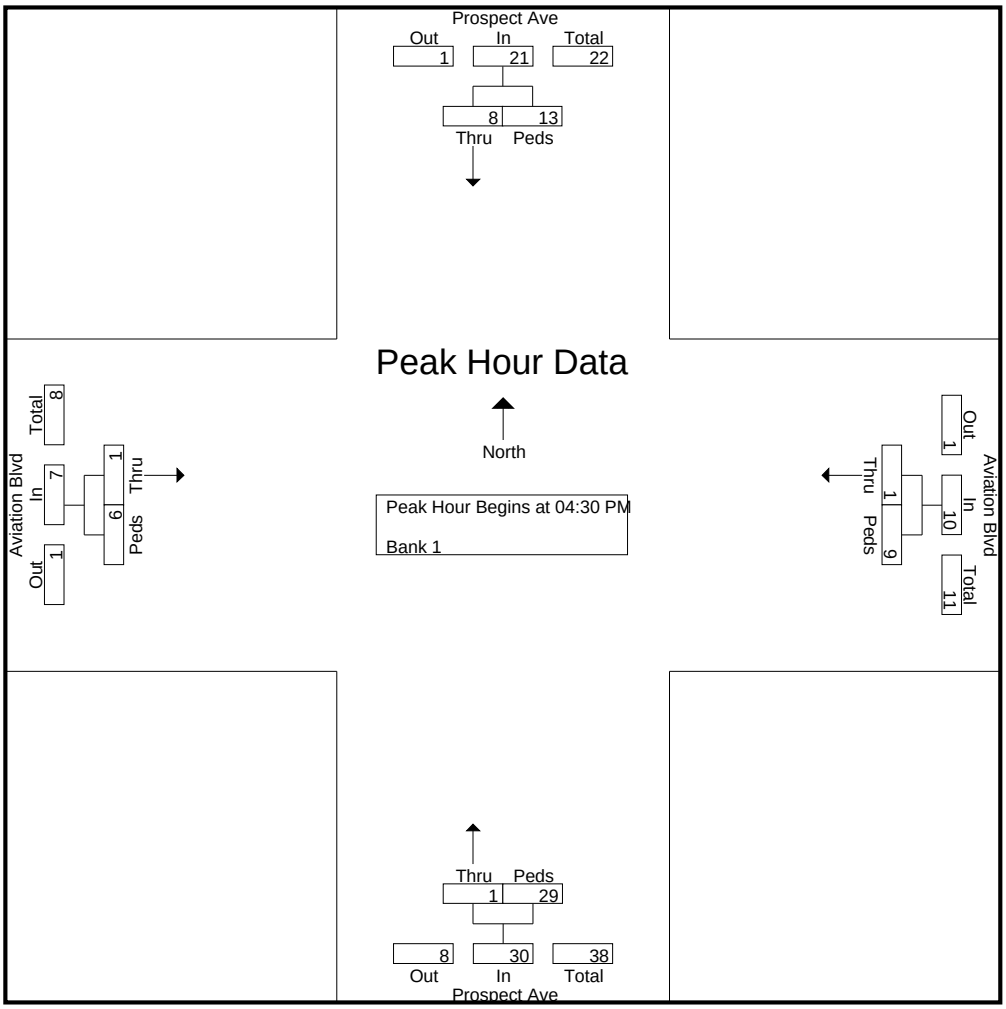


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Aviation_BP
Site Code : 00000000
Start Date : 3/1/2016
Page No : 3

	Prospect Ave Southbound			Aviation Blvd Westbound			Prospect Ave Northbound			Aviation Blvd Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	2	1	3	**1**	2	**3**	**1**	5	6	0	**3**	**3**	15
04:45 PM	0	**5**	5	0	**3**	3	0	8	8	0	0	0	16
05:00 PM	**4**	5	**9**	0	2	2	0	6	6	0	1	1	18
05:15 PM	2	2	4	0	2	2	0	**10**	**10**	**1**	2	3	**19**
Total Volume	8	13	21	1	9	10	1	29	30	1	6	7	68
% App. Total	38.1	61.9		10	90		3.3	96.7		14.3	85.7		
PHF	.500	.650	.583	.250	.750	.833	.250	.725	.750	.250	.500	.583	.895



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Meadows_Artesia
Site Code : 00000000
Start Date : 3/9/2016
Page No : 1

Groups Printed- Unshifted

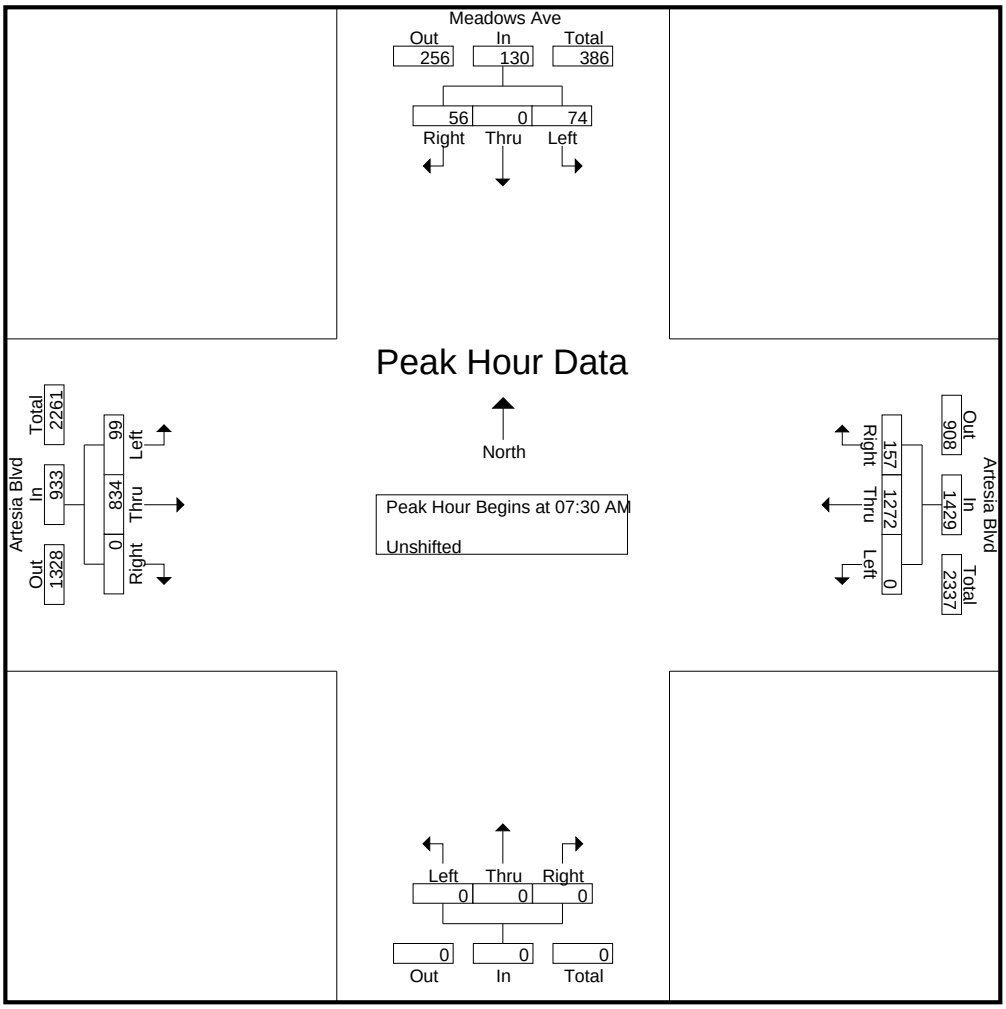
	Meadows Ave Southbound			Artesia Blvd Westbound			Northbound			Artesia Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	5	0	9	0	218	10	0	0	0	8	154	0	404
07:15 AM	6	0	9	0	261	17	0	0	0	14	139	0	446
07:30 AM	18	0	15	0	333	42	0	0	0	25	283	0	716
07:45 AM	14	0	15	0	392	43	0	0	0	23	196	0	683
Total	43	0	48	0	1204	112	0	0	0	70	772	0	2249
08:00 AM	18	0	16	0	252	40	0	0	0	22	173	0	521
08:15 AM	24	0	10	0	295	32	0	0	0	29	182	0	572
08:30 AM	24	0	15	0	346	24	0	0	0	12	166	0	587
08:45 AM	19	0	15	0	308	55	0	0	0	6	121	0	524
Total	85	0	56	0	1201	151	0	0	0	69	642	0	2204
04:00 PM	30	0	13	0	193	14	0	0	0	29	268	0	547
04:15 PM	24	0	15	0	191	21	0	0	0	25	237	0	513
04:30 PM	25	0	30	0	194	16	0	0	0	20	309	0	594
04:45 PM	28	0	29	0	168	9	0	0	0	11	266	0	511
Total	107	0	87	0	746	60	0	0	0	85	1080	0	2165
05:00 PM	33	0	20	0	182	14	0	0	0	16	316	0	581
05:15 PM	37	0	24	0	280	25	0	0	0	20	273	0	659
05:30 PM	32	0	30	0	190	30	0	0	0	17	291	0	590
05:45 PM	40	0	16	0	213	20	0	0	0	20	289	0	598
Total	142	0	90	0	865	89	0	0	0	73	1169	0	2428
06:00 PM	43	0	22	0	222	17	0	0	0	13	319	0	636
06:15 PM	34	0	32	0	189	12	0	0	0	7	261	0	535
06:30 PM	23	0	25	0	213	32	0	0	0	18	208	1	520
06:45 PM	35	0	23	0	223	37	0	0	0	28	206	0	552
Total	135	0	102	0	847	98	0	0	0	66	994	1	2243
Grand Total	512	0	383	0	4863	510	0	0	0	363	4657	1	11289
Apprch %	57.2	0	42.8	0	90.5	9.5	0	0	0	7.2	92.8	0	
Total %	4.5	0	3.4	0	43.1	4.5	0	0	0	3.2	41.3	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Meadows_Artesia
Site Code : 00000000
Start Date : 3/9/2016
Page No : 2

	Meadows Ave Southbound				Artesia Blvd Westbound				Northbound				Artesia Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	0	15	33	0	333	42	375	0	0	0	0	25	**283**	0	**308**	**716**
07:45 AM	14	0	15	29	0	**392**	**43**	**435**	0	0	0	0	23	196	0	219	683
08:00 AM	18	0	**16**	**34**	0	252	40	292	0	0	0	0	22	173	0	195	521
08:15 AM	**24**	0	10	34	0	295	32	327	0	0	0	0	**29**	182	0	211	572
Total Volume	74	0	56	130	0	1272	157	1429	0	0	0	0	99	834	0	933	2492
% App. Total	56.9	0	43.1		0	89	11		0	0	0		10.6	89.4	0		
PHF	.771	.000	.875	.956	.000	.811	.913	.821	.000	.000	.000	.000	.853	.737	.000	.757	.870

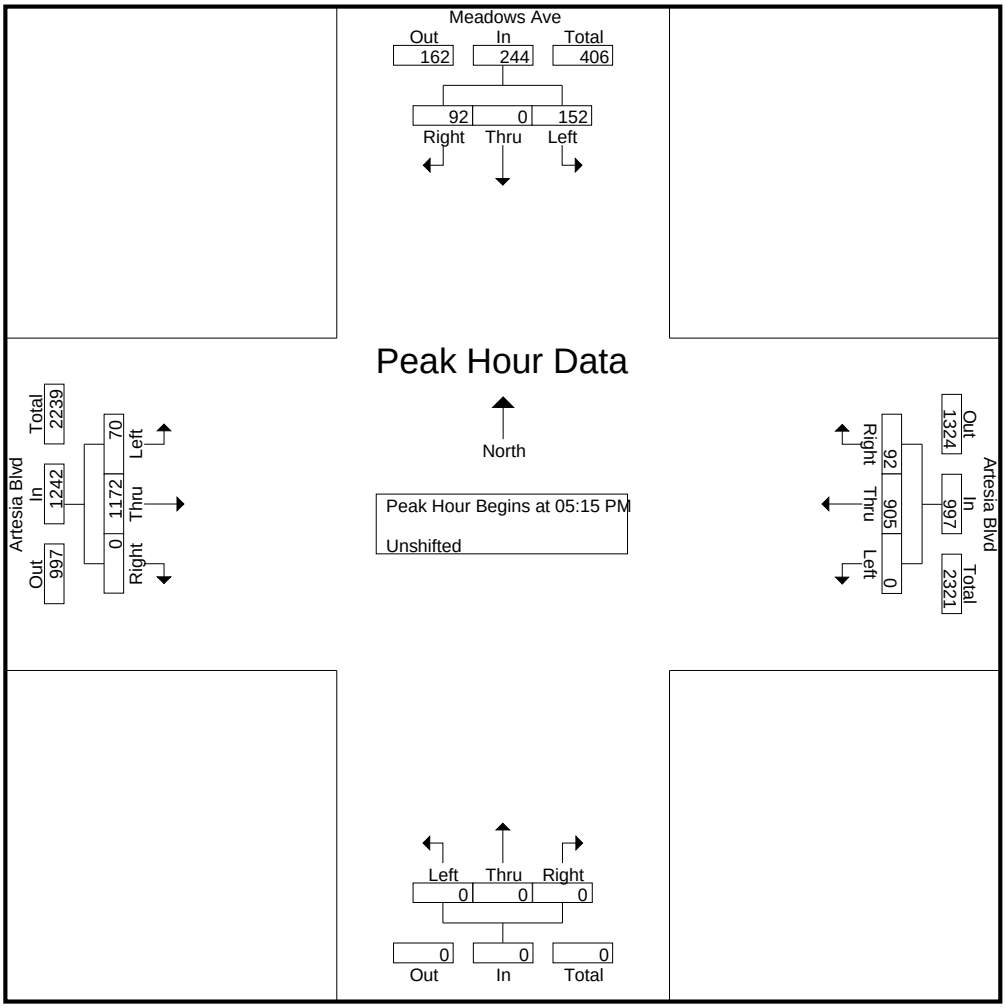


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Meadows_Artesia
Site Code : 00000000
Start Date : 3/9/2016
Page No : 3

	Meadows Ave Southbound				Artesia Blvd Westbound				Northbound				Artesia Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	37	0	24	61	0	**280**	25	**305**	0	0	0	0	**20**	273	0	293	**659**
05:30 PM	32	0	**30**	62	0	190	**30**	220	0	0	0	0	17	291	0	308	590
05:45 PM	40	0	16	56	0	213	20	233	0	0	0	0	20	289	0	309	598
06:00 PM	**43**	0	22	**65**	0	222	17	239	0	0	0	0	13	**319**	0	**332**	636
Total Volume	152	0	92	244	0	905	92	997	0	0	0	0	70	1172	0	1242	2483
% App. Total	62.3	0	37.7		0	90.8	9.2		0	0	0		5.6	94.4	0		
PHF	.884	.000	.767	.938	.000	.808	.767	.817	.000	.000	.000	.000	.875	.918	.000	.935	.942



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Meadows_Artesia_BP
Site Code : 00000000
Start Date : 3/9/2016
Page No : 1

Groups Printed- Bank 1

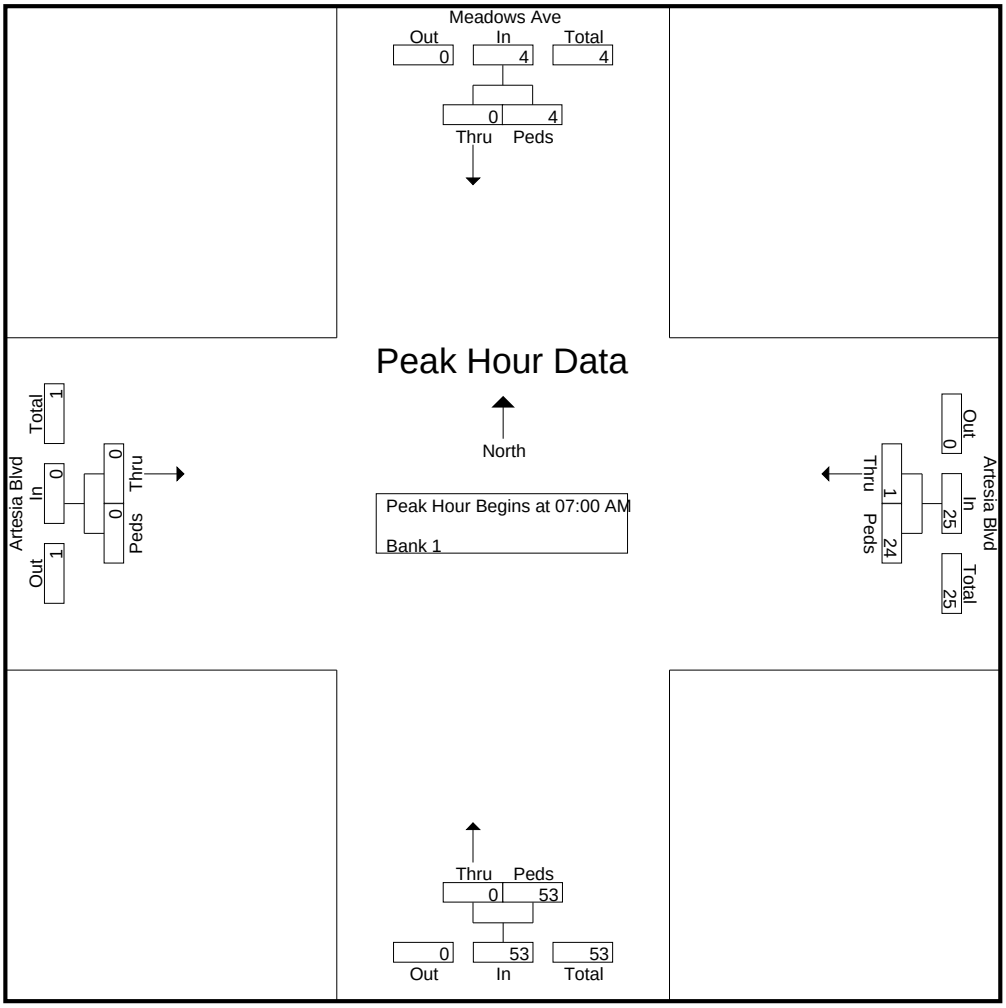
	Meadows Ave Southbound		Artesia Blvd Westbound		Northbound		Artesia Blvd Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	1	0	0	0	3	0	0	4
07:15 AM	0	3	0	2	0	6	0	0	11
07:30 AM	0	0	1	20	0	30	0	0	51
07:45 AM	0	0	0	2	0	14	0	0	16
Total	0	4	1	24	0	53	0	0	82
08:00 AM	0	0	0	1	0	2	0	0	3
08:15 AM	0	0	0	1	0	1	0	0	2
08:30 AM	1	0	0	1	0	1	0	0	3
08:45 AM	0	0	0	1	0	1	0	0	2
Total	1	0	0	4	0	5	0	0	10
04:00 PM	0	3	0	0	0	0	0	2	5
04:15 PM	0	4	0	3	1	18	0	0	26
04:30 PM	1	2	0	2	2	9	0	0	16
04:45 PM	0	2	0	1	0	5	0	0	8
Total	1	11	0	6	3	32	0	2	55
05:00 PM	0	0	0	2	1	7	0	0	10
05:15 PM	0	1	0	0	0	6	0	0	7
05:30 PM	1	0	0	3	0	10	0	0	14
05:45 PM	1	0	0	1	0	6	0	0	8
Total	2	1	0	6	1	29	0	0	39
06:00 PM	0	7	0	4	0	2	0	0	13
06:15 PM	2	1	0	4	2	11	0	0	20
06:30 PM	1	1	0	0	0	6	0	0	8
06:45 PM	0	0	0	7	1	3	0	0	11
Total	3	9	0	15	3	22	0	0	52
Grand Total	7	25	1	55	7	141	0	2	238
Apprch %	21.9	78.1	1.8	98.2	4.7	95.3	0	100	
Total %	2.9	10.5	0.4	23.1	2.9	59.2	0	0.8	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Meadows_Artesia_BP
Site Code : 00000000
Start Date : 3/9/2016
Page No : 2

	Meadows Ave Southbound			Artesia Blvd Westbound			Northbound			Artesia Blvd Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	1	1	0	0	0	0	3	3	0	0	0	4
07:15 AM	0	**3**	**3**	0	2	2	0	6	6	0	0	0	11
07:30 AM	0	0	0	**1**	**20**	**21**	0	**30**	**30**	0	0	0	**51**
07:45 AM	0	0	0	0	2	2	0	14	14	0	0	0	16
Total Volume	0	4	4	1	24	25	0	53	53	0	0	0	82
% App. Total	0	100		4	96		0	100		0	0		
PHF	.000	.333	.333	.250	.300	.298	.000	.442	.442	.000	.000	.000	.402

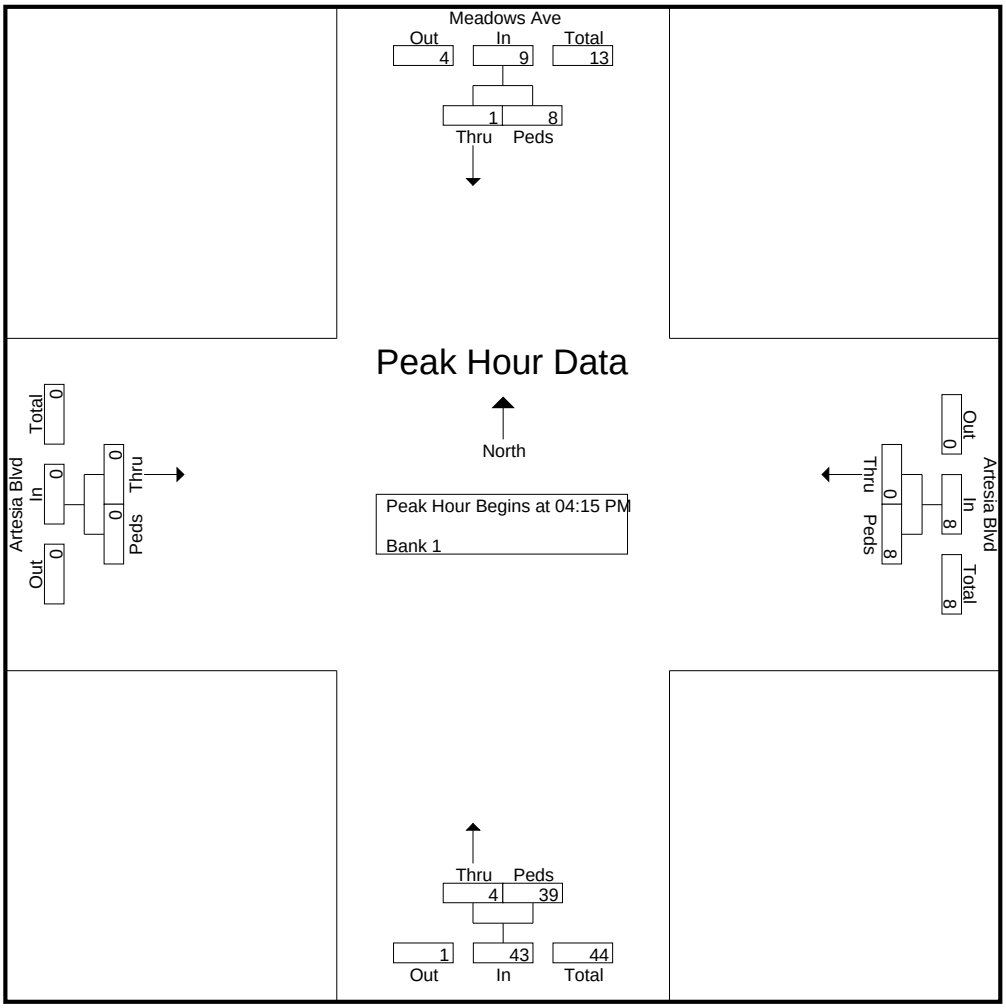


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Meadows_Artesia_BP
Site Code : 00000000
Start Date : 3/9/2016
Page No : 3

	Meadows Ave Southbound			Artesia Blvd Westbound			Northbound			Artesia Blvd Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	**4**	**4**	0	**3**	**3**	1	**18**	**19**	0	0	0	**26**
04:30 PM	**1**	2	3	0	2	2	**2**	9	11	0	0	0	16
04:45 PM	0	2	2	0	1	1	0	5	5	0	0	0	8
05:00 PM	0	0	0	0	2	2	1	7	8	0	0	0	10
Total Volume	1	8	9	0	8	8	4	39	43	0	0	0	60
% App. Total	11.1	88.9		0	100		9.3	90.7		0	0		
PHF	.250	.500	.563	.000	.667	.667	.500	.542	.566	.000	.000	.000	.577



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Peck-Ford_Artesia
Site Code : 00000000
Start Date : 3/9/2016
Page No : 1

Groups Printed- Unshifted

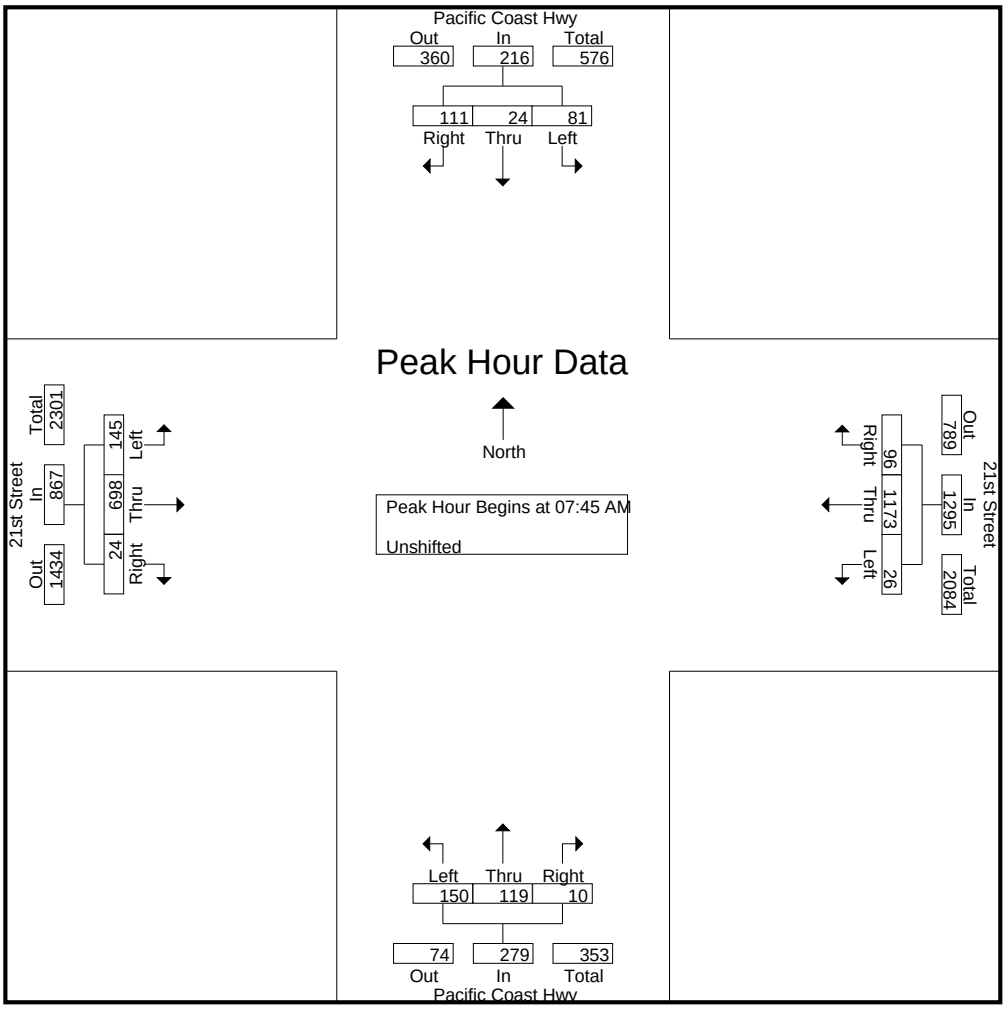
	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	22	1	29	2	201	17	17	14	4	31	122	9	469
07:15 AM	8	1	9	7	256	20	17	7	0	25	118	2	470
07:30 AM	21	3	16	5	215	28	38	19	1	47	175	4	572
07:45 AM	34	4	34	5	339	47	33	35	1	46	171	4	753
Total	85	9	88	19	1011	112	105	75	6	149	586	19	2264
08:00 AM	25	3	41	10	285	23	29	28	4	37	182	6	673
08:15 AM	14	6	15	7	270	15	52	27	2	22	154	8	592
08:30 AM	8	11	21	4	279	11	36	29	3	40	191	6	639
08:45 AM	10	5	35	4	319	10	34	20	4	21	156	3	621
Total	57	25	112	25	1153	59	151	104	13	120	683	23	2525
04:00 PM	12	10	9	9	189	11	11	10	1	19	253	10	544
04:15 PM	11	9	20	9	174	12	9	6	1	18	233	9	511
04:30 PM	13	9	22	6	169	17	13	4	0	24	290	6	573
04:45 PM	14	8	16	4	139	7	13	6	2	20	256	14	499
Total	50	36	67	28	671	47	46	26	4	81	1032	39	2127
05:00 PM	6	10	17	11	175	5	14	7	4	19	296	19	583
05:15 PM	9	11	17	16	263	9	15	8	2	15	258	18	641
05:30 PM	13	14	15	13	180	13	12	10	3	19	266	26	584
05:45 PM	13	8	22	17	205	16	17	9	2	33	274	23	639
Total	41	43	71	57	823	43	58	34	11	86	1094	86	2447
06:00 PM	16	11	32	16	194	11	11	7	1	14	292	15	620
06:15 PM	11	10	10	8	174	12	8	4	2	12	273	23	547
06:30 PM	12	2	7	7	226	13	12	2	4	10	220	16	531
06:45 PM	5	3	21	13	239	9	9	1	2	17	234	12	565
Total	44	26	70	44	833	45	40	14	9	53	1019	66	2263
Grand Total	277	139	408	173	4491	306	400	253	43	489	4414	233	11626
Apprch %	33.6	16.9	49.5	3.5	90.4	6.2	57.5	36.4	6.2	9.5	85.9	4.5	
Total %	2.4	1.2	3.5	1.5	38.6	2.6	3.4	2.2	0.4	4.2	38	2	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Peck-Ford_Artesia
Site Code : 00000000
Start Date : 3/9/2016
Page No : 2

	Pacific Coast Hwy Southbound				21st Street Westbound				Pacific Coast Hwy Northbound				21st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**34**	4	34	**72**	5	**339**	**47**	**391**	33	**35**	1	69	**46**	171	4	221	**753**
08:00 AM	25	3	**41**	69	**10**	285	23	318	29	28	**4**	61	37	182	6	225	673
08:15 AM	14	6	15	35	7	270	15	292	**52**	27	2	**81**	22	154	**8**	184	592
08:30 AM	8	**11**	21	40	4	279	11	294	36	29	3	68	40	**191**	6	**237**	639
Total Volume	81	24	111	216	26	1173	96	1295	150	119	10	279	145	698	24	867	2657
% App. Total	37.5	11.1	51.4		2	90.6	7.4		53.8	42.7	3.6		16.7	80.5	2.8		
PHF	.596	.545	.677	.750	.650	.865	.511	.828	.721	.850	.625	.861	.788	.914	.750	.915	.882

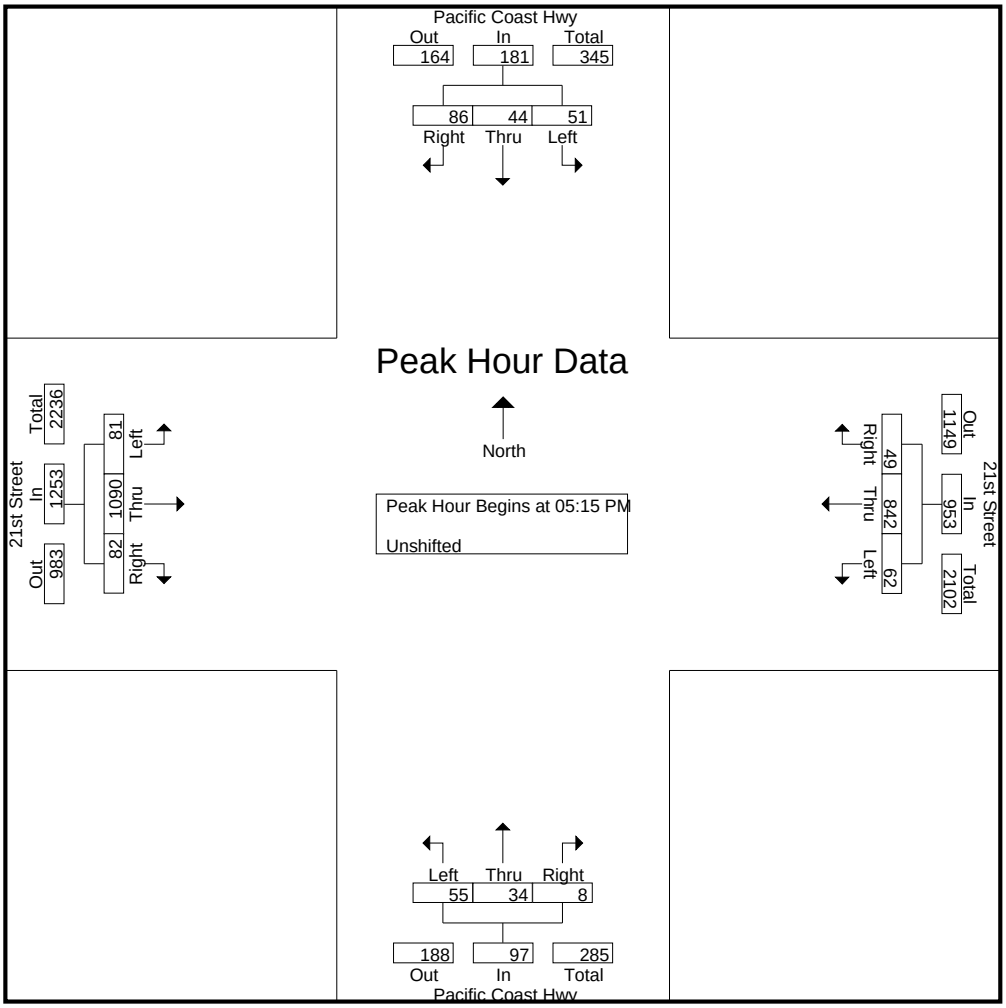


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Peck-Ford_Artesia
Site Code : 00000000
Start Date : 3/9/2016
Page No : 3

	Pacific Coast Hwy Southbound				21st Street Westbound				Pacific Coast Hwy Northbound				21st Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	9	11	17	37	16	**263**	9	**288**	15	8	2	25	15	258	18	291	**641**
05:30 PM	13	**14**	15	42	13	180	13	206	12	**10**	**3**	25	19	266	**26**	311	584
05:45 PM	13	8	22	43	**17**	205	**16**	238	**17**	9	2	**28**	**33**	274	23	**330**	639
06:00 PM	**16**	11	**32**	**59**	16	194	11	221	11	7	1	19	14	**292**	15	321	620
Total Volume	51	44	86	181	62	842	49	953	55	34	8	97	81	1090	82	1253	2484
% App. Total	28.2	24.3	47.5		6.5	88.4	5.1		56.7	35.1	8.2		6.5	87	6.5		
PHF	.797	.786	.672	.767	.912	.800	.766	.827	.809	.850	.667	.866	.614	.933	.788	.949	.969



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Peck-Ford_Artesia_BP
Site Code : 00000000
Start Date : 3/9/2016
Page No : 1

Groups Printed- Bank 1

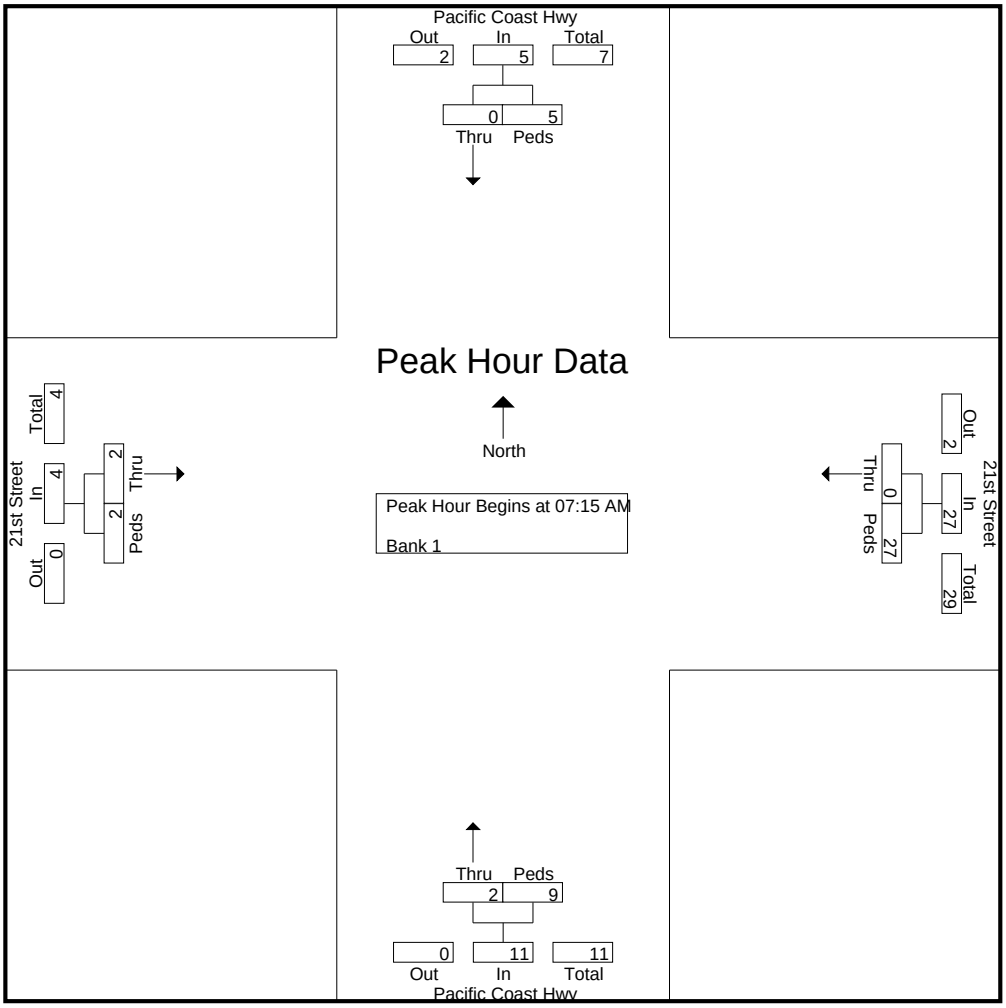
	Pacific Coast Hwy Southbound		21st Street Westbound		Pacific Coast Hwy Northbound		21st Street Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	4	0	1	0	1	0	0	6
07:15 AM	0	1	0	0	1	3	0	0	5
07:30 AM	0	1	0	4	0	3	1	0	9
07:45 AM	0	1	0	22	0	2	1	0	26
Total	0	7	0	27	1	9	2	0	46
08:00 AM	0	2	0	1	1	1	0	2	7
08:15 AM	0	3	0	1	0	0	0	0	4
08:30 AM	0	2	0	0	0	1	0	0	3
08:45 AM	0	3	0	3	0	0	0	0	6
Total	0	10	0	5	1	2	0	2	20
04:00 PM	0	5	2	1	0	3	1	2	14
04:15 PM	0	2	0	0	0	1	0	0	3
04:30 PM	0	3	0	2	0	0	0	1	6
04:45 PM	0	1	0	0	0	1	0	1	3
Total	0	11	2	3	0	5	1	4	26
05:00 PM	0	3	0	1	1	0	0	0	5
05:15 PM	0	5	1	0	0	0	1	0	7
05:30 PM	0	2	0	8	0	1	0	0	11
05:45 PM	0	2	0	3	0	1	0	0	6
Total	0	12	1	12	1	2	1	0	29
06:00 PM	0	2	0	4	0	0	0	0	6
06:15 PM	1	1	1	1	2	2	0	1	9
06:30 PM	2	1	1	2	0	6	2	3	17
06:45 PM	0	0	0	1	0	1	0	0	2
Total	3	4	2	8	2	9	2	4	34
Grand Total	3	44	5	55	5	27	6	10	155
Apprch %	6.4	93.6	8.3	91.7	15.6	84.4	37.5	62.5	
Total %	1.9	28.4	3.2	35.5	3.2	17.4	3.9	6.5	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Peck-Ford_Artesia_BP
Site Code : 00000000
Start Date : 3/9/2016
Page No : 2

	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	1	1	0	0	0	**1**	**3**	**4**	0	0	0	5
07:30 AM	0	1	1	0	4	4	0	3	3	**1**	0	1	9
07:45 AM	0	1	1	0	**22**	**22**	0	2	2	1	0	1	**26**
08:00 AM	0	**2**	**2**	0	1	1	1	1	2	0	**2**	**2**	7
Total Volume	0	5	5	0	27	27	2	9	11	2	2	4	47
% App. Total	0	100		0	100		18.2	81.8		50	50		
PHF	.000	.625	.625	.000	.307	.307	.500	.750	.688	.500	.250	.500	.452



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Peck-Ford_Artesia_BP
Site Code : 00000000
Start Date : 3/9/2016
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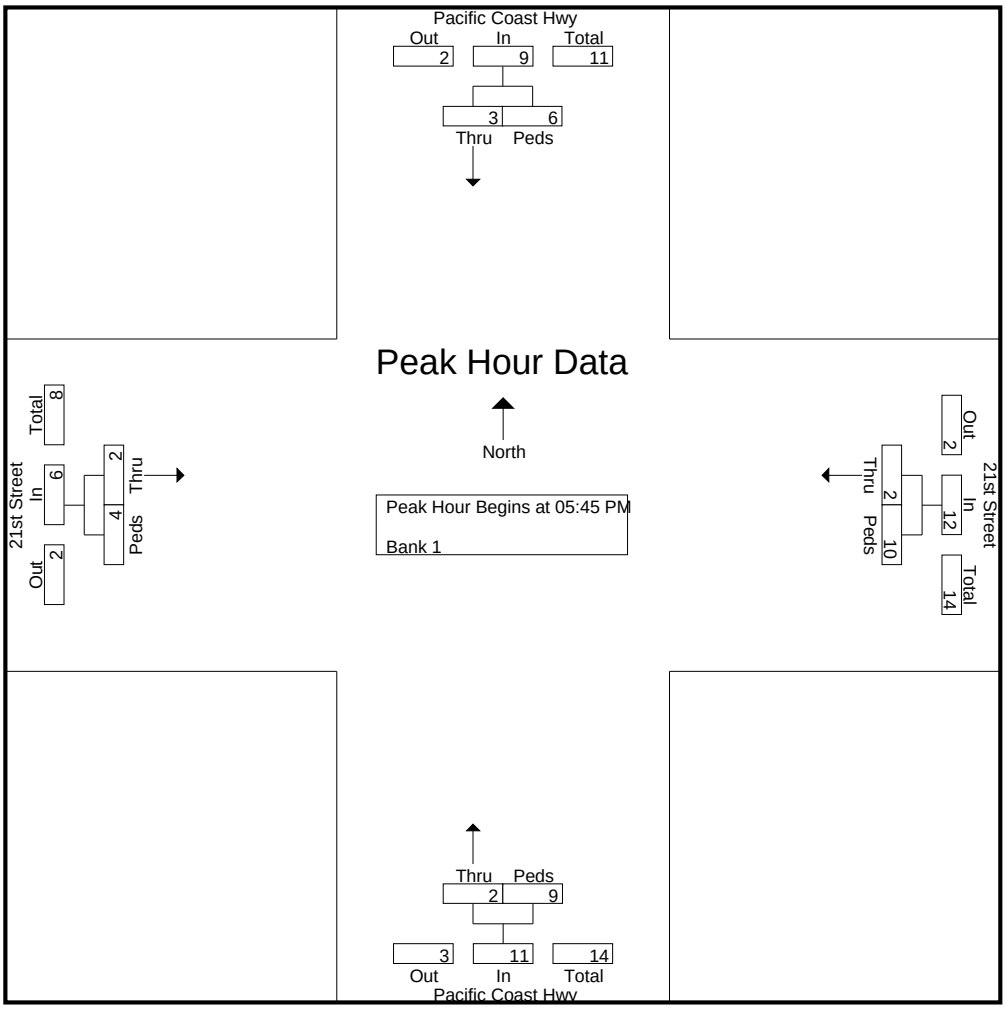
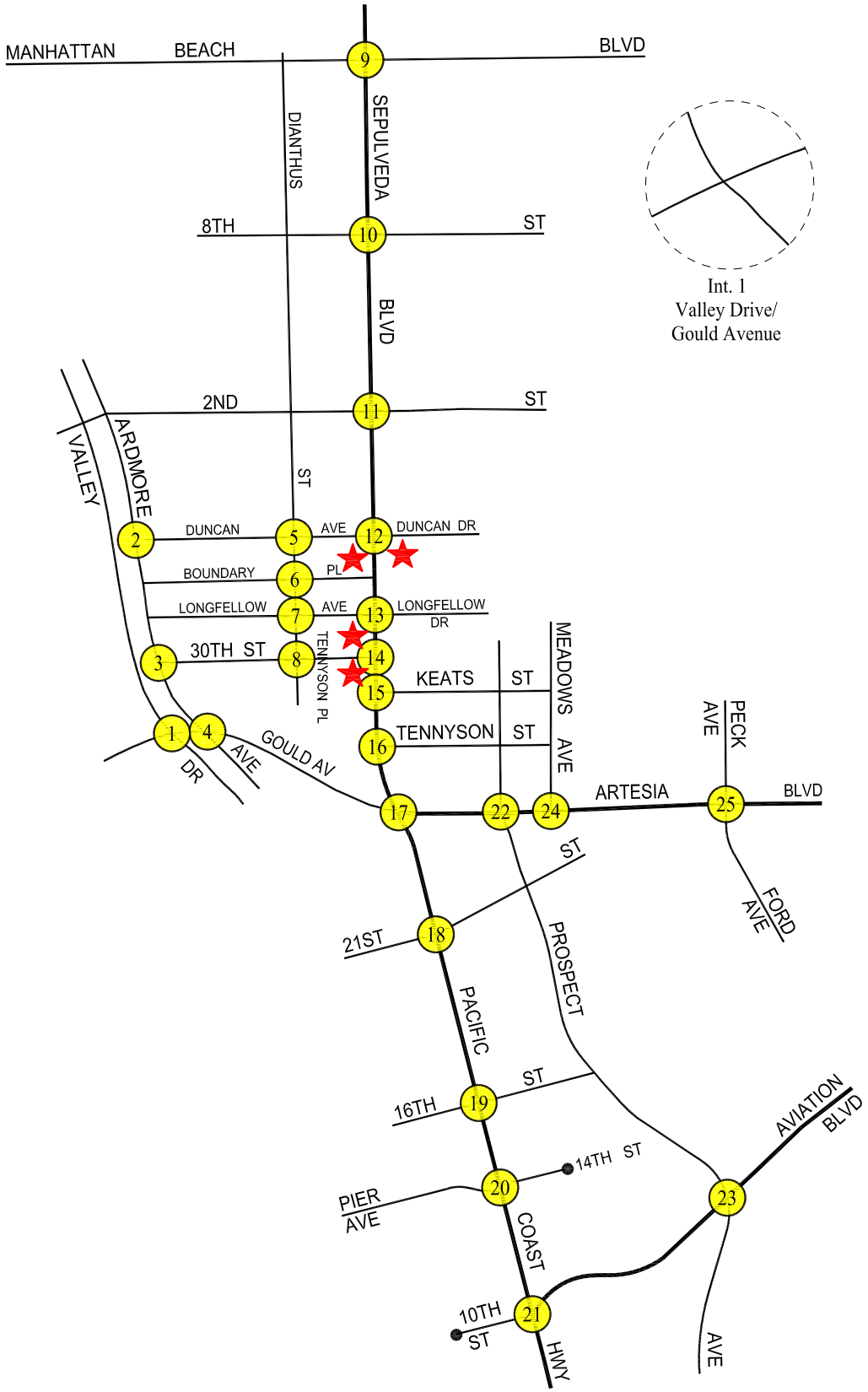
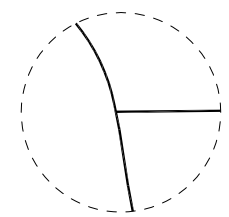
	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:45 PM													
05:45 PM	0	**2**	2	0	3	3	0	1	1	0	0	0	6
06:00 PM	0	2	2	0	**4**	**4**	0	0	0	0	0	0	6
06:15 PM	1	1	2	**1**	1	2	**2**	2	4	0	1	1	9
06:30 PM	**2**	1	**3**	1	2	3	0	**6**	**6**	**2**	**3**	**5**	**17**
Total Volume	3	6	9	2	10	12	2	9	11	2	4	6	38
% App. Total	33.3	66.7		16.7	83.3		18.2	81.8		33.3	66.7		
PHF	.375	.750	.750	.500	.625	.750	.250	.375	.458	.250	.333	.300	.559

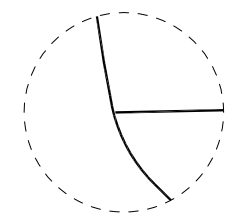




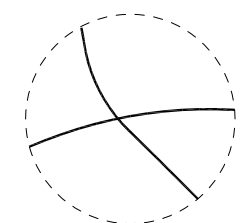
Int. 1
Valley Drive/
Gould Avenue



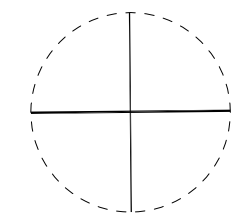
Int. 2
Ardmore Avenue/
Duncan Avenue



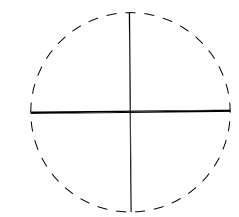
Int. 3
Ardmore Avenue/
30th Street



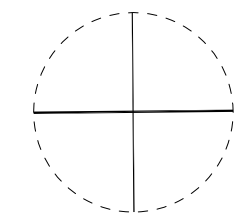
Int. 4
Ardmore Avenue/
Gould Avenue



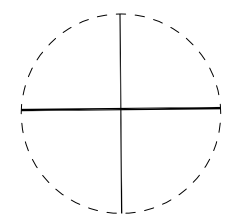
Int. 5
Dianthus Street/
Duncan Avenue



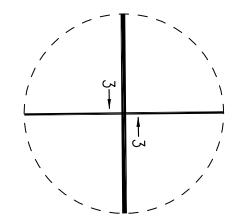
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



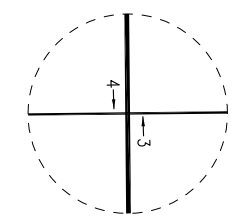
Int. 7
Tennyson Place/
Longfellow Avenue



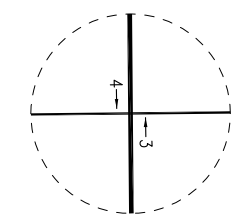
Int. 8
Tennyson Place/
30th Street



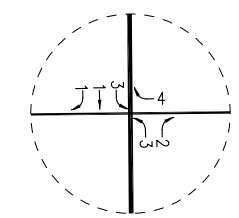
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



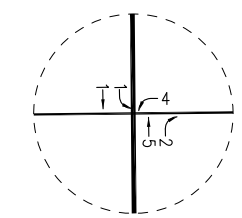
Int. 10
Sepulveda Boulevard/
8th Street



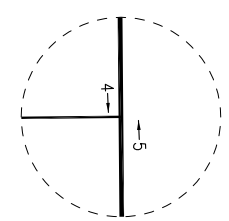
Int. 11
Sepulveda Boulevard/
2nd Street



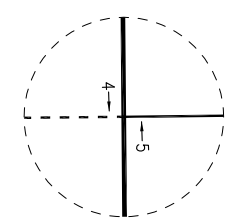
Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



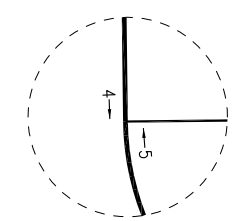
Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



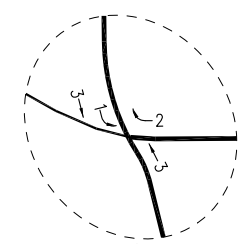
Int. 14
Pacific Coast Highway/
30th Street



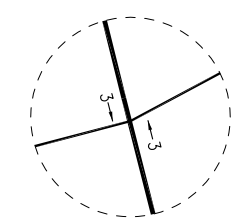
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



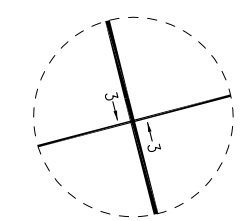
Int. 16
Sepulveda Boulevard/
Tennyson Street



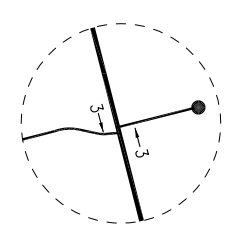
Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



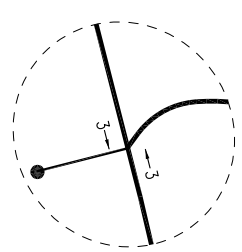
Int. 18
Pacific Coast Highway/
21st Street



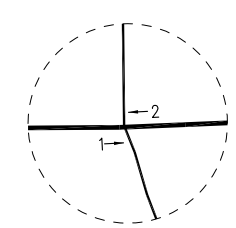
Int. 19
Pacific Coast Highway/
16th Street



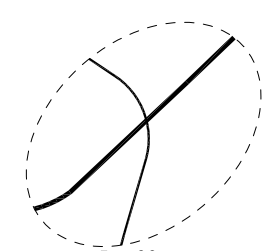
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



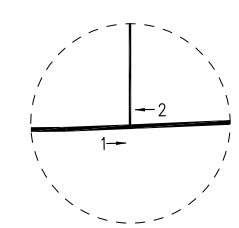
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



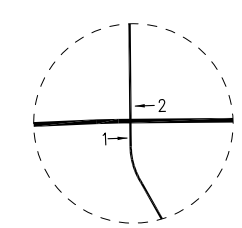
Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



Int. 24
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE B-1
ON-SITE VACANT USE TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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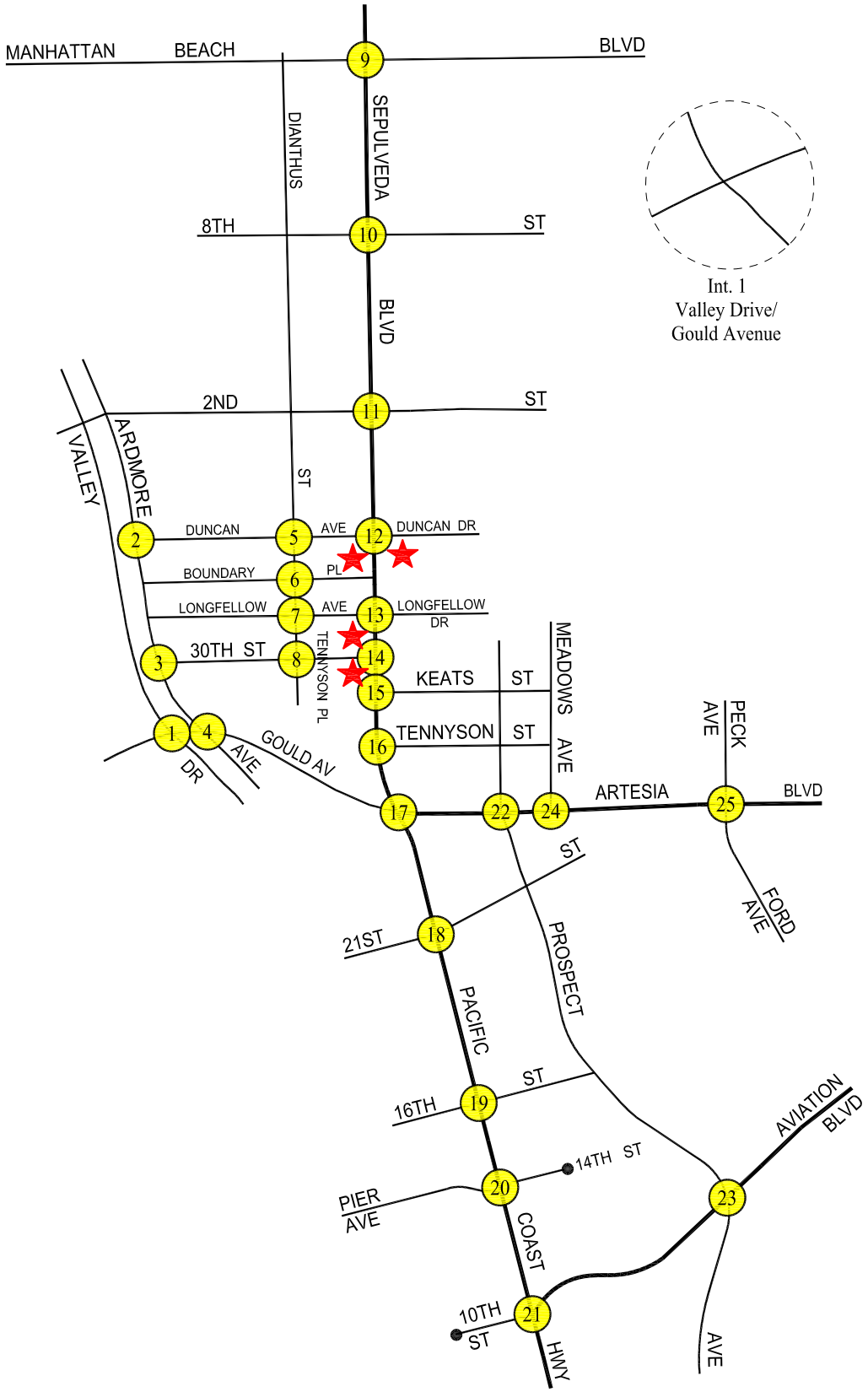
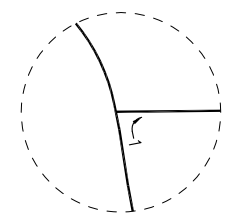
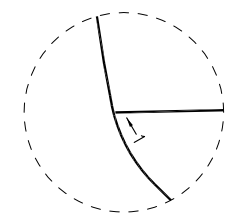


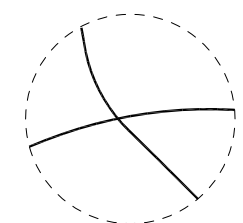
Int. 1
Valley Drive/
Gould Avenue



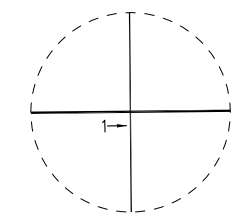
Int. 2
Ardmore Avenue/
Duncan Avenue



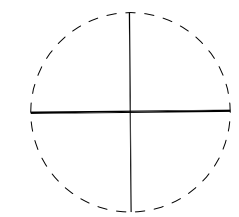
Int. 3
Ardmore Avenue/
30th Street



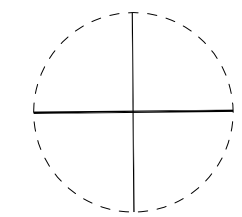
Int. 4
Ardmore Avenue/
Gould Avenue



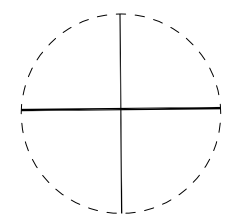
Int. 5
Dianthus Street/
Duncan Avenue



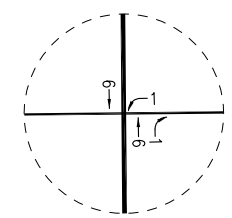
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



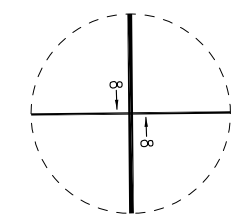
Int. 7
Tennyson Place/
Longfellow Avenue



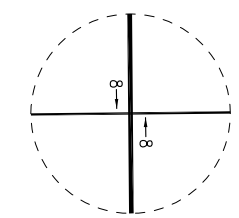
Int. 8
Tennyson Place/
30th Street



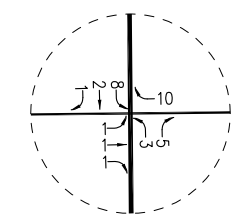
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



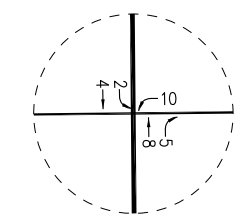
Int. 10
Sepulveda Boulevard/
8th Street



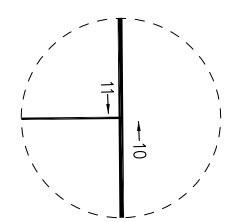
Int. 11
Sepulveda Boulevard/
2nd Street



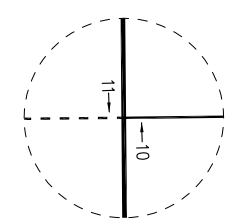
Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



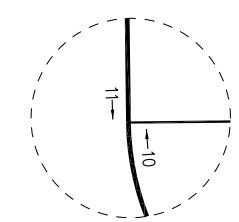
Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



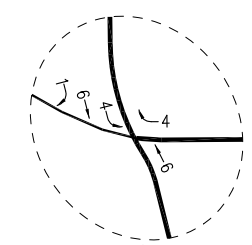
Int. 14
Pacific Coast Highway/
30th Street



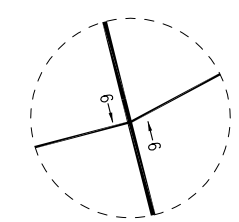
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



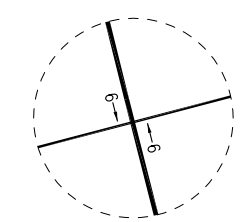
Int. 16
Sepulveda Boulevard/
Tennyson Street



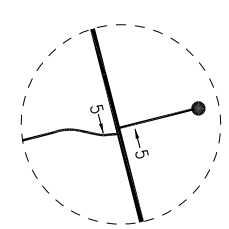
Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



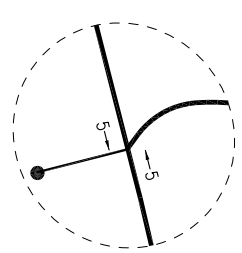
Int. 18
Pacific Coast Highway/
21st Street



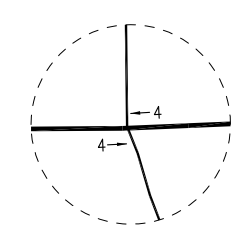
Int. 19
Pacific Coast Highway/
16th Street



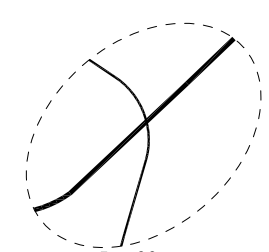
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



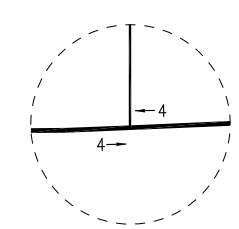
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



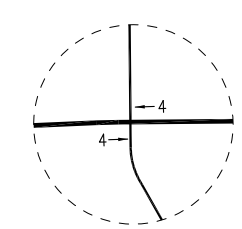
Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



Int. 24
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE B-2
ON-SITE VACANT USE TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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DRIVEWAY STUDY SUMMARY - RESULTS

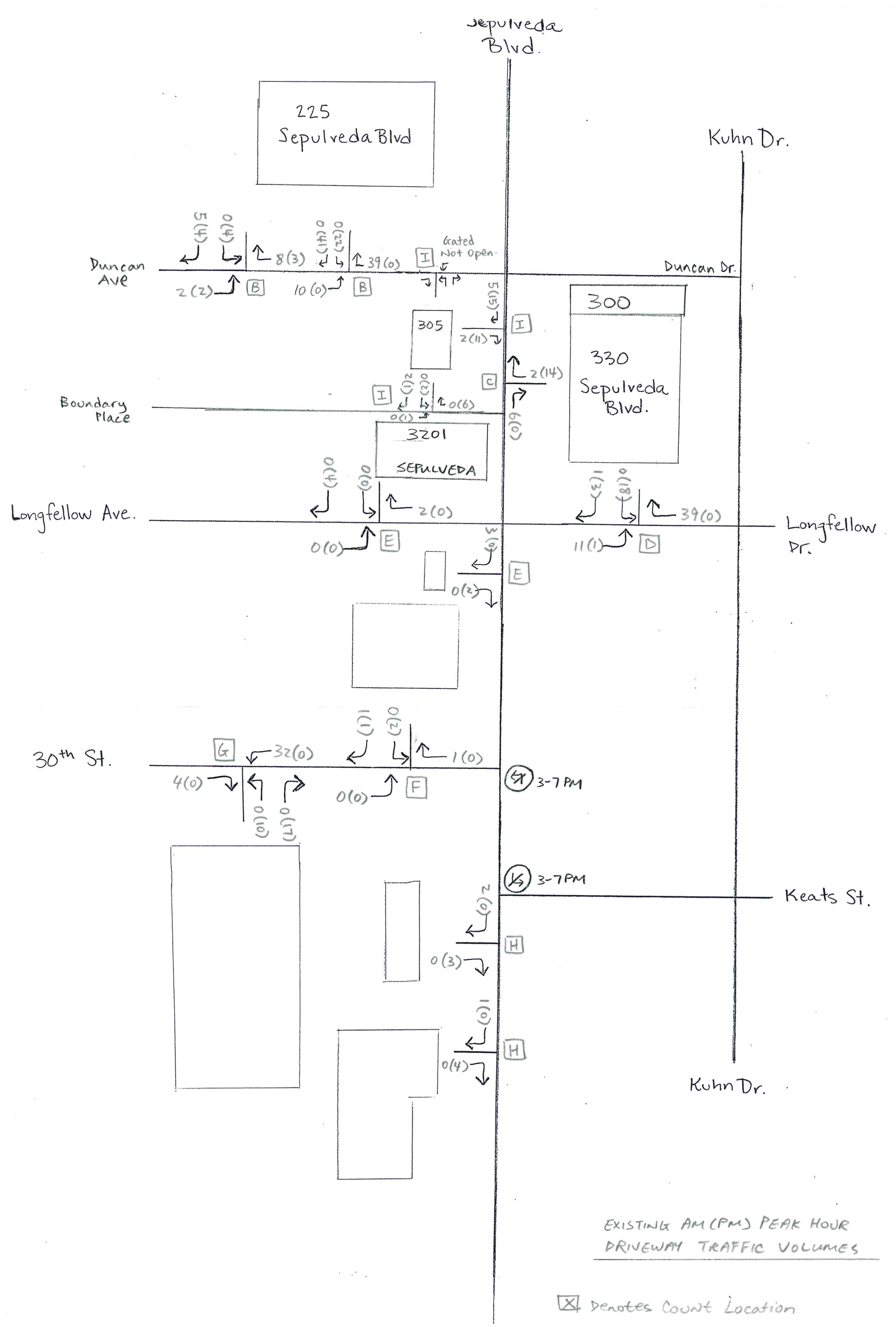
CLIENT: LLG - PASADENA
PROJECT: SKECHERS - CITY OF MANHATTAN BEACH
DATE: WEDNESDAY, MARCH 02, 2016
PERIOD: 07:00 AM TO 09:00 AM
04:00 PM TO 06:00 PM

15-MIN	LOCATION B - SUBTERRANEAN				LOCATION B - SURFACE LOT				LOCATION C		LOCATION D				LOCATION E - NORTH LOT				E - SOUTH LOT		LOCATION F - NORTH LOT				LOCATION G - SOUTH LOT				LOCATION H - NORTH				H - SOUTH		LOCATION I - NORTH *				I - MID BLK		I - SOUTH				TOTAL AM			Hourly	Hourly	Hourly	
	INBOUND		OUTBOUND		INBOUND		OUTBOUND		IN	OUT	INBOUND		OUTBOUND		INBOUND		OUTBOUND		IN	OUT	INBOUND		OUTBOUND		INBOUND		OUTBOUND		INBOUND		OUTBOUND		IN	OUT	INBOUND		OUTBOUND		IN	OUT	INBOUND		OUTBOUND								
PERIOD	WBRT	EBLT	SBRT	SBLT	WBRT	EBLT	SBRT	SBLT	NBRT	WBRT	WBRT	EBLT	SBRT	SBLT	WBRT	EBLT	SBRT	SBLT	SBRT	EBRT	WBRT	EBLT	SBRT	SBLT	WBLT	EBRT	NBRT	NBLT	SBRT	NBLT	EBRT	EBLT	SBRT	EBRT	WBLT	EBRT	NBRT	NBLT	SBRT	EBRT	WBRT	EBLT	SBRT	SBLT	IN	OUT	TOTAL	IN	OUT	TOTAL	HOUR
0700-0715	7	1	0	0	1	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	17	1	**18**				
0715-0730	8	2	1	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	19	6	**25**				
0730-0745	9	2	1	0	3	0	1	0	1	0	5	3	0	0	0	0	0	0	1	0	4	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	35	3	**38**				
0745-0800	9	5	1	0	1	0	0	2	2	1	7	0	0	0	0	0	0	0	0	0	3	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	36	5	**41**	107	15	122	7:00-8:00AM
0800-0815	9	3	0	0	1	1	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	30	2	**32**	120	16	136	7:15-8:15AM
0815-0830	11	1	0	0	1	0	2	0	0	1	5	3	0	0	0	0	0	0	1	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	35	5	**40**	136	15	151	7:30-8:30AM
0830-0845	8	2	0	0	3	1	1	0	2	0	15	4	1	0	0	0	0	0	1	0	1	0	1	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	45	3	**48**	146	15	161	7:45-8:45AM
0845-0900	11	4	0	0	3	0	1	0	4	1	15	2	0	0	2	0	0	0	1	0	0	0	0	0	8	3	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	55	3	**58**	165	13	178	8:00-9:00AM

15-MIN	LOCATION B - SUBTERRANEAN				LOCATION B - SURFACE LOT				LOCATION C		LOCATION D				LOCATION E - NORTH LOT				E - SOUTH LOT		LOCATION F - NORTH LOT				LOCATION G - SOUTH LOT				LOCATION H - NORTH				H - SOUTH		LOCATION I - NORTH *				I - MID BLK		I - SOUTH				TOTAL PM			Hourly	Hourly	Hourly	
	INBOUND		OUTBOUND		INBOUND		OUTBOUND		IN	OUT	INBOUND		OUTBOUND		INBOUND		OUTBOUND		IN	OUT	INBOUND		OUTBOUND		INBOUND		OUTBOUND		INBOUND		OUTBOUND		IN	OUT	INBOUND		OUTBOUND		IN	OUT	INBOUND		OUTBOUND								
PERIOD	WBRT	EBLT	SBRT	SBLT	WBRT	EBLT	SBRT	SBLT	NBRT	WBRT	WBRT	EBLT	SBRT	SBLT	WBRT	EBLT	SBRT	SBLT	SBRT	EBRT	WBRT	EBLT	SBRT	SBLT	WBLT	EBRT	NBRT	NBLT	SBRT	NBLT	EBRT	EBLT	SBRT	EBRT	WBLT	EBRT	NBRT	NBLT	SBRT	EBRT	WBRT	EBLT	SBRT	SBLT	IN	OUT	TOTAL	IN	OUT	TOTAL	HOUR
0400-0415	0	0	4	4	0	2	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	0	1	3	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	18	**23**				
0415-0430	0	0	2	4	0	2	3	2	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	9	15	**24**				
0430-0445	0	2	8	3	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	2	2	0	0	1	0	0	2	0	0	0	0	1	0	0	0	0	1	8	29	**37**				
0445-0500	0	0	5	2	2	1	0	2	0	1	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	7	20	**27**	29	82	111	4:00-5:00PM
0500-0515	0	0	15	5	0	1	0	2	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	7	40	**47**	31	104	135	4:15-5:15PM
0515-0530	0	0	5	5	2	0	1	0	0	4	0	1	0	3	0	0	0	0	0	1	0	0	1	1	0	0	1	4	0	0	2	0	0	0	0	0	0	0	4	4	4	0	0	0	11	32	**43**	33	121	154	4:30-5:30PM
0530-0545	0	0	9	5	0	1	1	1	0	2	0	0	1	6	0	0	1	0	0	1	0	0	0	0	0	0	9	2	0	0	1	0	0	2	0	0	0	0	2	1	0	1	1	0	4	43	**47**	29	135	164	4:45-5:45PM
0545-0600	0	0	12	7	1	0	2	1	0	3	0	0	2	4	0	0	3	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	2	0	0	0	0	4	5	1	0	0	2	6	48	**54**	28	163	191	5:00-6:00PM

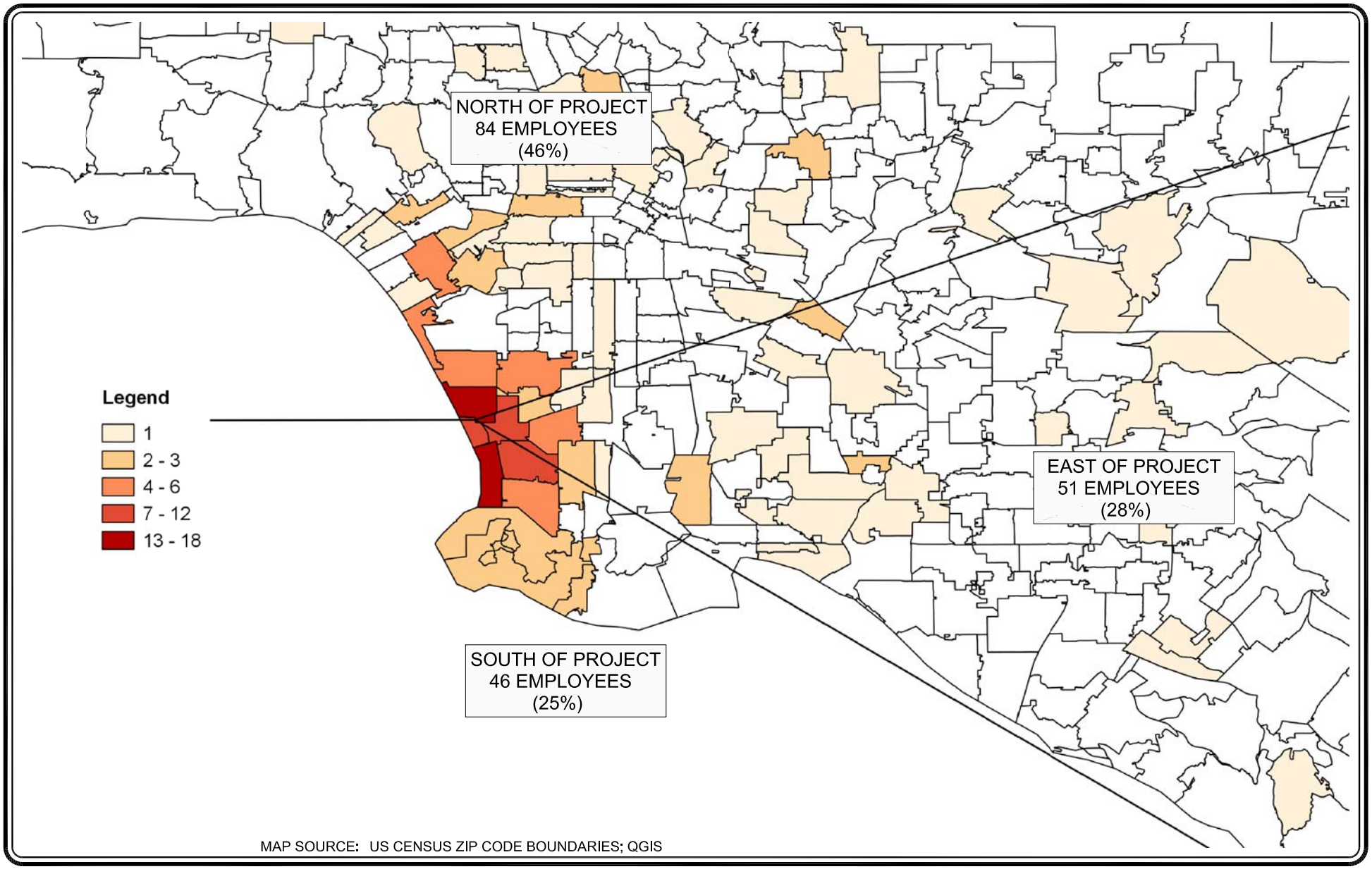
	OBSERVED SKECHERS PARKING / KUHN STREET	
	7 AM-9 AM	4 PM-6 PM
LOCATION B - SEPULVEDA BOULEVARD / DUNCAN AVENUE (No observed Skechers Street Parking)		
LOCATION C - 330 SO. SEPULVEDA BOULEVARD		
LOCATION D - LONGFELLOW AVENUE		
LOCATION E - SEPULVEDA BOULEVARD / LONGFELLOW AVENUE (No observed Skechers Street Parking)	07:35 AM	04:08 PM
LOCATION F - NORTHWEST LOT - 30TH ST/ SEPULVEDA BLVD (No observed Skechers Street Parking)	08:08 AM	04:22 PM
LOCATION G - 30TH STREET (SOUTH) (No observed Skechers Street Parking)	08:42 AM	
LOCATION H - DRIVEWAYS WEST OF SEPULVEDA BOULEVARD	08:49 AM	
LOCATION I - 305 S. SEPULVEDA BOULEVARD (North Gate closed during observations)	08:56 AM	

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978 PHONE


Sepulveda Blvd.
225 Sepulveda Blvd
Kuhn Dr.
Duncan Ave
Duncan Dr.
Gated Not Open
305
300
330 Sepulveda Blvd.
Boundary Place
3201 SEPULVEDA
Longfellow Ave.
Longfellow Dr.
30th St.
3-7 PM
Keats St.
Kuhn Dr.
EXISTING AM (PM) PEAK HOUR DRIVEWAY TRAFFIC VOLUMES
denotes Count Location
MAR 2016 COUNTS

APPENDIX C

SPATIAL DISTRIBUTION OF EXISTING SKECHERS EMPLOYEES



N

NOT TO SCALE

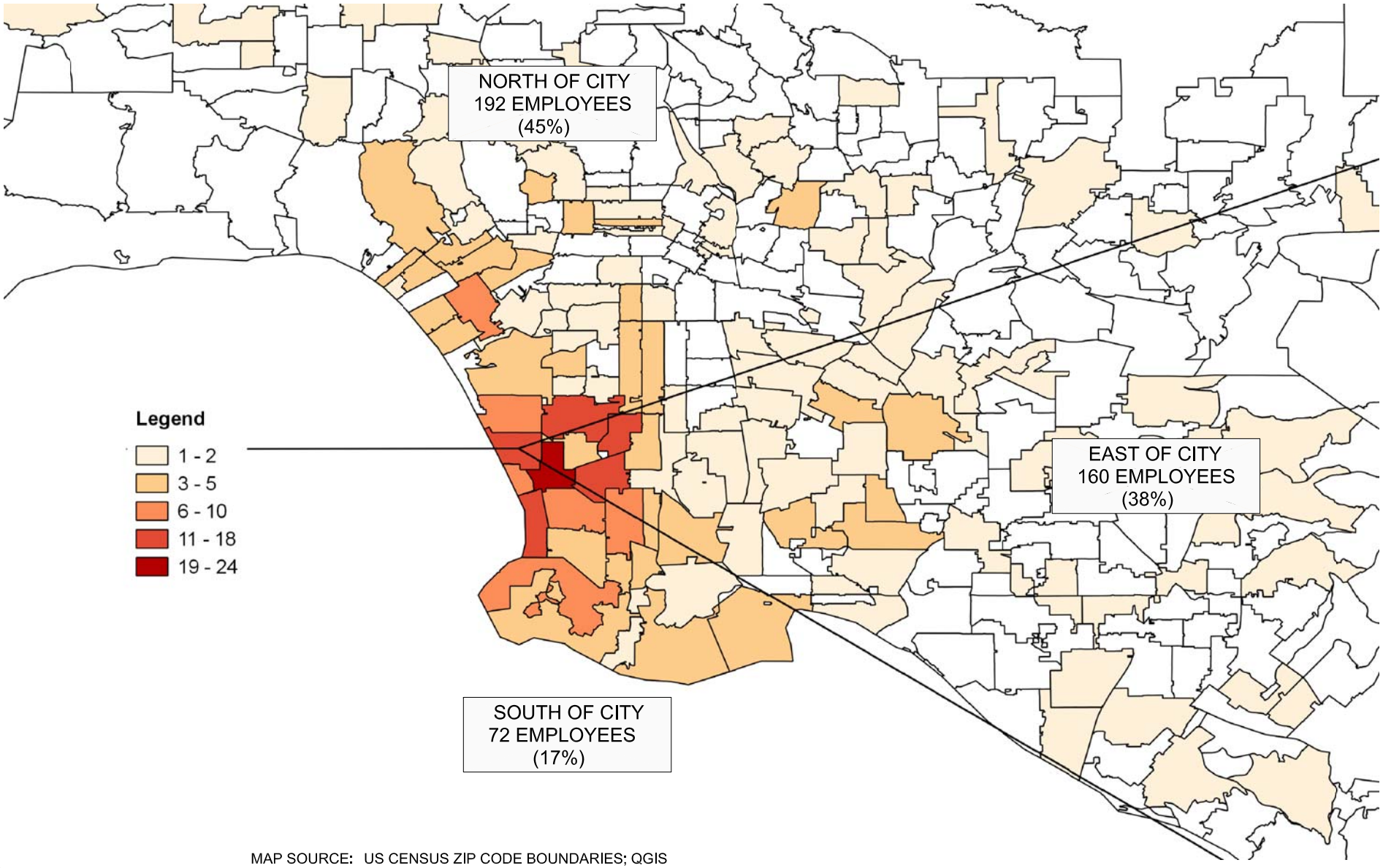
APPENDIX FIGURE C-1
SPATIAL DISTRIBUTION OF EMPLOYEES BY ZIP CODE

330 SOUTH SEPULVEDA BOULEVARD BUILDING EMPLOYEE DATA

SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\job_file\4065-2\dwg\appf-c-1.dwg LDP 11:20:08 05/22/2016 rodriquez



MAP SOURCE: US CENSUS ZIP CODE BOUNDARIES; QGIS

N

NOT TO SCALE

APPENDIX FIGURE C-2
SPATIAL DISTRIBUTION OF EMPLOYEES BY ZIP CODE

ALL MANHATTAN BEACH EMPLOYEE DATA

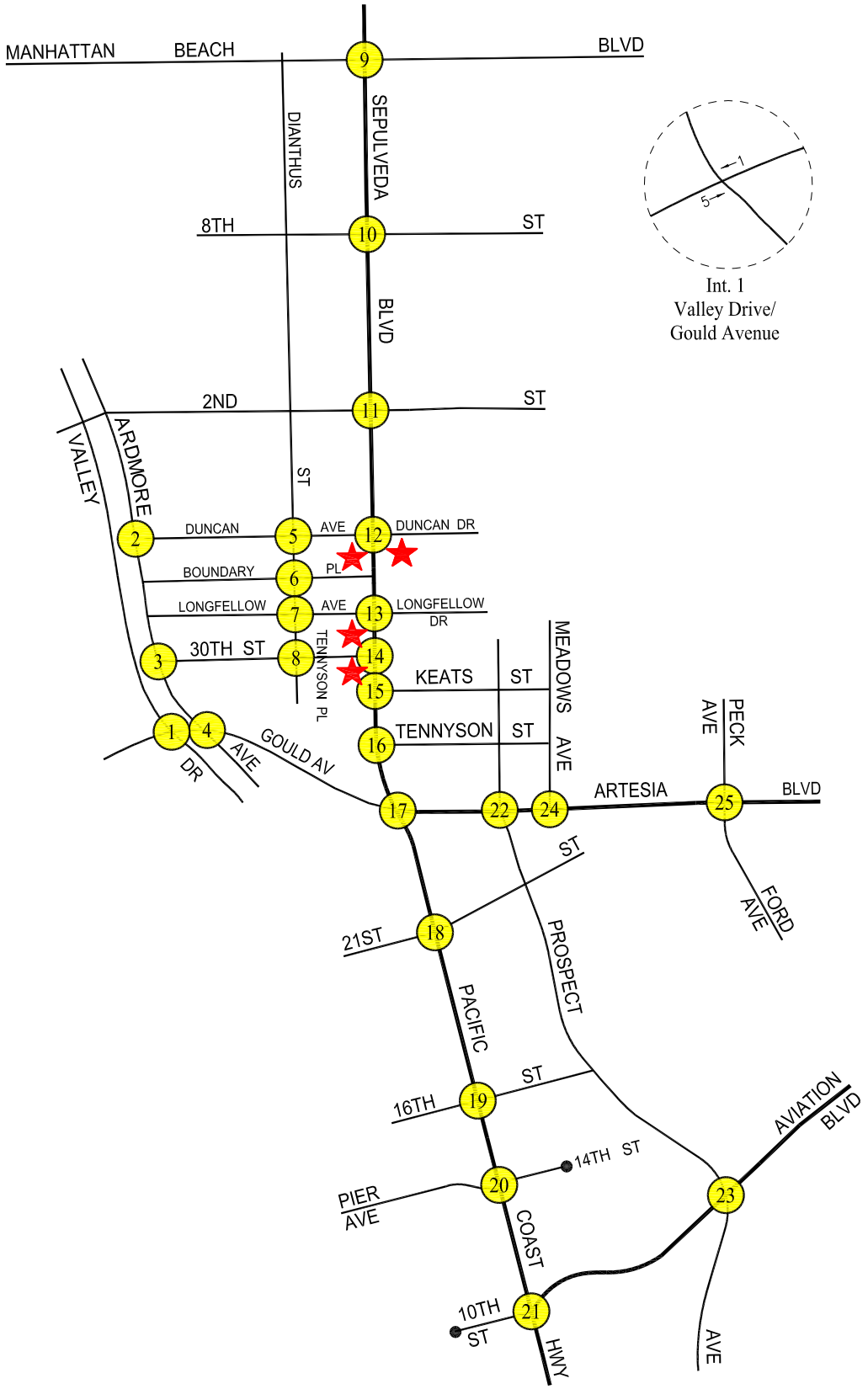
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

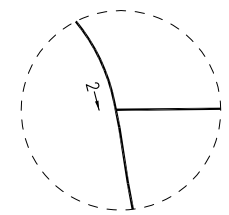
o:\job_file\4065-2\dwg\appf-c-2.dwg LDP 11:22:45 05/22/2016 rodriquez

APPENDIX D

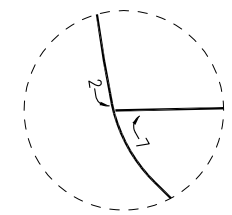
HERMOSA BEACH ONLY AND MANHATTAN BEACH PROJECTS ONLY TRAFFIC VOLUME FIGURES



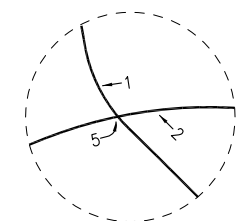
Int. 1
Valley Drive/
Gould Avenue



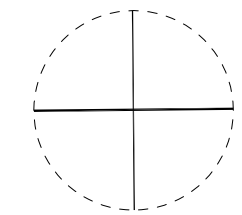
Int. 2
Ardmore Avenue/
Duncan Avenue



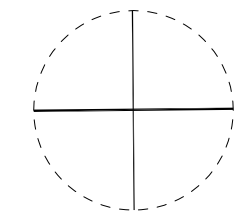
Int. 3
Ardmore Avenue/
30th Street



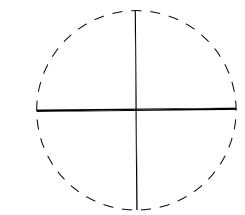
Int. 4
Ardmore Avenue/
Gould Avenue



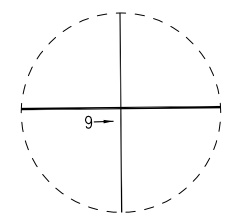
Int. 5
Dianthus Street/
Duncan Avenue



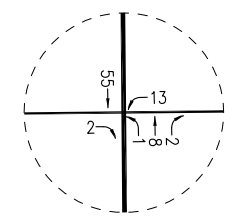
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



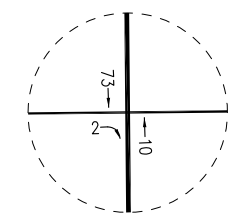
Int. 7
Tennyson Place/
Longfellow Avenue



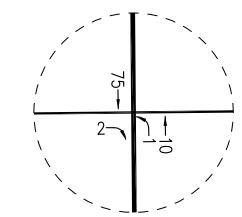
Int. 8
Tennyson Place/
30th Street



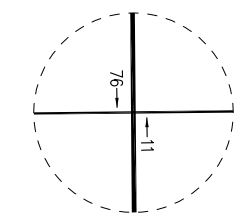
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



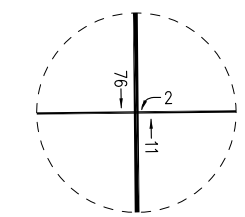
Int. 10
Sepulveda Boulevard/
8th Street



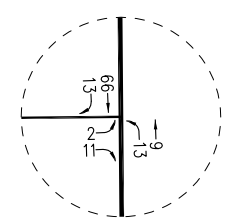
Int. 11
Sepulveda Boulevard/
2nd Street



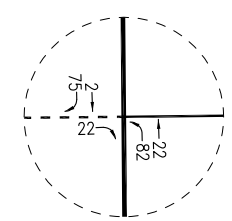
Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



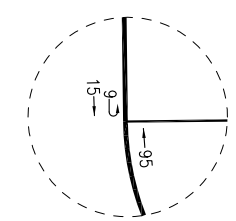
Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



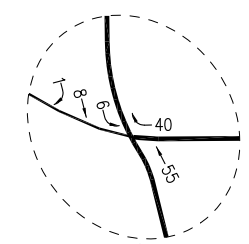
Int. 14
Pacific Coast Highway/
30th Street



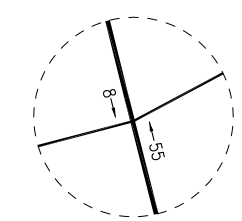
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



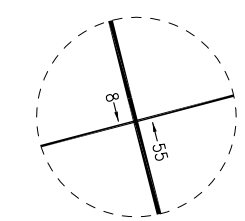
Int. 16
Sepulveda Boulevard/
Tennyson Street



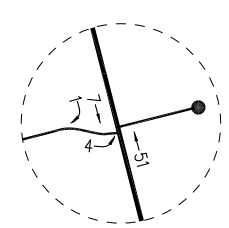
Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



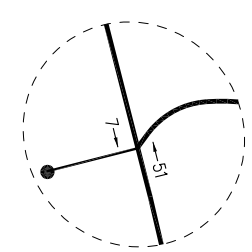
Int. 18
Pacific Coast Highway/
21st Street



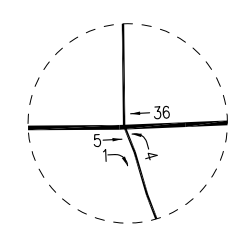
Int. 19
Pacific Coast Highway/
16th Street



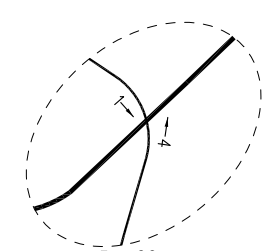
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



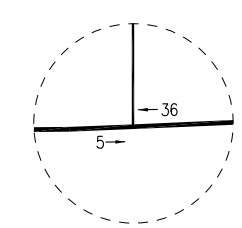
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



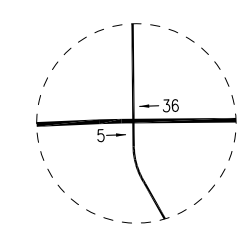
Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



Int. 24
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

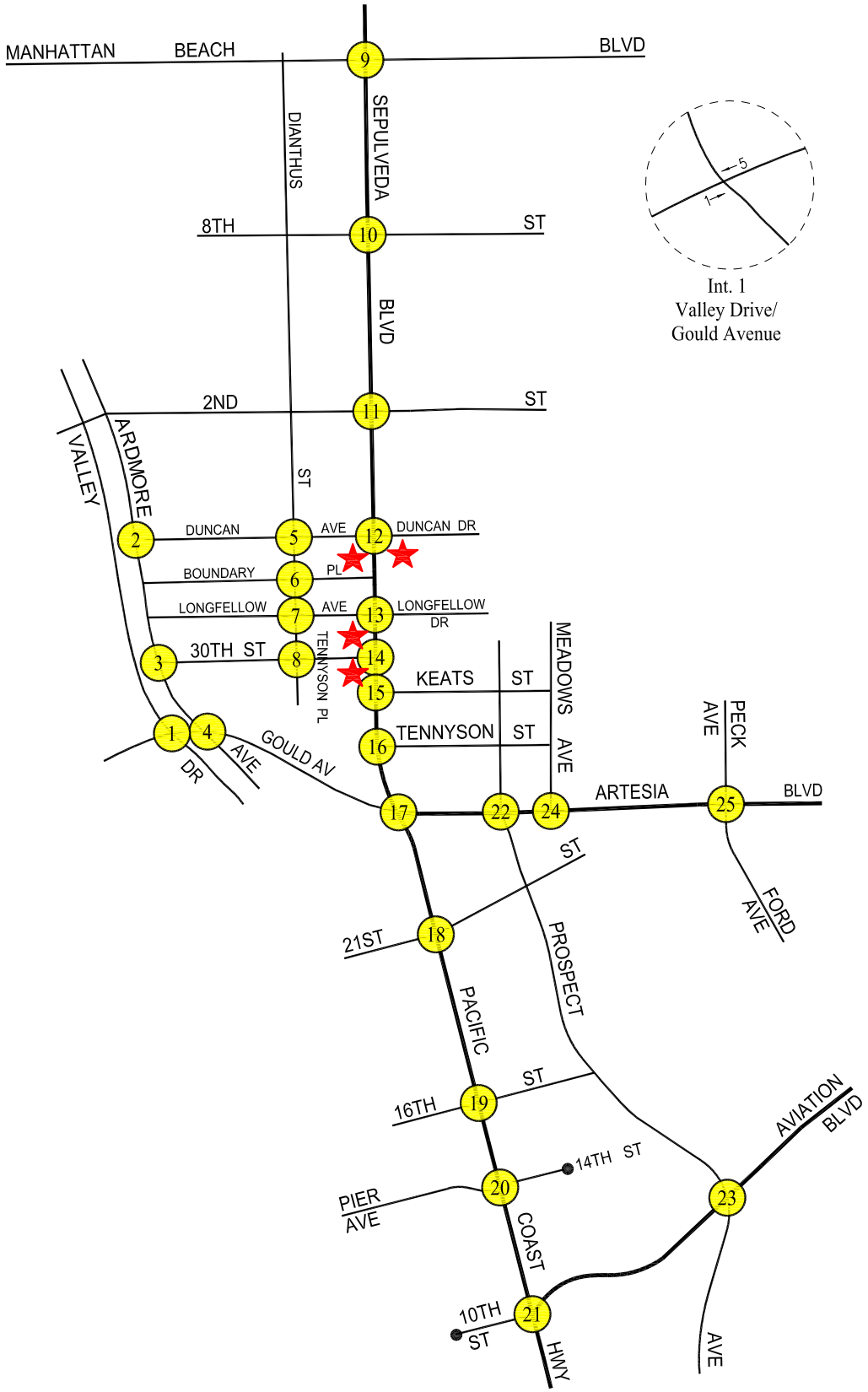
N
NOT TO SCALE

★ PROJECT SITE

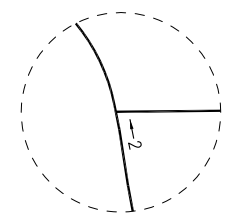
APPENDIX FIGURE D-1A
HERMOSA BEACH PROJECT ONLY TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

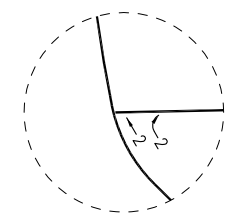
o:\job_file\4065-2\dwg\appf-d-1a.dwg LDP 12:42:38 05/22/2016 rodriquez



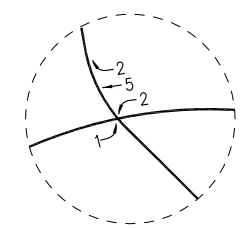
Int. 1
Valley Drive/
Gould Avenue



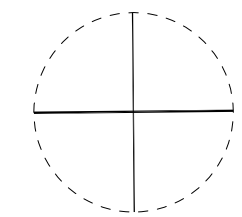
Int. 2
Ardmore Avenue/
Duncan Avenue



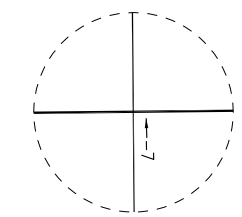
Int. 3
Ardmore Avenue/
30th Street



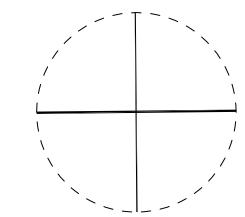
Int. 4
Ardmore Avenue/
Gould Avenue



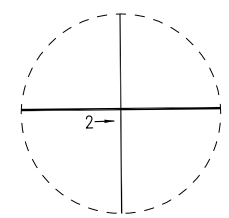
Int. 5
Dianthus Street/
Duncan Avenue



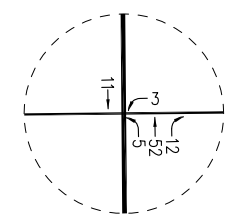
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



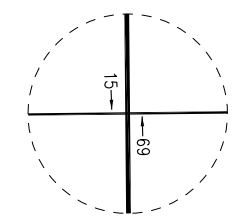
Int. 7
Tennyson Place/
Longfellow Avenue



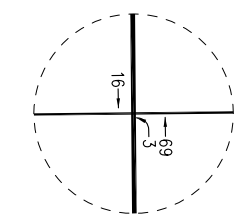
Int. 8
Tennyson Place/
30th Street



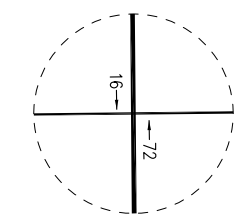
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



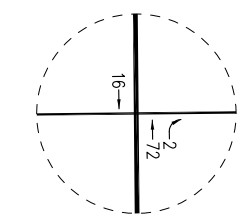
Int. 10
Sepulveda Boulevard/
8th Street



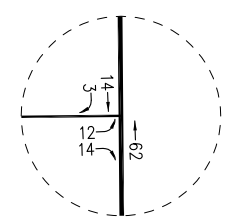
Int. 11
Sepulveda Boulevard/
2nd Street



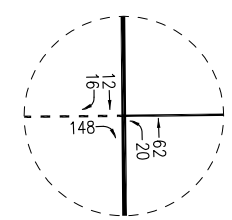
Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



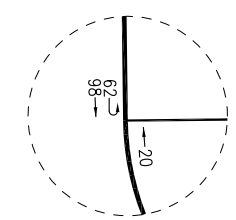
Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



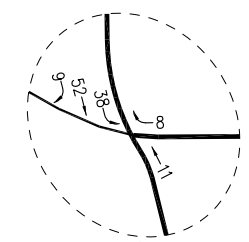
Int. 14
Pacific Coast Highway/
30th Street



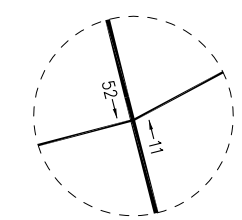
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



Int. 16
Sepulveda Boulevard/
Tennyson Street



Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



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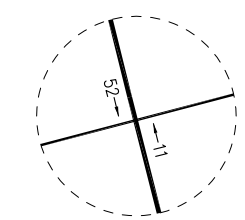
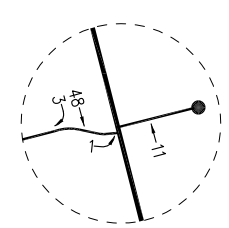
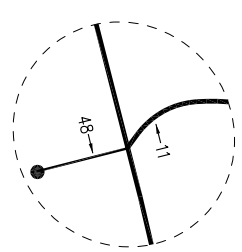
Pacific Coast Highway/
21st Street



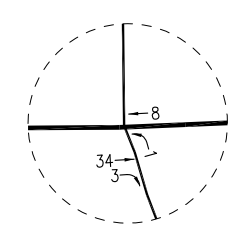
Int. 19
Pacific Coast Highway/
16th Street



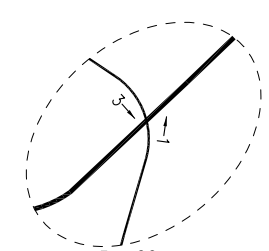
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



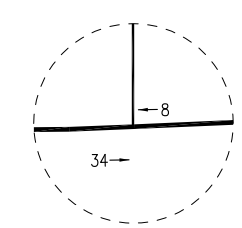
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



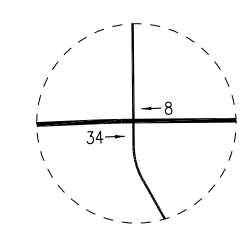
Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



Int. 24
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-1B
HERMOSA BEACH PROJECT ONLY TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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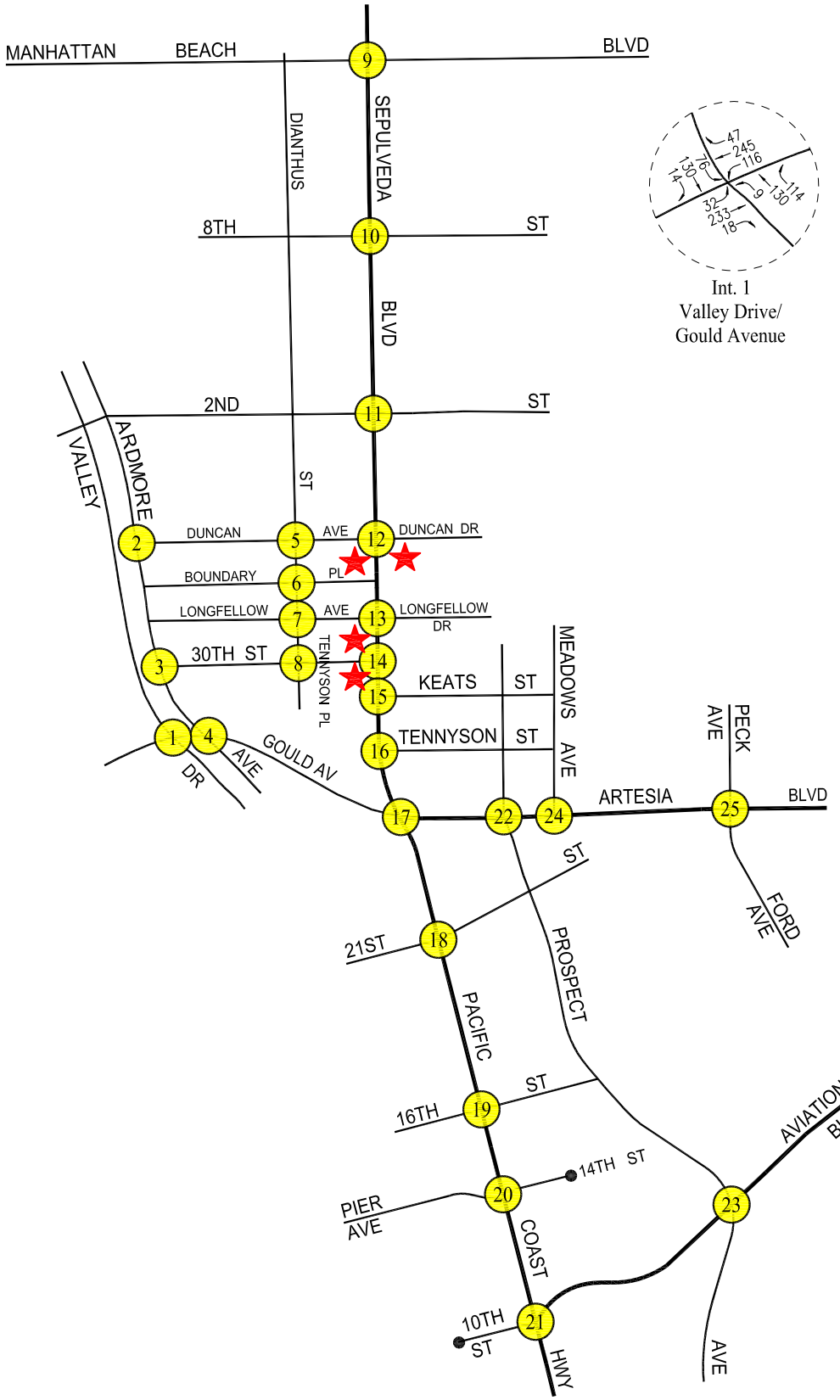
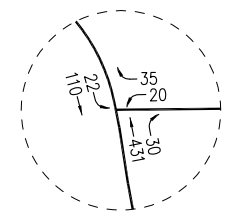
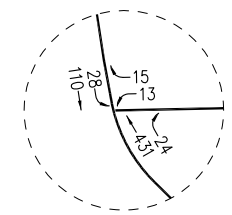
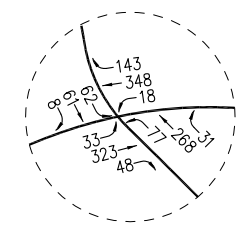


Int. 1
Valley Drive/
Gould Avenue


Int. 2
Ardmore Avenue/
Duncan Avenue


Int. 3
Ardmore Avenue/
30th Street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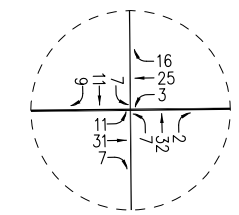
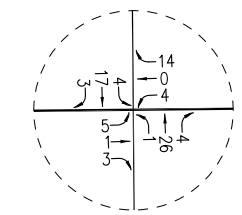
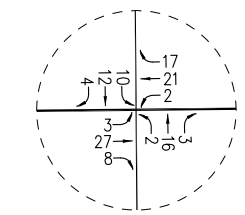
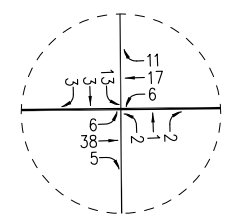
Ardmore Avenue/
Gould Avenue


Int. 5
Dianthus Street/
Duncan Avenue


Int. 6
Dianthus Street-Tennyson Place/
Boundary Place


Int. 7
Tennyson Place/
Longfellow Avenue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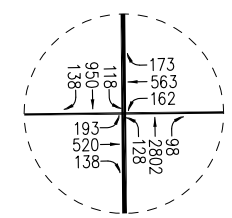
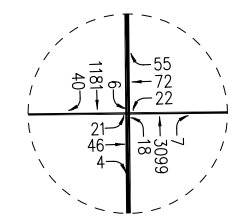
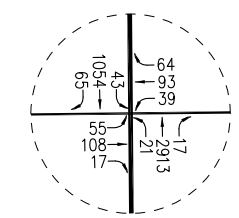
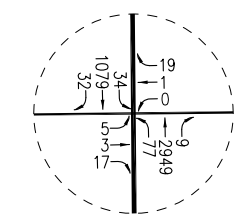
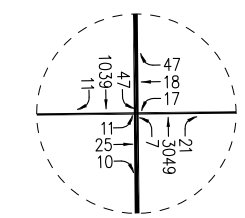
Tennyson Place/
30th Street

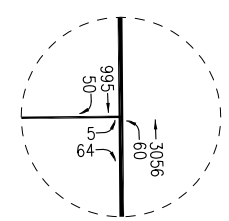

Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard


Int. 10
Sepulveda Boulevard/
8th Street


Int. 11
Sepulveda Boulevard/
2nd Street


Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive


Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive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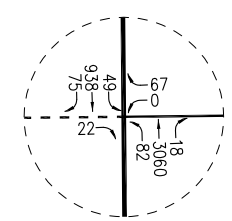
Pacific Coast Highway/
30th Street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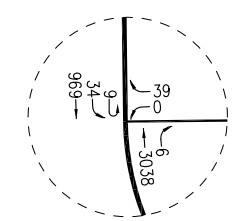
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street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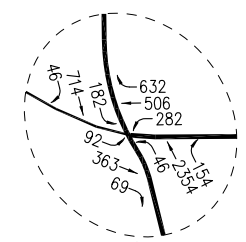
Sepulveda Boulevard/
Tennyson Street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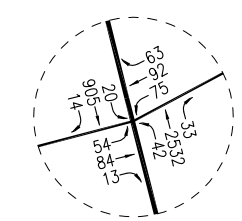
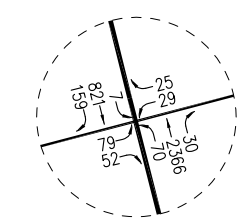
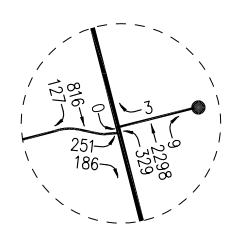
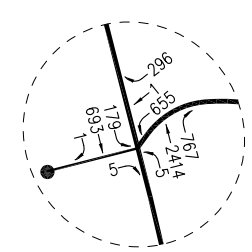
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard


Int. 18
Pacific Coast Highway/
21st Street


Int. 19
Pacific Coast Highway/
16th Street


Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street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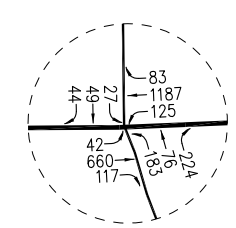
Pacific Coast Highway/
Aviation Boulevard-10th Street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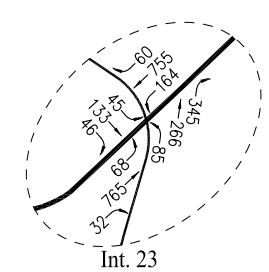
Prospect Avenue/
Artesia Boulevard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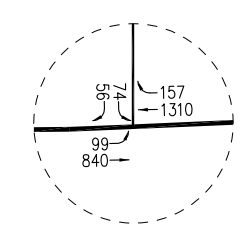
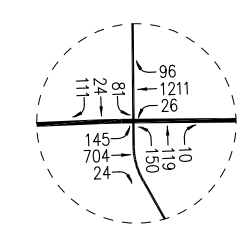
Prospect Avenue/
Aviation Boulevard


Int. 24
Meadows Avenue/
Artesia Boulevard


Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-1C
EXISTING WITH HERMOSA BEACH PROJECT ONLY TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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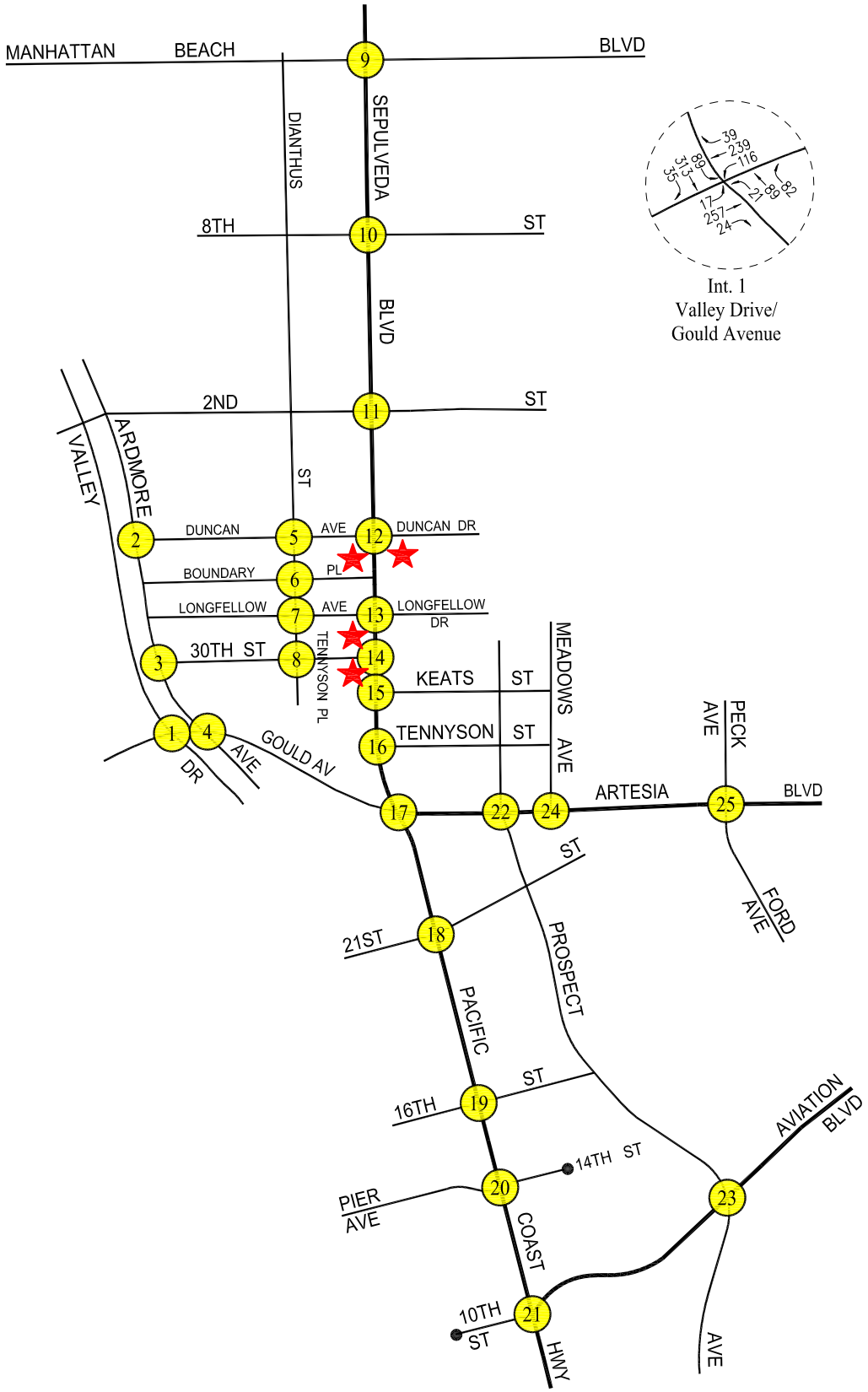
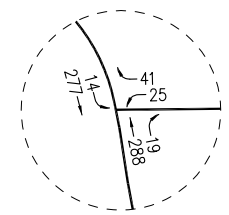


Int. 1
Valley Drive/
Gould Avenue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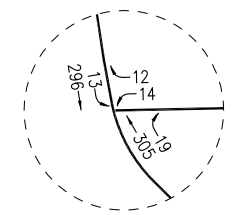
Ardmore Avenue/
Duncan Avenue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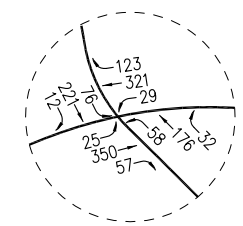
Ardmore Avenue/
30th Street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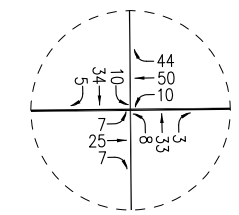
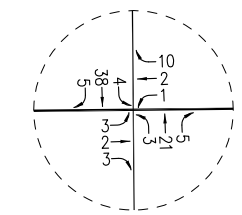
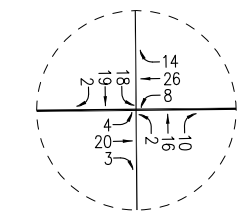
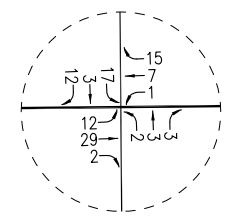
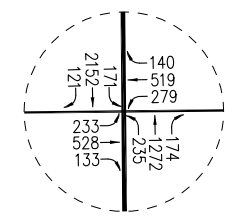
Ardmore Avenue/
Gould Avenue

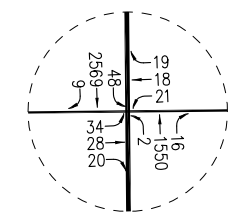

Int. 5
Dianthus Street/
Duncan Avenue

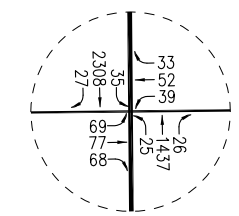

Int. 6
Dianthus Street-Tennyson Place/
Boundary Place


Int. 7
Tennyson Place/
Longfellow Avenue


Int. 8
Tennyson Place/
30th Street


Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard


Int. 10
Sepulveda Boulevard/
8th Street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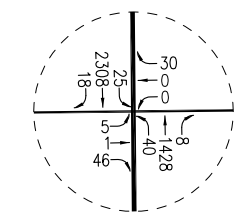
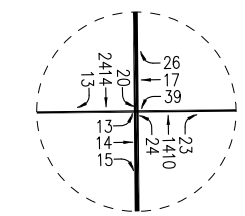
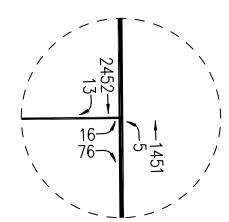
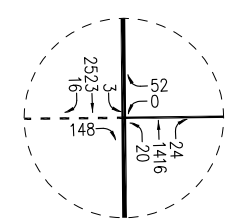
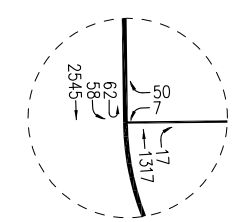
Sepulveda Boulevard/
2nd Street


Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive


Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive


Int. 14
Pacific Coast Highway/
30th Street


Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street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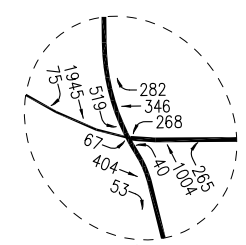
Sepulveda Boulevard/
Tennyson Street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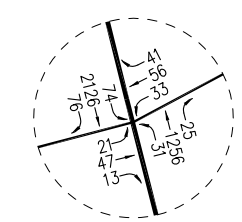
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard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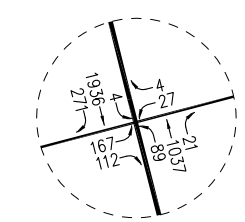
Pacific Coast Highway/
21st Street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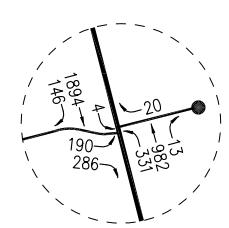
Pacific Coast Highway/
16th Street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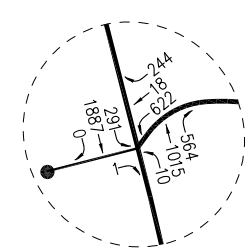
Pacific Coast Highway/
Pier Avenue-14th Street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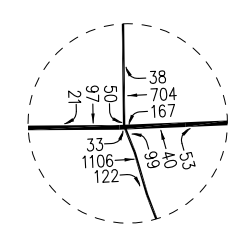
Pacific Coast Highway/
Aviation Boulevard-10th Street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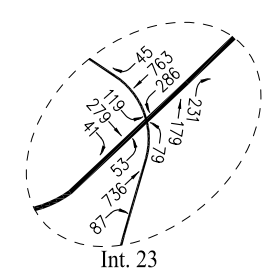
Prospect Avenue/
Artesia Boulevard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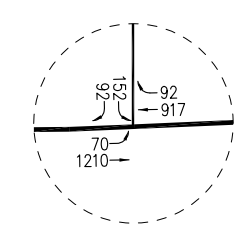
Prospect Avenue/
Aviation Boulevard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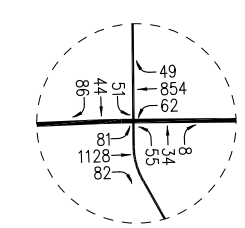
Meadows Avenue/
Artesia Boulevard


Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-1D
EXISTING WITH HERMOSA BEACH PROJECT ONLY TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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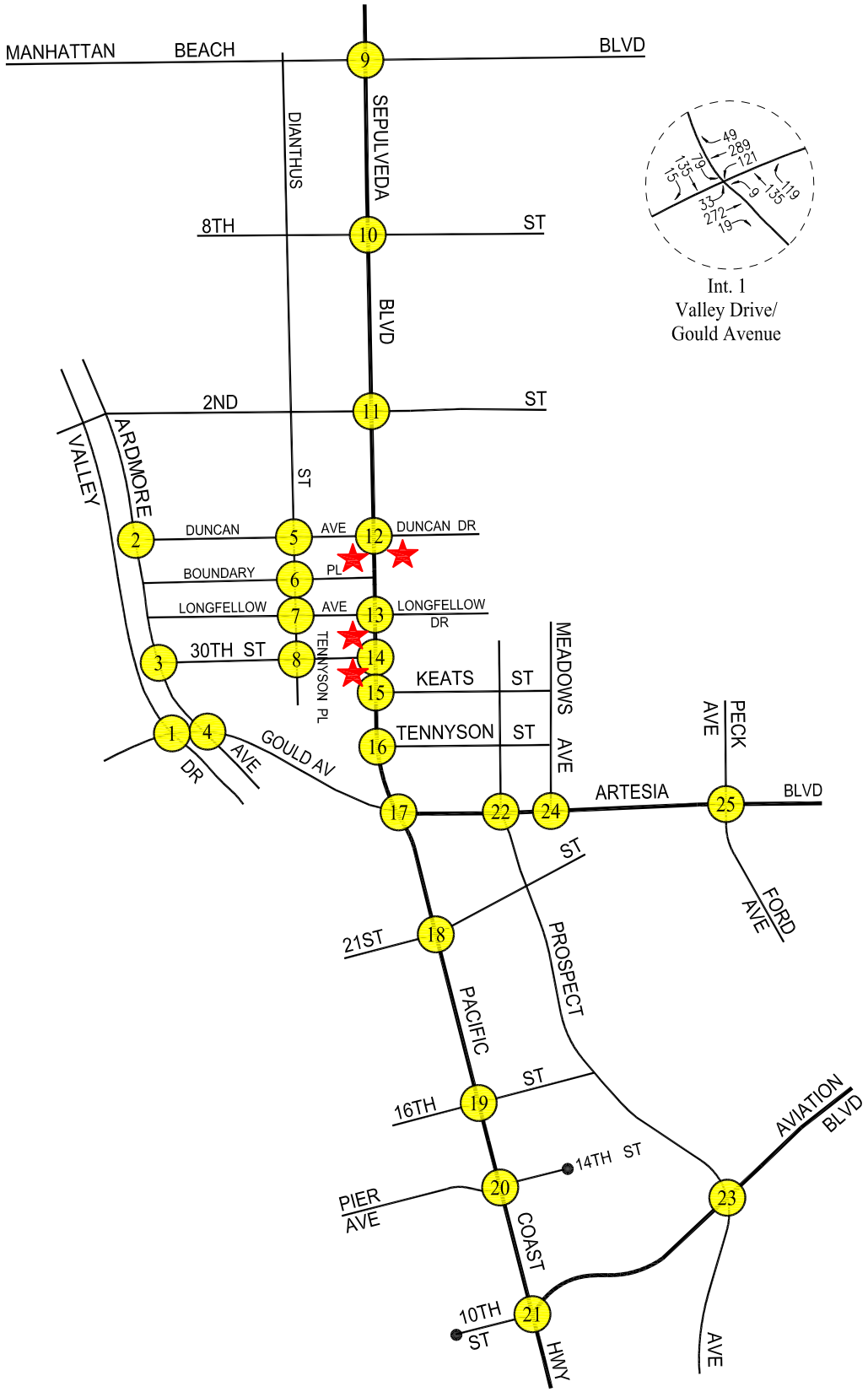
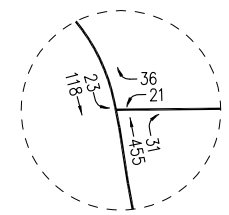
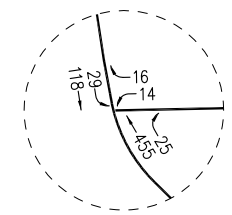
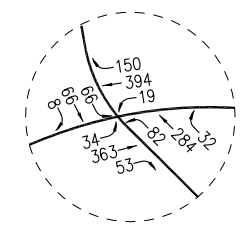


Int. 1
Valley Drive/
Gould Avenue


Int. 2
Ardmore Avenue/
Duncan Avenue


Int. 3
Ardmore Avenue/
30th Street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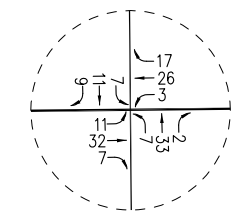
Ardmore Avenue/
Gould Avenue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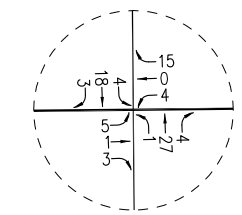
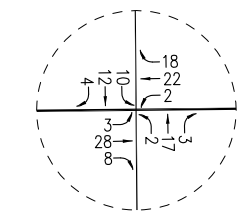
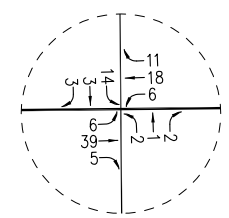
Dianthus Street/
Duncan Avenue


Int. 6
Dianthus Street-Tennyson Place/
Boundary Place


Int. 7
Tennyson Place/
Longfellow Avenue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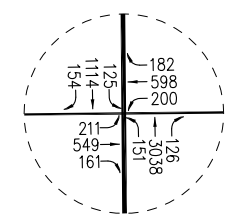
Tennyson Place/
30th Street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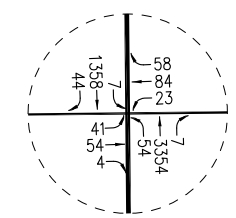
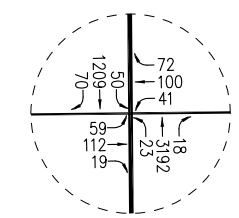
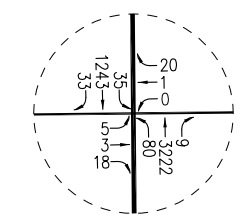
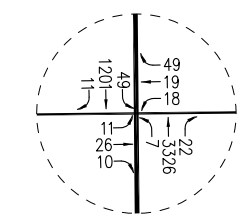
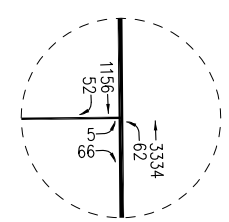
Sepulveda Boulevard/
Manhattan Beach Boulevard


Int. 10
Sepulveda Boulevard/
8th Street


Int. 11
Sepulveda Boulevard/
2nd Street


Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive


Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive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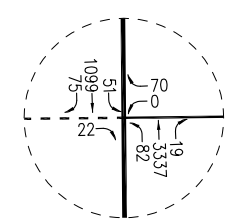
Pacific Coast Highway/
30th Street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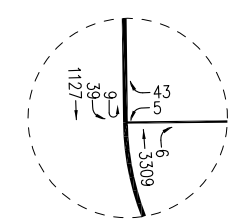
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street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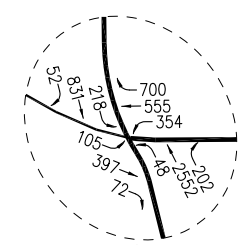
Sepulveda Boulevard/
Tennyson Street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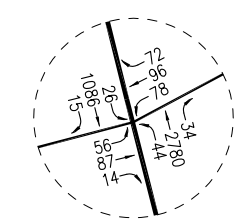
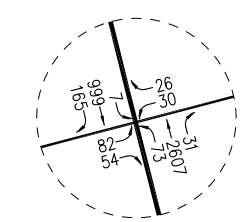
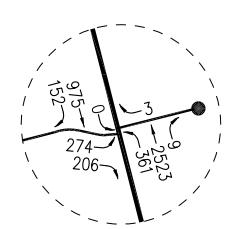
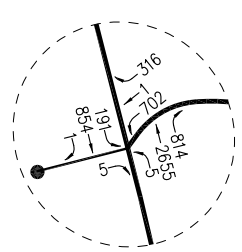
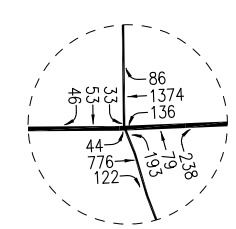
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard

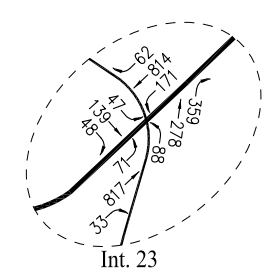

Int. 18
Pacific Coast Highway/
21st Street

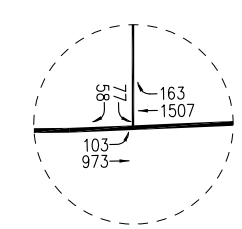

Int. 19
Pacific Coast Highway/
16th Street

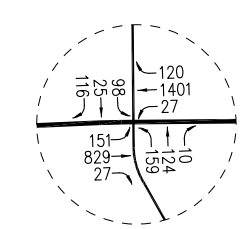

Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street


Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street


Int. 22
Prospect Avenue/
Artesia Boulevard


Int. 23
Prospect Avenue/
Aviation Boulevard


Int. 24
Meadows Avenue/
Artesia Boulevard


Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-1E
FUTURE WITH HERMOSA BEACH PROJECT ONLY TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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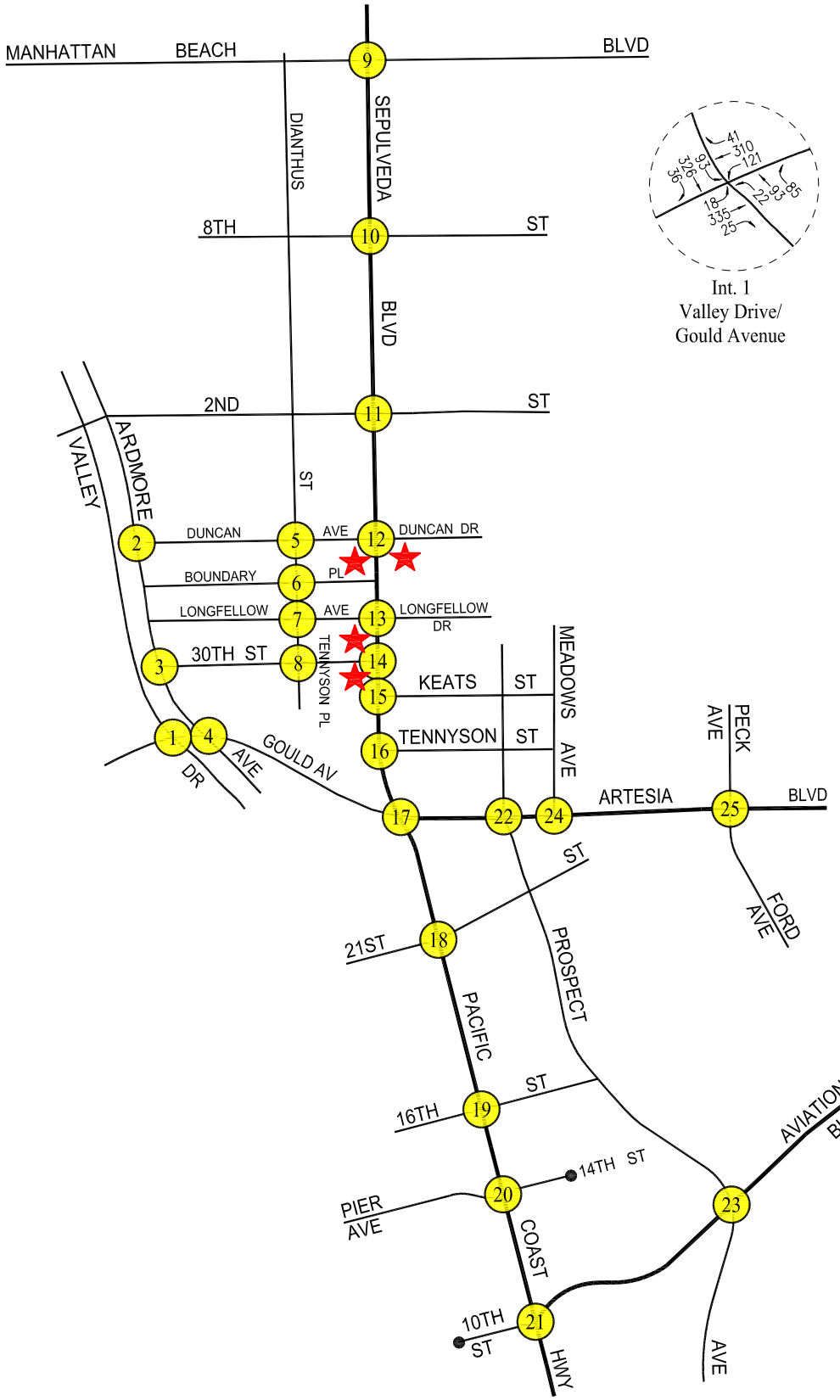
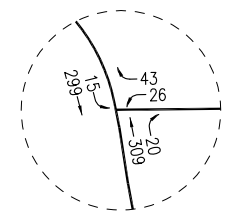
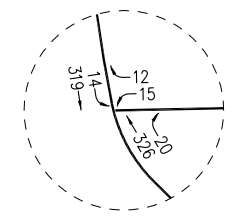


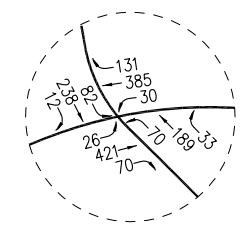
Int. 1
Valley Drive/
Gould Avenue



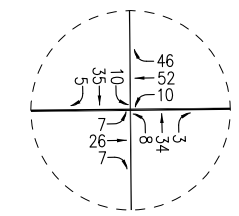
Int. 2
Ardmore Avenue/
Duncan Avenue



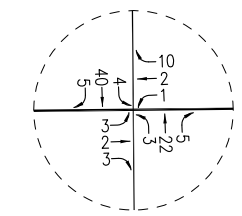
Int. 3
Ardmore Avenue/
30th Street



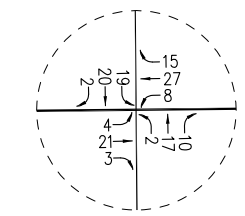
Int. 4
Ardmore Avenue/
Gould Avenue



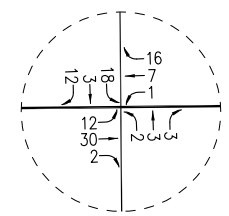
Int. 5
Dianthus Street/
Duncan Avenue



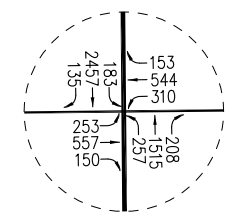
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



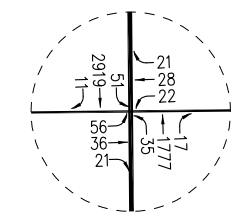
Int. 7
Tennyson Place/
Longfellow Avenue



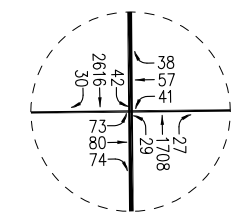
Int. 8
Tennyson Place/
30th Street



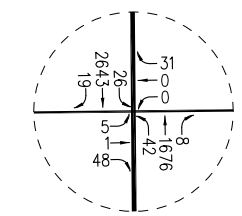
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



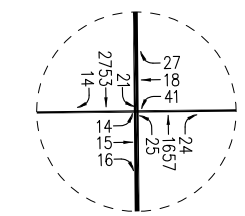
Int. 10
Sepulveda Boulevard/
8th Street



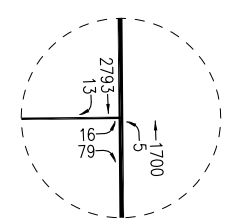
Int. 11
Sepulveda Boulevard/
2nd Street



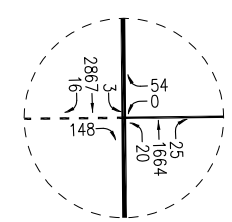
Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



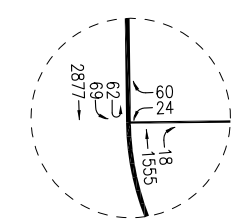
Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



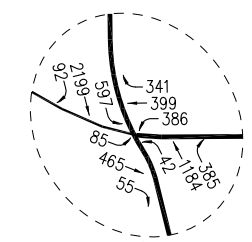
Int. 14
Pacific Coast Highway/
30th Street



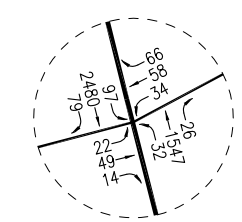
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



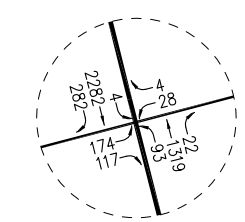
Int. 16
Sepulveda Boulevard/
Tennyson Street



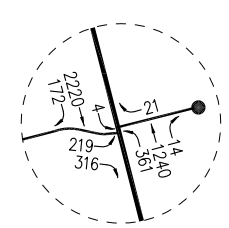
Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



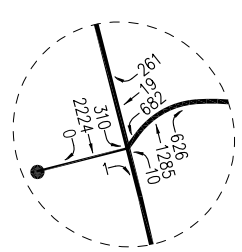
Int. 18
Pacific Coast Highway/
21st Street



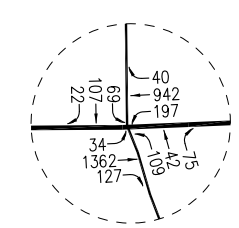
Int. 19
Pacific Coast Highway/
16th Street



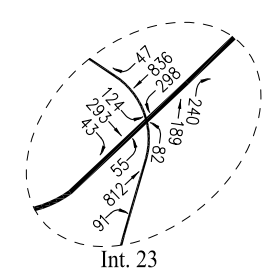
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



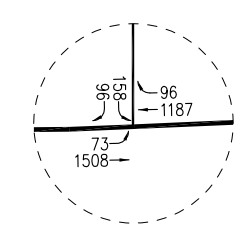
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



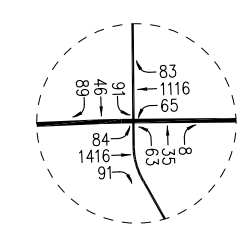
Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



Int. 24
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-1F
FUTURE WITH HERMOSA BEACH PROJECT ONLY TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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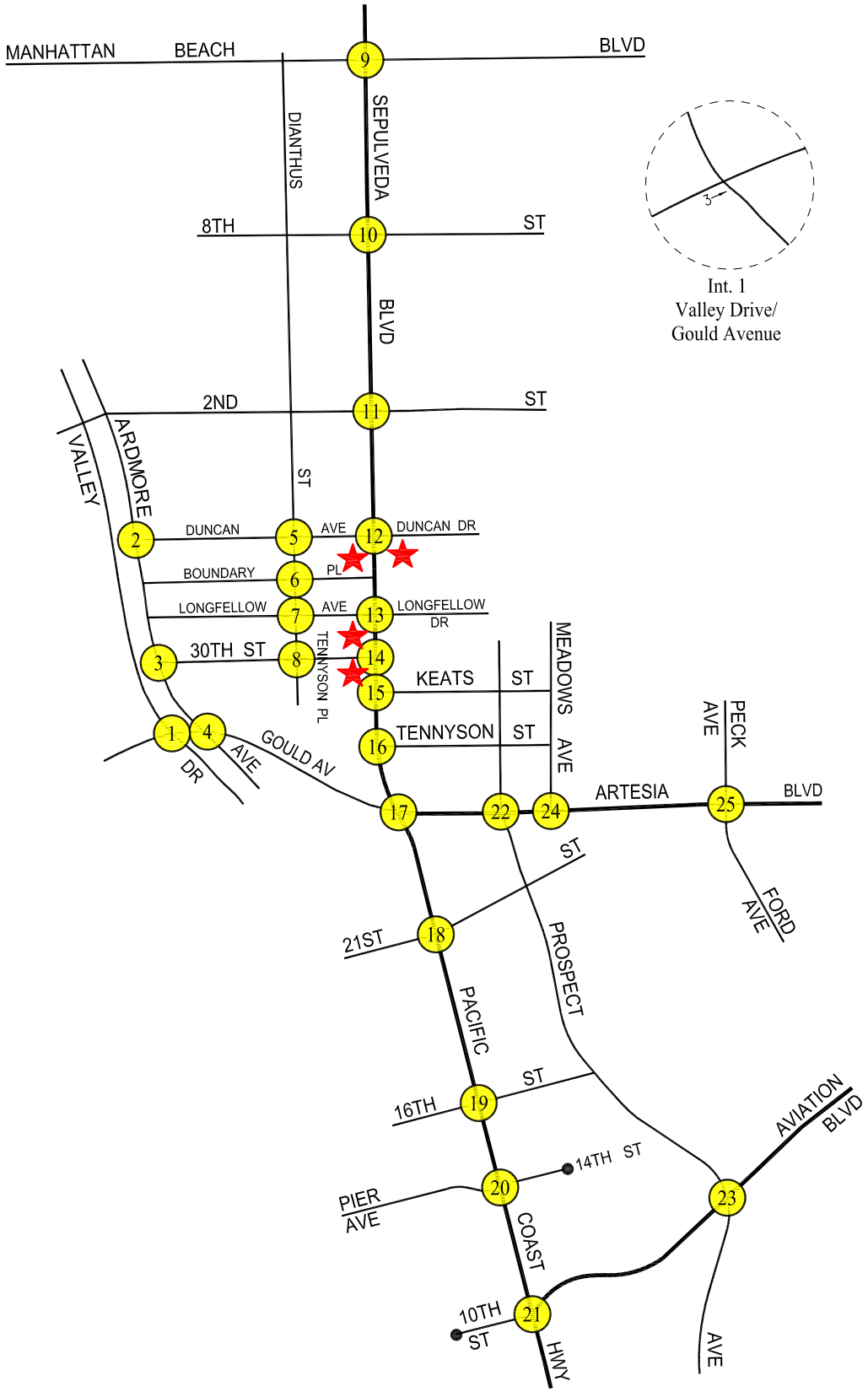
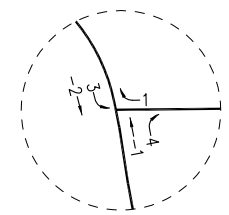
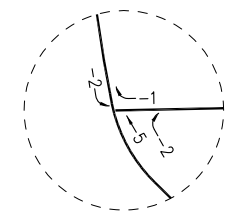


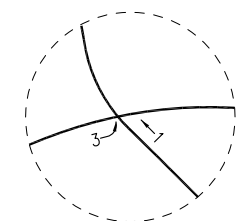
Int. 1
Valley Drive/
Gould Avenue



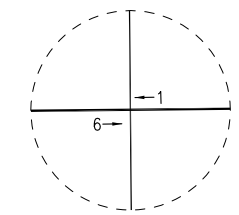
Int. 2
Ardmore Avenue/
Duncan Avenue



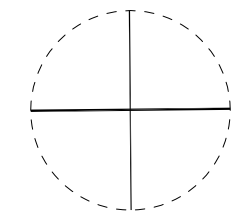
Int. 3
Ardmore Avenue/
30th Street



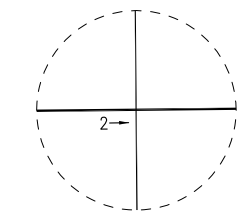
Int. 4
Ardmore Avenue/
Gould Avenue



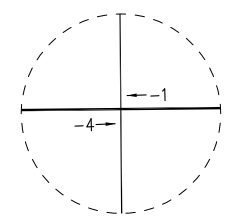
Int. 5
Dianthus Street/
Duncan Avenue



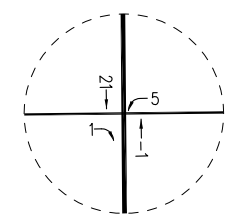
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



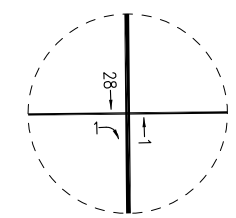
Int. 7
Tennyson Place/
Longfellow Avenue



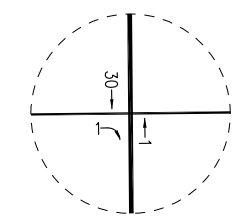
Int. 8
Tennyson Place/
30th Street



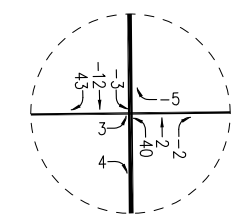
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



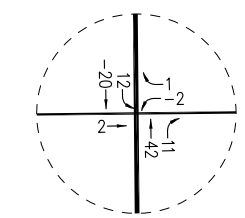
Int. 10
Sepulveda Boulevard/
8th Street



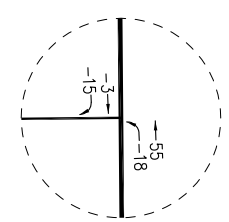
Int. 11
Sepulveda Boulevard/
2nd Street



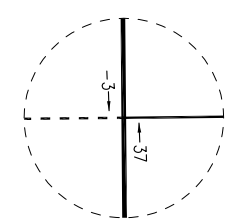
Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



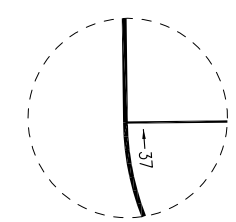
Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



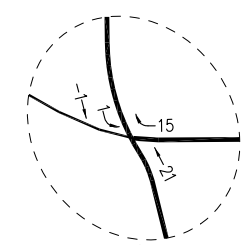
Int. 14
Pacific Coast Highway/
30th Street



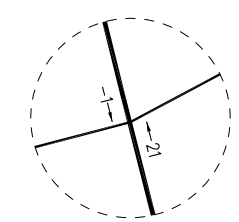
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



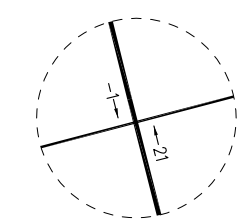
Int. 16
Sepulveda Boulevard/
Tennyson Street



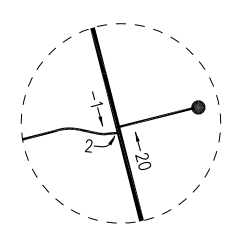
Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



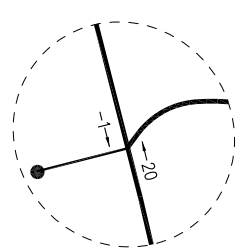
Int. 18
Pacific Coast Highway/
21st Street



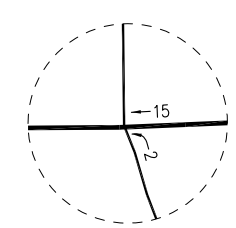
Int. 19
Pacific Coast Highway/
16th Street



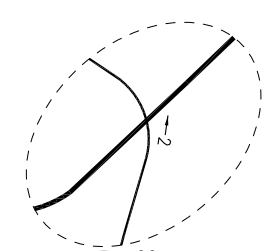
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



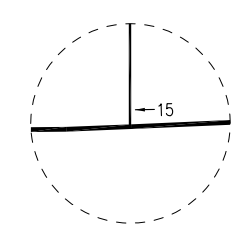
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



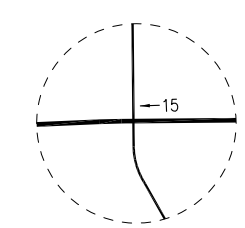
Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



Int. 24
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-2A
MANHATTAN BEACH PROJECTS ONLY TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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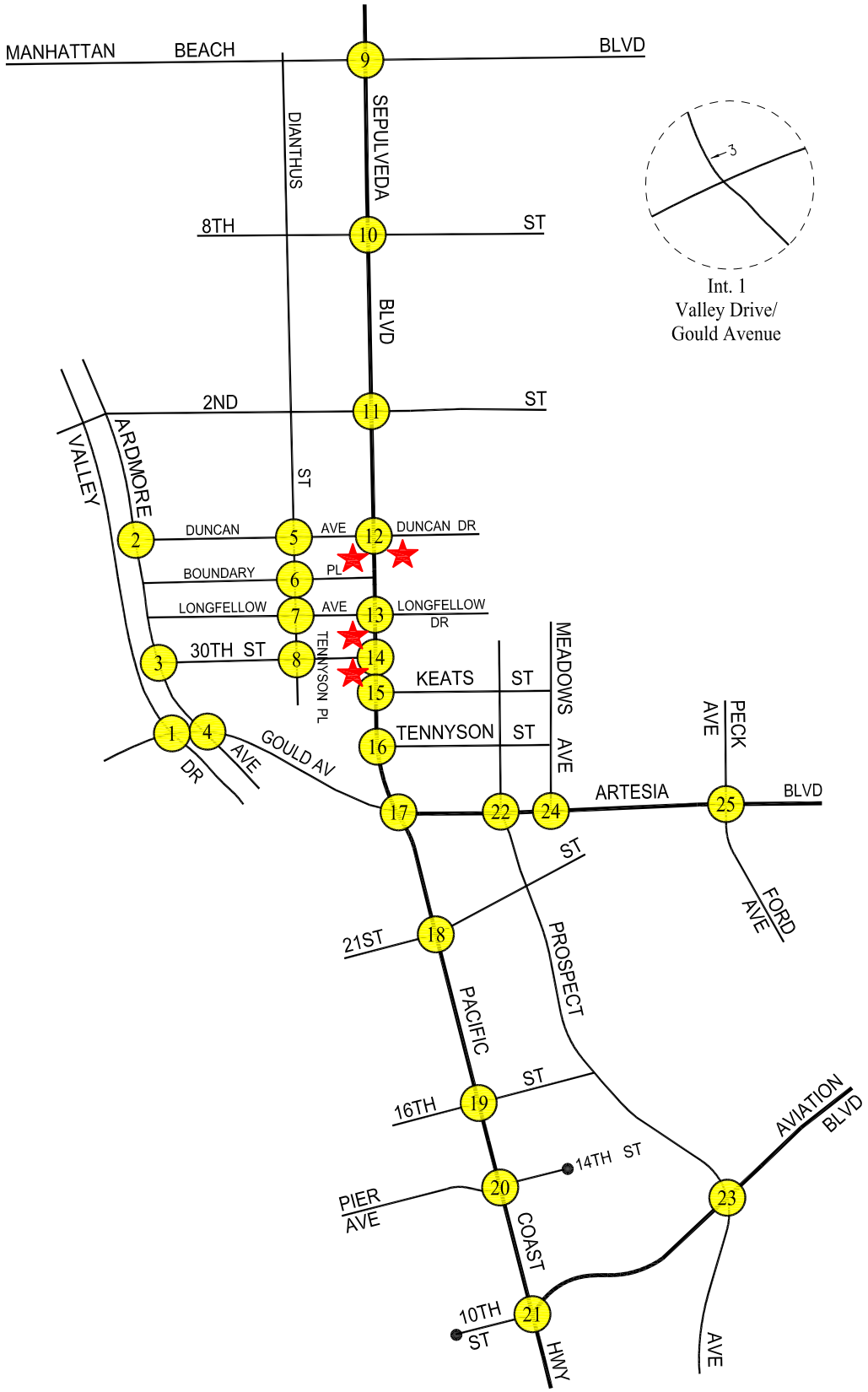
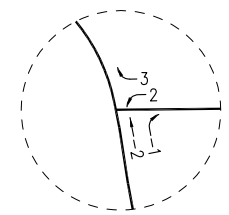
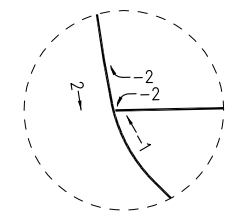


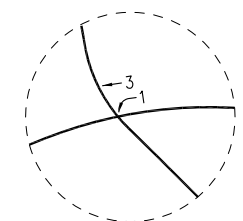
Int. 1
Valley Drive/
Gould Avenue



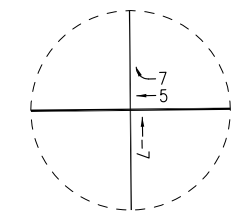
Int. 2
Ardmore Avenue/
Duncan Avenue



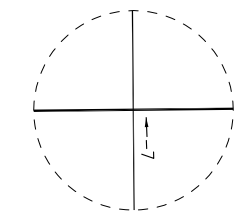
Int. 3
Ardmore Avenue/
30th Street



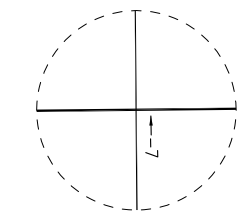
Int. 4
Ardmore Avenue/
Gould Avenue



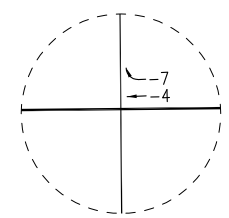
Int. 5
Dianthus Street/
Duncan Avenue



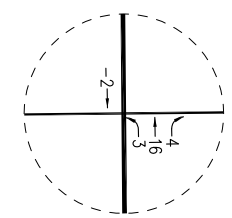
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



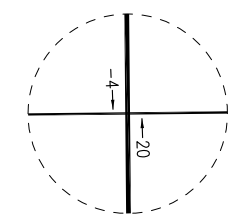
Int. 7
Tennyson Place/
Longfellow Avenue



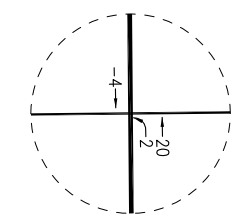
Int. 8
Tennyson Place/
30th Street



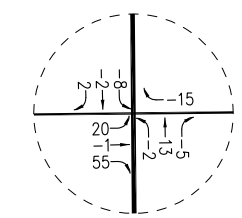
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



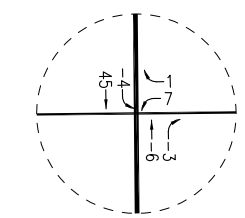
Int. 10
Sepulveda Boulevard/
8th Street



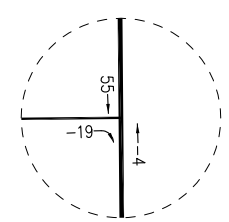
Int. 11
Sepulveda Boulevard/
2nd Street



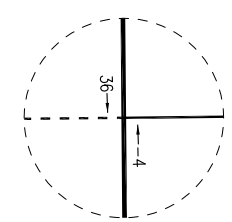
Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



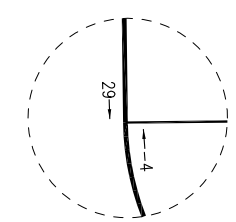
Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



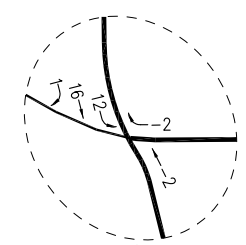
Int. 14
Pacific Coast Highway/
30th Street



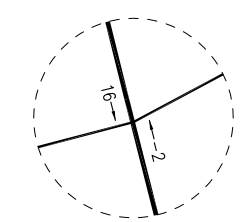
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



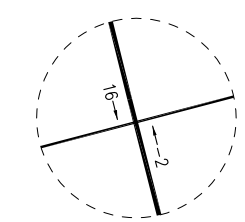
Int. 16
Sepulveda Boulevard/
Tennyson Street



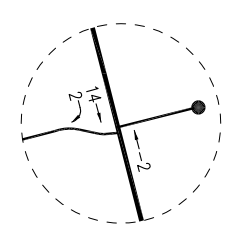
Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



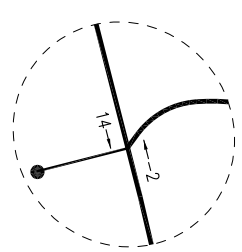
Int. 18
Pacific Coast Highway/
21st Street



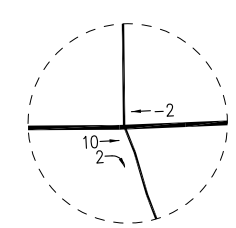
Int. 19
Pacific Coast Highway/
16th Street



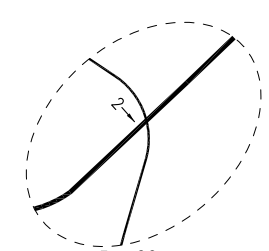
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



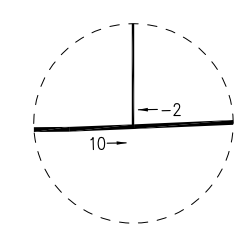
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



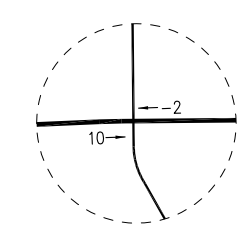
Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



Int. 24
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-2B
MANHATTAN BEACH PROJECTS ONLY TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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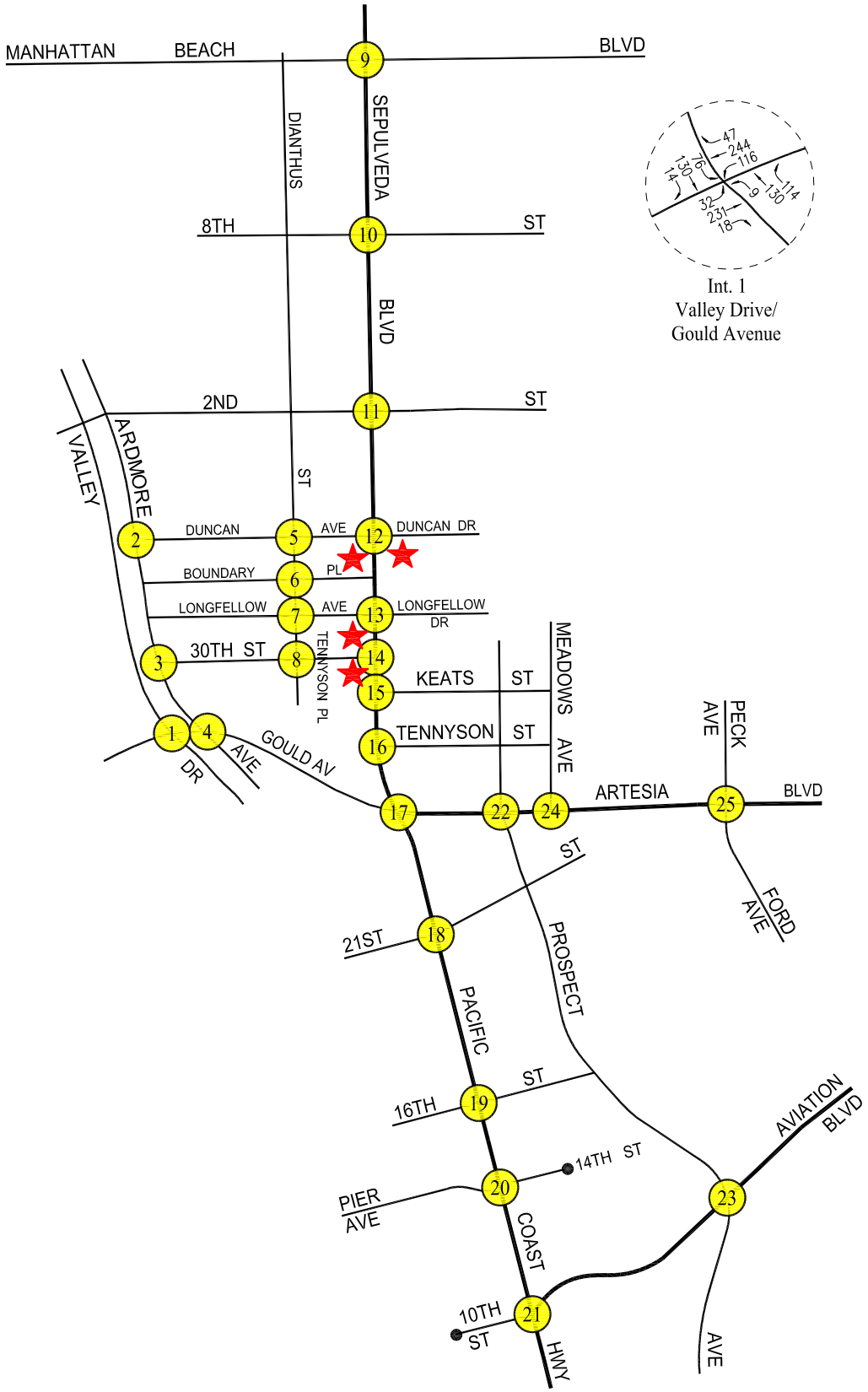
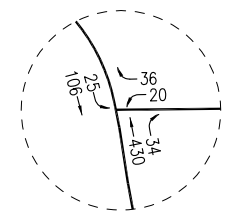
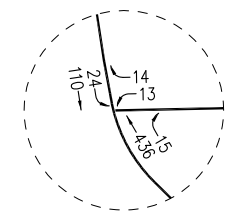


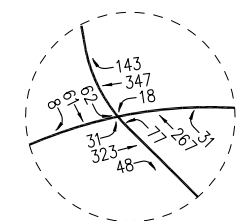
Int. 1
Valley Drive/
Gould Avenue



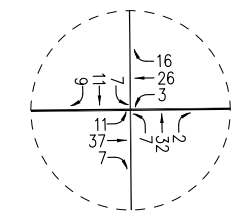
Int. 2
Ardmore Avenue/
Duncan Avenue



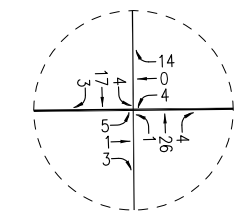
Int. 3
Ardmore Avenue/
30th Street



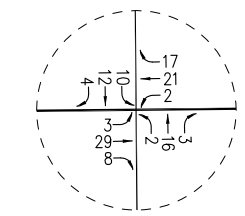
Int. 4
Ardmore Avenue/
Gould Avenue



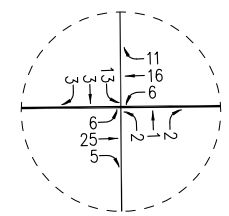
Int. 5
Dianthus Street/
Duncan Avenue



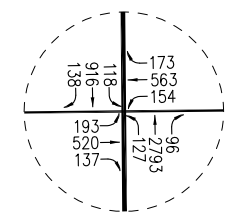
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



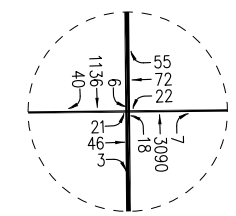
Int. 7
Tennyson Place/
Longfellow Avenue



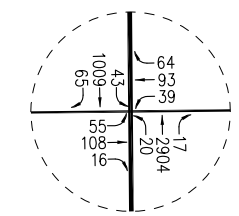
Int. 8
Tennyson Place/
30th Street



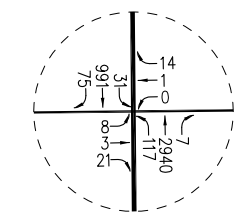
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



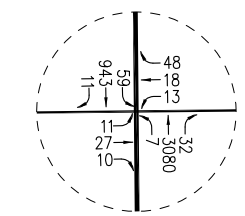
Int. 10
Sepulveda Boulevard/
8th Street



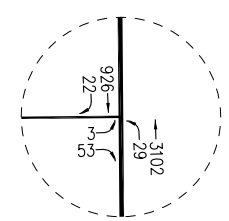
Int. 11
Sepulveda Boulevard/
2nd Street



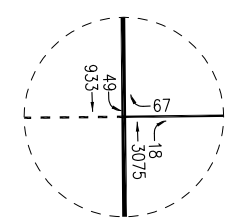
Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



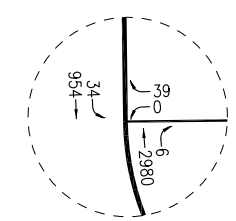
Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



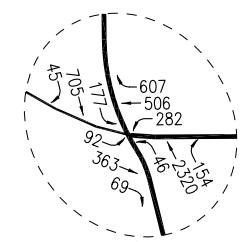
Int. 14
Pacific Coast Highway/
30th Street



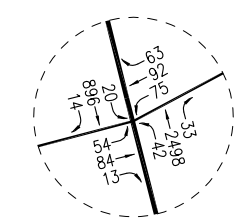
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



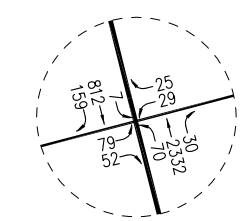
Int. 16
Sepulveda Boulevard/
Tennyson Street



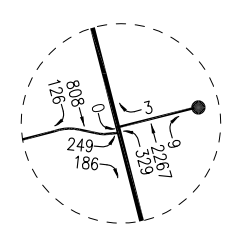
Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



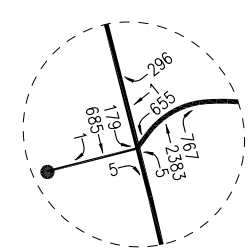
Int. 18
Pacific Coast Highway/
21st Street



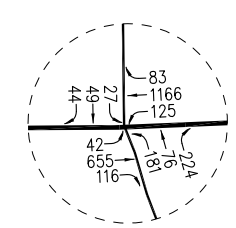
Int. 19
Pacific Coast Highway/
16th Street



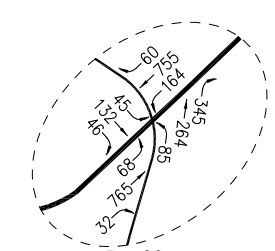
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



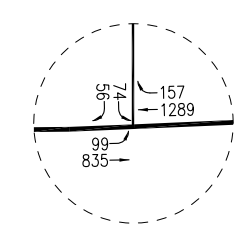
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



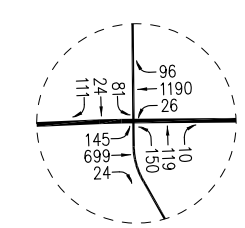
Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



Int. 24
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-2C
EXISTING WITH MANHATTAN BEACH PROJECT ONLY TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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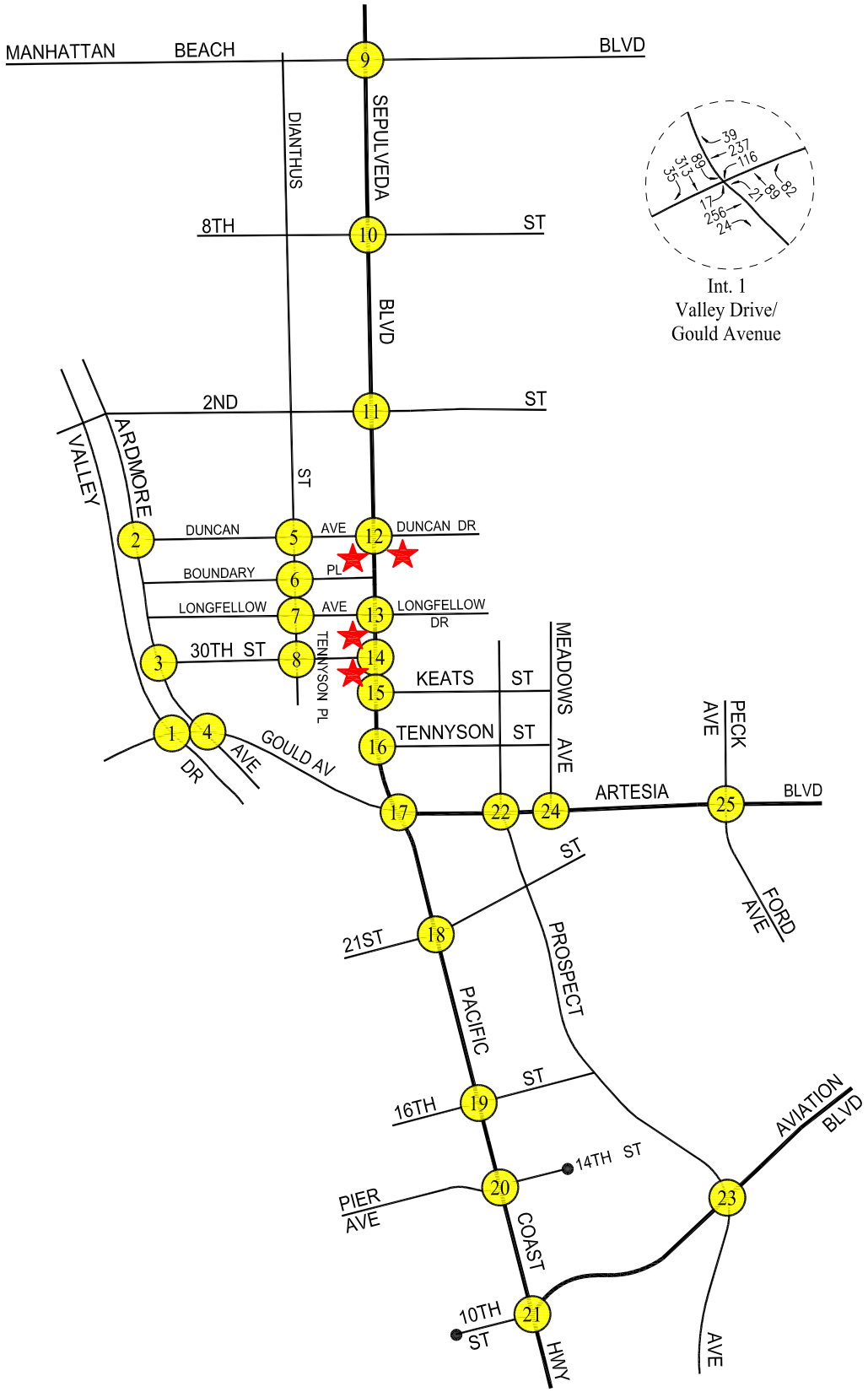
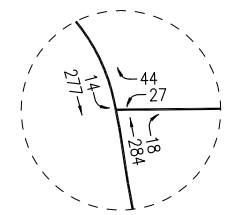
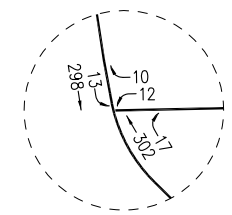


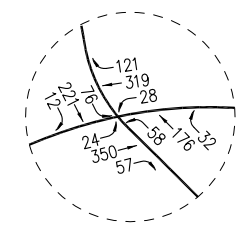
Int. 1
Valley Drive/
Gould Avenue



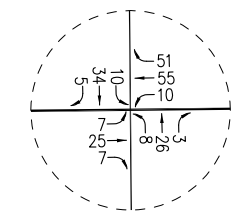
Int. 2
Ardmore Avenue/
Duncan Avenue



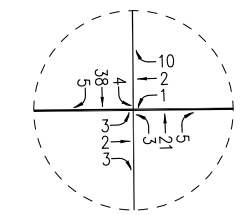
Int. 3
Ardmore Avenue/
30th Street



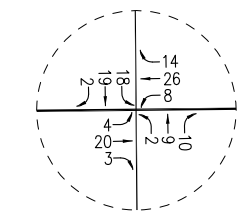
Int. 4
Ardmore Avenue/
Gould Avenue



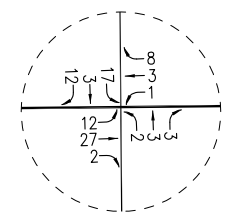
Int. 5
Dianthus Street/
Duncan Avenue



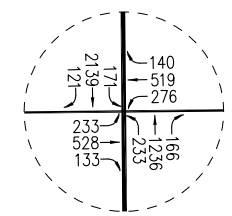
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



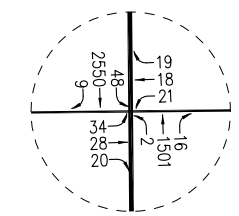
Int. 7
Tennyson Place/
Longfellow Avenue



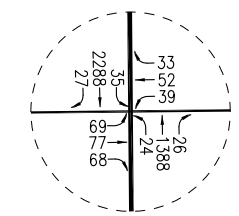
Int. 8
Tennyson Place/
30th Street



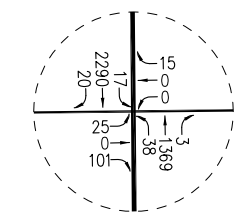
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



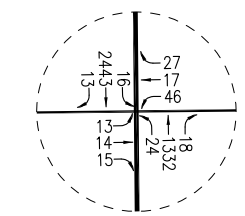
Int. 10
Sepulveda Boulevard/
8th Street



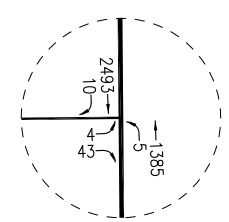
Int. 11
Sepulveda Boulevard/
2nd Street



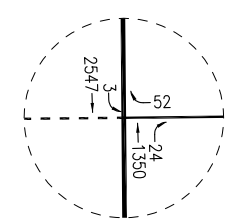
Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



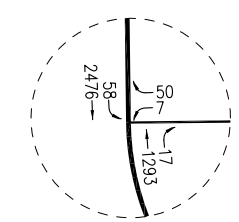
Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



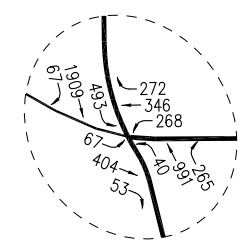
Int. 14
Pacific Coast Highway/
30th Street



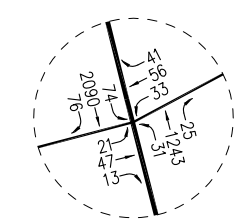
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



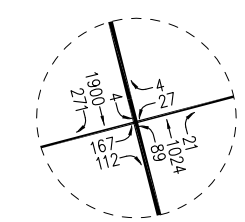
Int. 16
Sepulveda Boulevard/
Tennyson Street



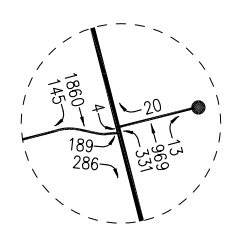
Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



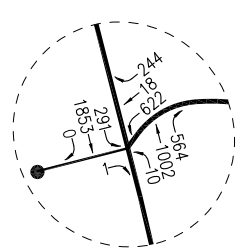
Int. 18
Pacific Coast Highway/
21st Street



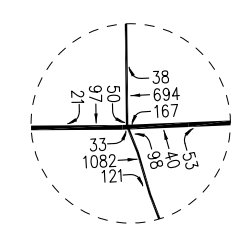
Int. 19
Pacific Coast Highway/
16th Street



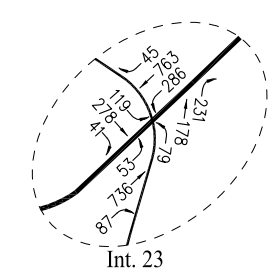
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



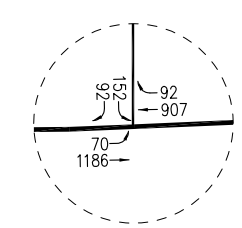
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



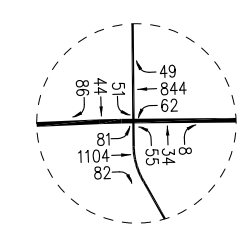
Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



Int. 24
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-2D
EXISTING WITH MANHATTAN BEACH PROJECTS ONLY TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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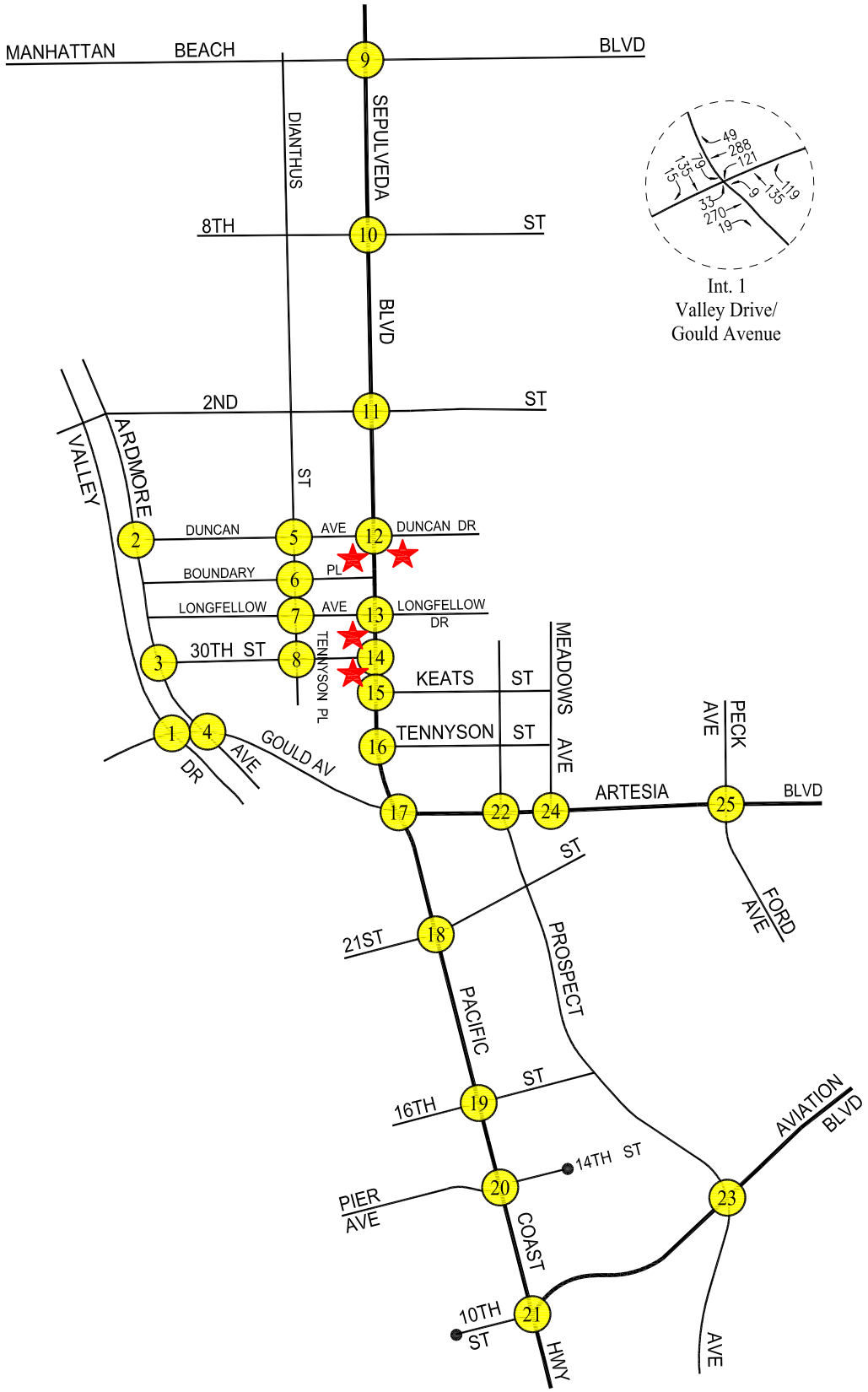
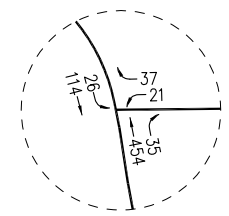
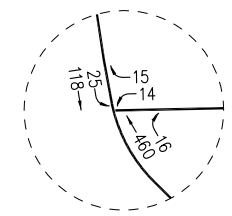


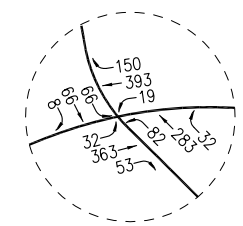
Int. 1
Valley Drive/
Gould Avenue



Int. 2
Ardmore Avenue/
Duncan Avenue



Int. 3
Ardmore Avenue/
30th Street



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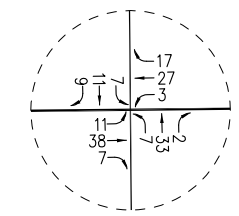
Ardmore Avenue/
Gould Avenue



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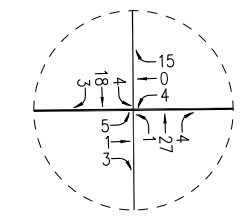
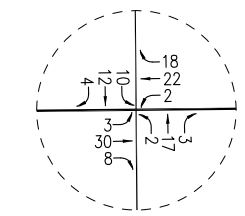
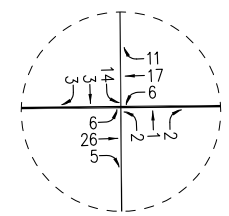
Dianthus Street/
Duncan Avenue



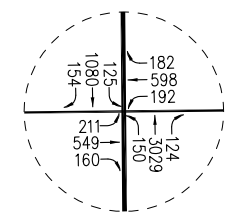
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



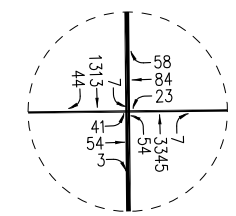
Int. 7
Tennyson Place/
Longfellow Avenue



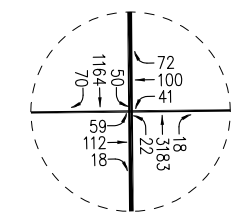
Int. 8
Tennyson Place/
30th Street



Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



Int. 10
Sepulveda Boulevard/
8th Street



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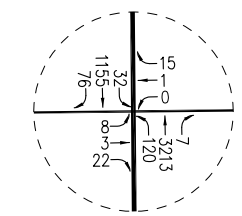
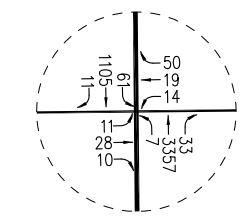
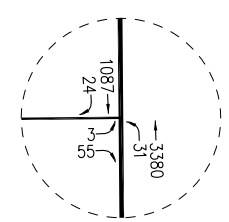
Sepulveda Boulevard/
2nd Street



Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



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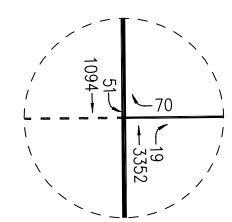
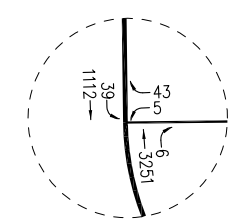
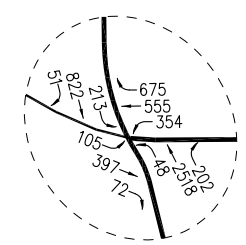
Pacific Coast Highway/
30th Street



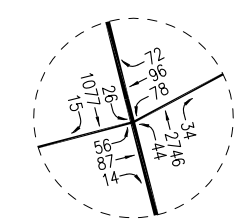
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



Int. 16
Sepulveda Boulevard/
Tennyson Street



Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



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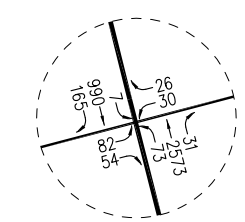
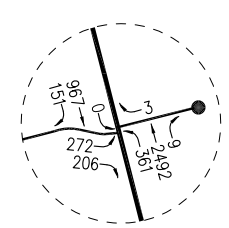
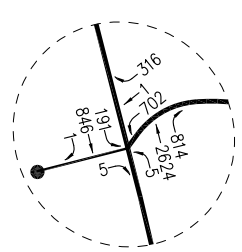
Pacific Coast Highway/
21st Street



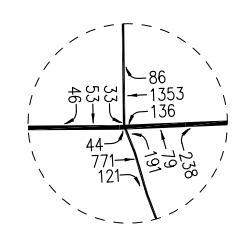
Int. 19
Pacific Coast Highway/
16th Street



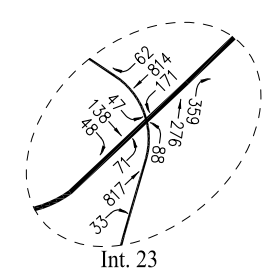
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



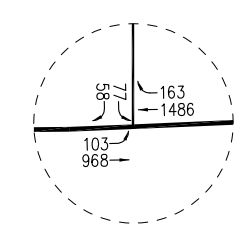
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



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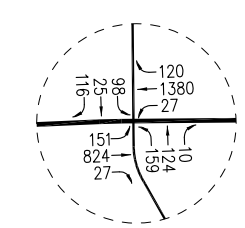
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-2E

FUTURE WITH MANHATTAN BEACH PROJECTS ONLY TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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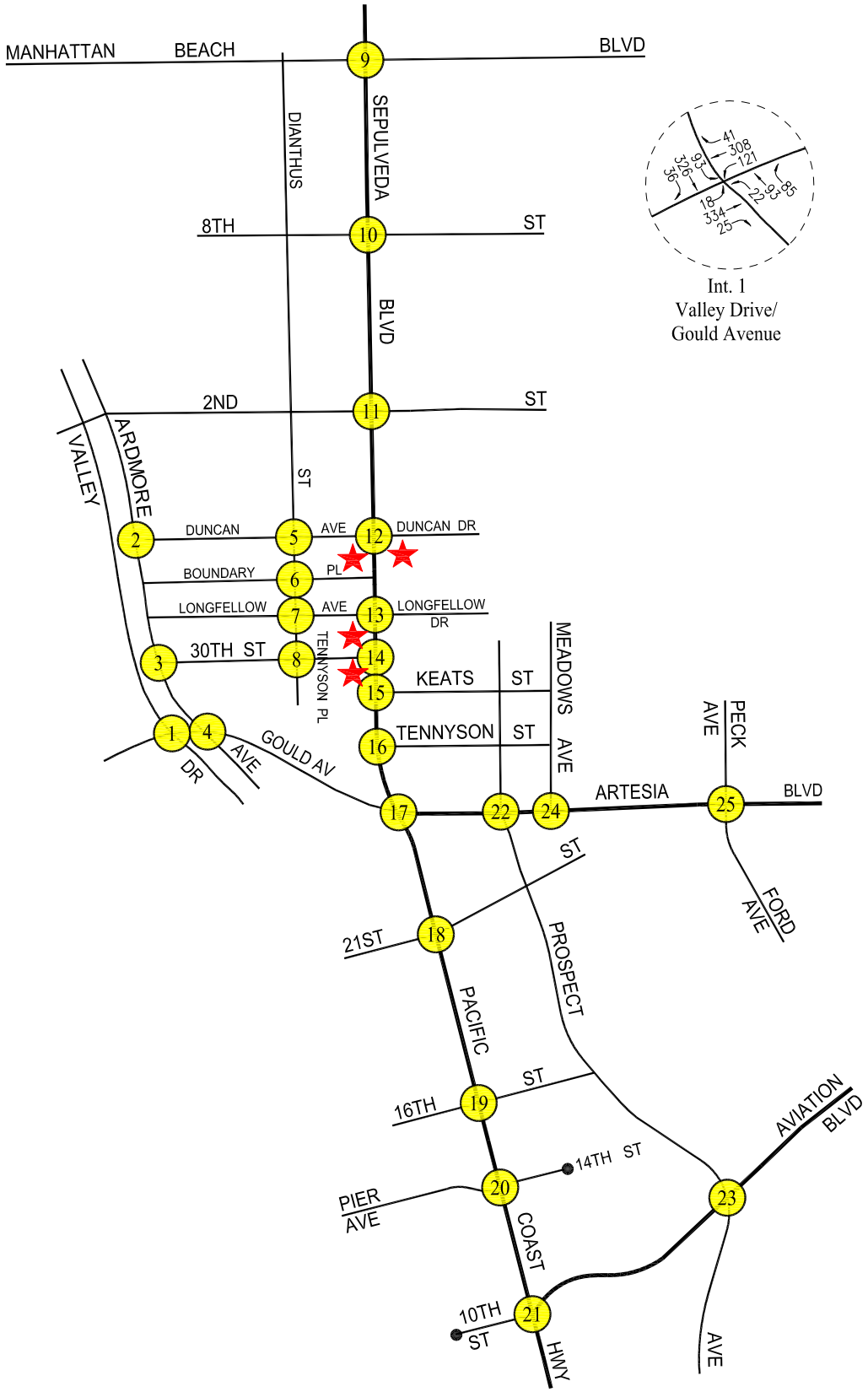
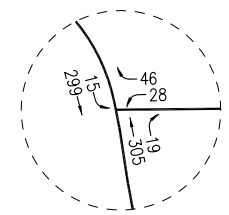
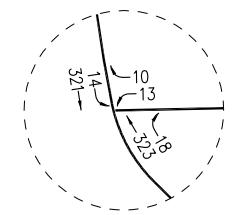


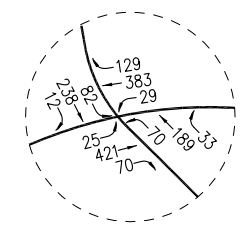
Int. 1
Valley Drive/
Gould Avenue



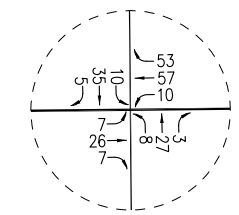
Int. 2
Ardmore Avenue/
Duncan Avenue



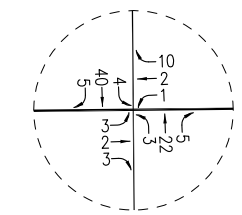
Int. 3
Ardmore Avenue/
30th Street



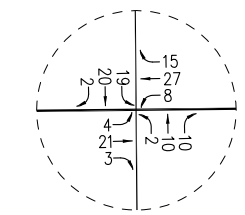
Int. 4
Ardmore Avenue/
Gould Avenue



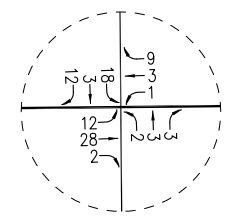
Int. 5
Dianthus Street/
Duncan Avenue



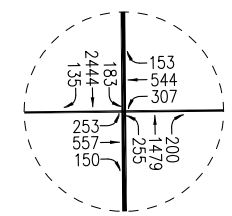
Int. 6
Dianthus Street-Tennyson Place/
Boundary Place



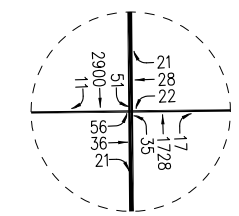
Int. 7
Tennyson Place/
Longfellow Avenue



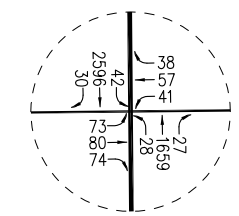
Int. 8
Tennyson Place/
30th Street



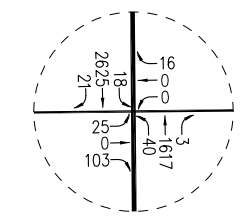
Int. 9
Sepulveda Boulevard/
Manhattan Beach Boulevard



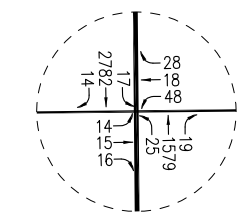
Int. 10
Sepulveda Boulevard/
8th Street



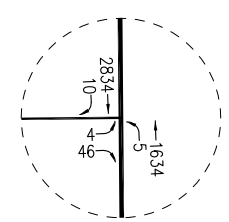
Int. 11
Sepulveda Boulevard/
2nd Street



Int. 12
Sepulveda Boulevard/
Duncan Avenue-Duncan Drive



Int. 13
Sepulveda Boulvard-
Pacific Coast Highway/
Longfellow Avenue-
Longfellow Drive



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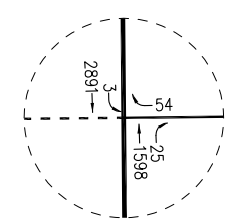
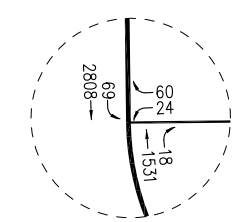
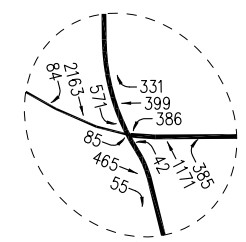
Pacific Coast Highway/
30th Street



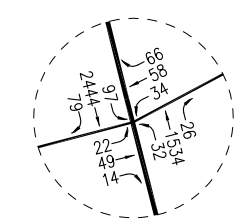
Int. 15
Sepulveda Boulevard-
Pacific Coast Highway/
Keats Street



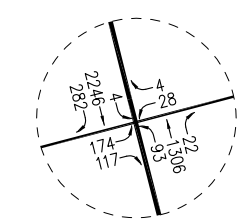
Int. 16
Sepulveda Boulevard/
Tennyson Street



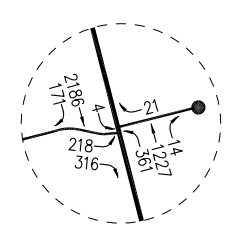
Int. 17
Sepulveda Boulevard-
Pacific Coast Highway/
Gould Avenue-Artesia Boulevard



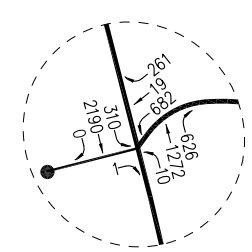
Int. 18
Pacific Coast Highway/
21st Street



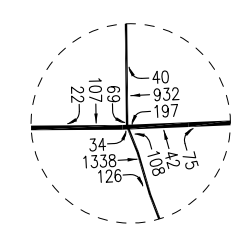
Int. 19
Pacific Coast Highway/
16th Street



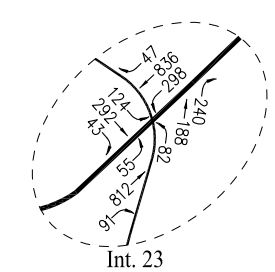
Int. 20
Pacific Coast Highway/
Pier Avenue-14th Street



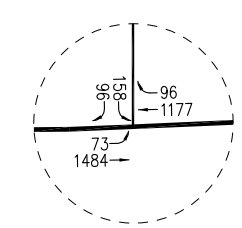
Int. 21
Pacific Coast Highway/
Aviation Boulevard-10th Street



Int. 22
Prospect Avenue/
Artesia Boulevard



Int. 23
Prospect Avenue/
Aviation Boulevard



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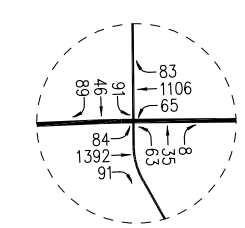
Meadows Avenue/
Artesia Boulevard



Int. 25
Peck Avenue-Ford Avenue/
Artesia Boulevard

N
NOT TO SCALE

★ PROJECT SITE

APPENDIX FIGURE D-2F
FUTURE WITH MANHATTAN BEACH PROJECT ONLY TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
SKECHERS DESIGN CENTER AND OFFICES PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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APPENDIX E

COMBINED PROJECT
ICU AND LEVELS OF SERVICE EXPLANATION
HCM AND LEVELS OF SERVICE EXPLANATION
INTERSECTION LEVELS OF SERVICE DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

Intersection	
Intersection Delay, s/veh	18.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	32	228	18	0	116	244	47	0	9	130	114
Future Vol, veh/h	0	32	228	18	0	116	244	47	0	9	130	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	253	20	0	129	271	52	0	10	144	127
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	19.8	18.8	17.3
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	4%	12%	0%	100%	0%	35%
Vol Thru, %	51%	88%	0%	0%	84%	59%
Vol Right, %	45%	0%	100%	0%	16%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	253	260	18	116	291	220
LT Vol	9	32	0	116	0	76
Through Vol	130	228	0	0	244	130
RT Vol	114	0	18	0	47	14
Lane Flow Rate	281	289	20	129	323	244
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.529	0.593	0.037	0.273	0.628	0.486
Departure Headway (Hd)	6.775	7.389	6.605	7.621	6.991	7.154
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	528	485	539	469	514	501
Service Time	4.859	5.173	4.388	5.403	4.773	5.242
HCM Lane V/C Ratio	0.532	0.596	0.037	0.275	0.628	0.487
HCM Control Delay	17.3	20.5	9.6	13.3	21	16.9
HCM Lane LOS	C	C	A	B	C	C
HCM 95th-tile Q	3.1	3.8	0.1	1.1	4.3	2.6

HCM 2010 AWSC
1: Valley Dr & Gould Ave

Existing Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	76	130	14
Future Vol, veh/h	0	76	130	14
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	84	144	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	16.9
HCM LOS	C

Lane

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3/25/2016

Intersection	
Intersection Delay, s/veh	26.1
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	256	24	0	116	234	39	0	21	89	82
Future Vol, veh/h	0	17	256	24	0	116	234	39	0	21	89	82
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	264	25	0	120	241	40	0	22	92	85
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	21.9	19.3	16
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	6%	0%	100%	0%	20%
Vol Thru, %	46%	94%	0%	0%	86%	72%
Vol Right, %	43%	0%	100%	0%	14%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	273	24	116	273	437
LT Vol	21	17	0	116	0	89
Through Vol	89	256	0	0	234	313
RT Vol	82	0	24	0	39	35
Lane Flow Rate	198	281	25	120	281	451
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.417	0.622	0.049	0.276	0.601	0.86
Departure Headway (Hd)	7.581	7.957	7.2	8.305	7.684	7.02
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	475	456	498	434	470	518
Service Time	5.621	5.687	4.929	6.034	5.413	5.02
HCM Lane V/C Ratio	0.417	0.616	0.05	0.276	0.598	0.871
HCM Control Delay	16	22.9	10.3	14.2	21.4	39.4
HCM Lane LOS	C	C	B	B	C	E
HCM 95th-tile Q	2	4.1	0.2	1.1	3.9	9.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	89	313	35
Future Vol, veh/h	0	89	313	35
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	92	323	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	39.4
HCM LOS	E

Lane

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	32	236	18	0	116	245	47	0	9	130	114
Future Vol, veh/h	0	32	236	18	0	116	245	47	0	9	130	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	262	20	0	129	272	52	0	10	144	127
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	20.6	19	17.5
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	4%	12%	0%	100%	0%	35%
Vol Thru, %	51%	88%	0%	0%	84%	59%
Vol Right, %	45%	0%	100%	0%	16%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	253	268	18	116	292	220
LT Vol	9	32	0	116	0	76
Through Vol	130	236	0	0	245	130
RT Vol	114	0	18	0	47	14
Lane Flow Rate	281	298	20	129	324	244
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.533	0.613	0.037	0.274	0.633	0.489
Departure Headway (Hd)	6.825	7.406	6.624	7.658	7.028	7.206
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	485	537	467	509	496
Service Time	4.912	5.192	4.409	5.444	4.814	5.297
HCM Lane V/C Ratio	0.534	0.614	0.037	0.276	0.637	0.492
HCM Control Delay	17.5	21.3	9.7	13.3	21.3	17.1
HCM Lane LOS	C	C	A	B	C	C
HCM 95th-tile Q	3.1	4	0.1	1.1	4.4	2.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	76	130	14
Future Vol, veh/h	0	76	130	14
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	84	144	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	17.1
HCM LOS	C

Lane

Intersection	
Intersection Delay, s/veh	27.3
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	257	24	0	116	242	39	0	21	89	82
Future Vol, veh/h	0	17	257	24	0	116	242	39	0	21	89	82
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	265	25	0	120	249	40	0	22	92	85
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	22.4	20	16.2
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	6%	0%	100%	0%	20%
Vol Thru, %	46%	94%	0%	0%	86%	72%
Vol Right, %	43%	0%	100%	0%	14%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	274	24	116	281	437
LT Vol	21	17	0	116	0	89
Through Vol	89	257	0	0	242	313
RT Vol	82	0	24	0	39	35
Lane Flow Rate	198	282	25	120	290	451
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.42	0.627	0.05	0.277	0.621	0.878
Departure Headway (Hd)	7.636	7.997	7.239	8.329	7.711	7.015
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	471	452	494	431	466	518
Service Time	5.704	5.756	4.998	6.088	5.47	5.065
HCM Lane V/C Ratio	0.42	0.624	0.051	0.278	0.622	0.871
HCM Control Delay	16.2	23.4	10.4	14.3	22.4	42.2
HCM Lane LOS	C	C	B	B	C	E
HCM 95th-tile Q	2	4.2	0.2	1.1	4.1	9.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	89	313	35
Future Vol, veh/h	0	89	313	35
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	92	323	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	42.2
HCM LOS	E

Lane

Intersection	
Intersection Delay, s/veh	25.3
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	33	267	19	0	121	288	49	0	9	135	119
Future Vol, veh/h	0	33	267	19	0	121	288	49	0	9	135	119
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	297	21	0	134	320	54	0	10	150	132
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	28.4	27.8	21.4
HCM LOS	D	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	11%	0%	100%	0%	34%
Vol Thru, %	51%	89%	0%	0%	85%	59%
Vol Right, %	45%	0%	100%	0%	15%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	300	19	121	337	229
LT Vol	9	33	0	121	0	79
Through Vol	135	267	0	0	288	135
RT Vol	119	0	19	0	49	15
Lane Flow Rate	292	333	21	134	374	254
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.605	0.732	0.042	0.304	0.783	0.556
Departure Headway (Hd)	7.455	7.908	7.127	8.149	7.527	7.862
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	482	457	501	441	479	458
Service Time	5.522	5.671	4.889	5.913	5.291	5.932
HCM Lane V/C Ratio	0.606	0.729	0.042	0.304	0.781	0.555
HCM Control Delay	21.4	29.5	10.2	14.5	32.6	20.4
HCM Lane LOS	C	D	B	B	D	C
HCM 95th-tile Q	3.9	5.9	0.1	1.3	7	3.3

HCM 2010 AWSC
1: Valley Dr & Gould Ave

Future Pre-Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	135	15
Future Vol, veh/h	0	79	135	15
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	88	150	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	20.4
HCM LOS	C

Lane

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3/29/2016

Intersection	
Intersection Delay, s/veh	45.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	18	334	25	0	121	305	41	0	22	93	85
Future Vol, veh/h	0	18	334	25	0	121	305	41	0	22	93	85
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	344	26	0	125	314	42	0	23	96	88
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	43.3	34.1	20.1
HCM LOS	E	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	5%	0%	100%	0%	20%
Vol Thru, %	47%	95%	0%	0%	88%	72%
Vol Right, %	42%	0%	100%	0%	12%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	352	25	121	346	455
LT Vol	22	18	0	121	0	93
Through Vol	93	334	0	0	305	326
RT Vol	85	0	25	0	41	36
Lane Flow Rate	206	363	26	125	357	469
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.497	0.862	0.056	0.311	0.83	1
Departure Headway (Hd)	8.674	8.549	7.793	8.985	8.378	7.985
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	414	428	462	403	435	460
Service Time	6.759	6.233	5.507	6.664	6.081	5.985
HCM Lane V/C Ratio	0.498	0.848	0.056	0.31	0.821	1.02
HCM Control Delay	20.1	45.6	11	15.7	40.6	70.9
HCM Lane LOS	C	E	B	C	E	F
HCM 95th-tile Q	2.7	8.6	0.2	1.3	7.9	13

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	93	326	36
Future Vol, veh/h	0	93	326	36
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	96	336	37
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	70.9
HCM LOS	F

Lane

Intersection	
Intersection Delay, s/veh	26.1
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	33	275	19	0	121	289	49	0	9	135	119
Future Vol, veh/h	0	33	275	19	0	121	289	49	0	9	135	119
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	306	21	0	134	321	54	0	10	150	132
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	30.2	28.5	21.7
HCM LOS	D	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	11%	0%	100%	0%	34%
Vol Thru, %	51%	89%	0%	0%	86%	59%
Vol Right, %	45%	0%	100%	0%	14%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	308	19	121	338	229
LT Vol	9	33	0	121	0	79
Through Vol	135	275	0	0	289	135
RT Vol	119	0	19	0	49	15
Lane Flow Rate	292	342	21	134	376	254
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.61	0.754	0.042	0.306	0.791	0.56
Departure Headway (Hd)	7.518	7.935	7.155	8.2	7.578	7.929
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	455	499	438	477	453
Service Time	5.587	5.699	4.918	5.964	5.342	6.002
HCM Lane V/C Ratio	0.61	0.752	0.042	0.306	0.788	0.561
HCM Control Delay	21.7	31.4	10.2	14.6	33.5	20.7
HCM Lane LOS	C	D	B	B	D	C
HCM 95th-tile Q	4	6.3	0.1	1.3	7.2	3.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	135	15
Future Vol, veh/h	0	79	135	15
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	88	150	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	20.7
HCM LOS	C

Lane

Intersection	
Intersection Delay, s/veh	46.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	18	335	25	0	121	313	41	0	22	93	85
Future Vol, veh/h	0	18	335	25	0	121	313	41	0	22	93	85
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	345	26	0	125	323	42	0	23	96	88
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	44.2	36.5	20.3
HCM LOS	E	E	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	5%	0%	100%	0%	20%
Vol Thru, %	47%	95%	0%	0%	88%	72%
Vol Right, %	42%	0%	100%	0%	12%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	353	25	121	354	455
LT Vol	22	18	0	121	0	93
Through Vol	93	335	0	0	313	326
RT Vol	85	0	25	0	41	36
Lane Flow Rate	206	364	26	125	365	469
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.5	0.868	0.056	0.312	0.852	1
Departure Headway (Hd)	8.732	8.589	7.832	9.009	8.403	8.034
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	412	426	460	403	434	455
Service Time	6.813	6.265	5.539	6.68	6.099	6.034
HCM Lane V/C Ratio	0.5	0.854	0.057	0.31	0.841	1.031
HCM Control Delay	20.3	46.6	11	15.7	43.6	71.2
HCM Lane LOS	C	E	B	C	E	F
HCM 95th-tile Q	2.7	8.7	0.2	1.3	8.4	13

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	93	326	36
Future Vol, veh/h	0	93	326	36
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	96	336	37
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	71.2
HCM LOS	F

Lane

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	20	35	0	431	30	0	22	108
Future Vol, veh/h	0	20	35	0	431	30	0	22	108
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	38	0	474	33	0	24	119
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	12.8	8.7
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	17%
Vol Thru, %	93%	0%	83%
Vol Right, %	7%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	461	55	130
LT Vol	0	20	22
Through Vol	431	0	108
RT Vol	30	35	0
Lane Flow Rate	507	60	143
Geometry Grp	1	1	1
Degree of Util (X)	0.578	0.084	0.184
Departure Headway (Hd)	4.22	5.026	4.625
Convergence, Y/N	Yes	Yes	Yes
Cap	861	716	779
Service Time	2.22	3.037	2.636
HCM Lane V/C Ratio	0.589	0.084	0.184
HCM Control Delay	12.8	8.5	8.7
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.8	0.3	0.7

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	25	41	0	286	19	0	14	277
Future Vol, veh/h	0	25	41	0	286	19	0	14	277
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	44	0	304	20	0	15	295
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	10.3	10.2
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	5%
Vol Thru, %	94%	0%	95%
Vol Right, %	6%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	305	66	291
LT Vol	0	25	14
Through Vol	286	0	277
RT Vol	19	41	0
Lane Flow Rate	324	70	310
Geometry Grp	1	1	1
Degree of Util (X)	0.396	0.098	0.383
Departure Headway (Hd)	4.399	5.011	4.458
Convergence, Y/N	Yes	Yes	Yes
Cap	818	713	808
Service Time	2.425	3.052	2.483
HCM Lane V/C Ratio	0.396	0.098	0.384
HCM Control Delay	10.3	8.6	10.2
HCM Lane LOS	B	A	B
HCM 95th-tile Q	1.9	0.3	1.8

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	20	36	0	430	34	0	25	108
Future Vol, veh/h	0	20	36	0	430	34	0	25	108
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	40	0	473	37	0	27	119
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	12.9	8.7
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	19%
Vol Thru, %	93%	0%	81%
Vol Right, %	7%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	464	56	133
LT Vol	0	20	25
Through Vol	430	0	108
RT Vol	34	36	0
Lane Flow Rate	510	62	146
Geometry Grp	1	1	1
Degree of Util (X)	0.582	0.086	0.188
Departure Headway (Hd)	4.223	5.035	4.636
Convergence, Y/N	Yes	Yes	Yes
Cap	862	714	778
Service Time	2.223	3.045	2.647
HCM Lane V/C Ratio	0.592	0.087	0.188
HCM Control Delay	12.9	8.5	8.7
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.8	0.3	0.7

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	27	44	0	286	18	0	14	277
Future Vol, veh/h	0	27	44	0	286	18	0	14	277
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	47	0	304	19	0	15	295
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.7	10.3	10.3
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	5%
Vol Thru, %	94%	0%	95%
Vol Right, %	6%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	304	71	291
LT Vol	0	27	14
Through Vol	286	0	277
RT Vol	18	44	0
Lane Flow Rate	323	76	310
Geometry Grp	1	1	1
Degree of Util (X)	0.397	0.105	0.385
Departure Headway (Hd)	4.417	5.012	4.472
Convergence, Y/N	Yes	Yes	Yes
Cap	815	713	805
Service Time	2.443	3.058	2.499
HCM Lane V/C Ratio	0.396	0.107	0.385
HCM Control Delay	10.3	8.7	10.3
HCM Lane LOS	B	A	B
HCM 95th-tile Q	1.9	0.4	1.8

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	21	36	0	455	31	0	23	116
Future Vol, veh/h	0	21	36	0	455	31	0	23	116
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	40	0	500	34	0	25	127
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.7	14.1	8.8
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	37%	17%
Vol Thru, %	94%	0%	83%
Vol Right, %	6%	63%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	486	57	139
LT Vol	0	21	23
Through Vol	455	0	116
RT Vol	31	36	0
Lane Flow Rate	534	63	153
Geometry Grp	1	1	1
Degree of Util (X)	0.627	0.089	0.198
Departure Headway (Hd)	4.224	5.112	4.662
Convergence, Y/N	Yes	Yes	Yes
Cap	855	700	770
Service Time	2.244	3.152	2.689
HCM Lane V/C Ratio	0.625	0.09	0.199
HCM Control Delay	14.1	8.7	8.8
HCM Lane LOS	B	A	A
HCM 95th-tile Q	4.5	0.3	0.7

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	26	43	0	307	20	0	15	299
Future Vol, veh/h	0	26	43	0	307	20	0	15	299
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	46	0	327	21	0	16	318
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.8	10.8	10.7
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	5%
Vol Thru, %	94%	0%	95%
Vol Right, %	6%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	327	69	314
LT Vol	0	26	15
Through Vol	307	0	299
RT Vol	20	43	0
Lane Flow Rate	348	73	334
Geometry Grp	1	1	1
Degree of Util (X)	0.429	0.104	0.417
Departure Headway (Hd)	4.441	5.114	4.497
Convergence, Y/N	Yes	Yes	Yes
Cap	811	699	802
Service Time	2.468	3.162	2.525
HCM Lane V/C Ratio	0.429	0.104	0.416
HCM Control Delay	10.8	8.8	10.7
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.2	0.3	2.1

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	21	37	0	454	35	0	26	116
Future Vol, veh/h	0	21	37	0	454	35	0	26	116
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	41	0	499	38	0	29	127
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.7	14.2	8.9
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	18%
Vol Thru, %	93%	0%	82%
Vol Right, %	7%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	489	58	142
LT Vol	0	21	26
Through Vol	454	0	116
RT Vol	35	37	0
Lane Flow Rate	537	64	156
Geometry Grp	1	1	1
Degree of Util (X)	0.631	0.091	0.203
Departure Headway (Hd)	4.228	5.12	4.673
Convergence, Y/N	Yes	Yes	Yes
Cap	854	699	768
Service Time	2.247	3.161	2.7
HCM Lane V/C Ratio	0.629	0.092	0.203
HCM Control Delay	14.2	8.7	8.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	4.6	0.3	0.8

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	28	46	0	307	19	0	15	299
Future Vol, veh/h	0	28	46	0	307	19	0	15	299
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	49	0	327	20	0	16	318
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.8	10.8	10.8
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	5%
Vol Thru, %	94%	0%	95%
Vol Right, %	6%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	326	74	314
LT Vol	0	28	15
Through Vol	307	0	299
RT Vol	19	46	0
Lane Flow Rate	347	79	334
Geometry Grp	1	1	1
Degree of Util (X)	0.429	0.112	0.419
Departure Headway (Hd)	4.457	5.115	4.512
Convergence, Y/N	Yes	Yes	Yes
Cap	808	698	798
Service Time	2.489	3.167	2.542
HCM Lane V/C Ratio	0.429	0.113	0.419
HCM Control Delay	10.8	8.8	10.8
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.2	0.4	2.1

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	13	15	0	431	17	0	26	110
Future Vol, veh/h	0	13	15	0	431	17	0	26	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	16	0	449	18	0	27	115
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.2	11.7	8.5
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	46%	19%
Vol Thru, %	96%	0%	81%
Vol Right, %	4%	54%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	448	28	136
LT Vol	0	13	26
Through Vol	431	0	110
RT Vol	17	15	0
Lane Flow Rate	467	29	142
Geometry Grp	1	1	1
Degree of Util (X)	0.527	0.041	0.177
Departure Headway (Hd)	4.069	5.007	4.495
Convergence, Y/N	Yes	Yes	Yes
Cap	877	718	802
Service Time	2.143	3.015	2.501
HCM Lane V/C Ratio	0.532	0.04	0.177
HCM Control Delay	11.7	8.2	8.5
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.1	0.1	0.6

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	14	12	0	303	17	0	13	296
Future Vol, veh/h	0	14	12	0	303	17	0	13	296
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	13	0	322	18	0	14	315
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.4	10.2	10.2
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	54%	4%
Vol Thru, %	95%	0%	96%
Vol Right, %	5%	46%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	320	26	309
LT Vol	0	14	13
Through Vol	303	0	296
RT Vol	17	12	0
Lane Flow Rate	340	28	329
Geometry Grp	1	1	1
Degree of Util (X)	0.407	0.04	0.397
Departure Headway (Hd)	4.304	5.191	4.352
Convergence, Y/N	Yes	Yes	Yes
Cap	837	690	828
Service Time	2.318	3.223	2.367
HCM Lane V/C Ratio	0.406	0.041	0.397
HCM Control Delay	10.2	8.4	10.2
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2	0.1	1.9

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	13	14	0	436	22	0	26	110
Future Vol, veh/h	0	13	14	0	436	22	0	26	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	15	0	454	23	0	27	115
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.3	11.8	8.5
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	19%
Vol Thru, %	95%	0%	81%
Vol Right, %	5%	52%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	458	27	136
LT Vol	0	13	26
Through Vol	436	0	110
RT Vol	22	14	0
Lane Flow Rate	477	28	142
Geometry Grp	1	1	1
Degree of Util (X)	0.538	0.039	0.177
Departure Headway (Hd)	4.061	5.041	4.502
Convergence, Y/N	Yes	Yes	Yes
Cap	878	714	800
Service Time	2.132	3.049	2.506
HCM Lane V/C Ratio	0.543	0.039	0.177
HCM Control Delay	11.8	8.3	8.5
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.3	0.1	0.6

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	12	10	0	304	19	0	13	298
Future Vol, veh/h	0	12	10	0	304	19	0	13	298
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	11	0	323	20	0	14	317
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.4	10.3	10.2
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	55%	4%
Vol Thru, %	94%	0%	96%
Vol Right, %	6%	45%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	323	22	311
LT Vol	0	12	13
Through Vol	304	0	298
RT Vol	19	10	0
Lane Flow Rate	344	23	331
Geometry Grp	1	1	1
Degree of Util (X)	0.41	0.034	0.399
Departure Headway (Hd)	4.292	5.205	4.344
Convergence, Y/N	Yes	Yes	Yes
Cap	842	688	830
Service Time	2.304	3.237	2.357
HCM Lane V/C Ratio	0.409	0.033	0.399
HCM Control Delay	10.3	8.4	10.2
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2	0.1	1.9

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	14	16	0	455	18	0	27	118
Future Vol, veh/h	0	14	16	0	455	18	0	27	118
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	17	0	474	19	0	28	123
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.3	12.3	8.6
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	47%	19%
Vol Thru, %	96%	0%	81%
Vol Right, %	4%	53%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	473	30	145
LT Vol	0	14	27
Through Vol	455	0	118
RT Vol	18	16	0
Lane Flow Rate	493	31	151
Geometry Grp	1	1	1
Degree of Util (X)	0.558	0.044	0.19
Departure Headway (Hd)	4.08	5.084	4.529
Convergence, Y/N	Yes	Yes	Yes
Cap	872	707	796
Service Time	2.16	3.094	2.533
HCM Lane V/C Ratio	0.565	0.044	0.19
HCM Control Delay	12.3	8.3	8.6
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.5	0.1	0.7

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	15	12	0	324	18	0	14	319
Future Vol, veh/h	0	15	12	0	324	18	0	14	319
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	13	0	345	19	0	15	339
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	10.7	10.7
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	56%	4%
Vol Thru, %	95%	0%	96%
Vol Right, %	5%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	342	27	333
LT Vol	0	15	14
Through Vol	324	0	319
RT Vol	18	12	0
Lane Flow Rate	364	29	354
Geometry Grp	1	1	1
Degree of Util (X)	0.438	0.042	0.431
Departure Headway (Hd)	4.338	5.307	4.383
Convergence, Y/N	Yes	Yes	Yes
Cap	833	674	825
Service Time	2.352	3.345	2.398
HCM Lane V/C Ratio	0.437	0.043	0.429
HCM Control Delay	10.7	8.6	10.7
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.3	0.1	2.2

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	14	15	0	460	23	0	27	118
Future Vol, veh/h	0	14	15	0	460	23	0	27	118
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	16	0	479	24	0	28	123
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.4	12.5	8.6
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	19%
Vol Thru, %	95%	0%	81%
Vol Right, %	5%	52%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	483	29	145
LT Vol	0	14	27
Through Vol	460	0	118
RT Vol	23	15	0
Lane Flow Rate	503	30	151
Geometry Grp	1	1	1
Degree of Util (X)	0.569	0.043	0.19
Departure Headway (Hd)	4.072	5.119	4.534
Convergence, Y/N	Yes	Yes	Yes
Cap	875	703	794
Service Time	2.152	3.127	2.54
HCM Lane V/C Ratio	0.575	0.043	0.19
HCM Control Delay	12.5	8.4	8.6
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.7	0.1	0.7

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	13	10	0	325	20	0	14	321
Future Vol, veh/h	0	13	10	0	325	20	0	14	321
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	11	0	346	21	0	15	341
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	10.7	10.7
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	4%
Vol Thru, %	94%	0%	96%
Vol Right, %	6%	43%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	345	23	335
LT Vol	0	13	14
Through Vol	325	0	321
RT Vol	20	10	0
Lane Flow Rate	367	24	356
Geometry Grp	1	1	1
Degree of Util (X)	0.441	0.036	0.433
Departure Headway (Hd)	4.324	5.323	4.373
Convergence, Y/N	Yes	Yes	Yes
Cap	837	672	827
Service Time	2.337	3.361	2.387
HCM Lane V/C Ratio	0.438	0.036	0.43
HCM Control Delay	10.7	8.6	10.7
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.3	0.1	2.2

Intersection	
Intersection Delay, s/veh	39.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	28	323	48	0	18	347	143	0	77	266	31
Future Vol, veh/h	0	28	323	48	0	18	347	143	0	77	266	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	344	51	0	19	369	152	0	82	283	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	61.8	17.5	53.3
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	7%	13%	0%	0%	47%
Vol Thru, %	71%	81%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	374	399	134	231	143	131
LT Vol	77	28	18	0	0	62
Through Vol	266	323	116	231	0	61
RT Vol	31	48	0	0	143	8
Lane Flow Rate	398	424	142	246	152	139
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.914	0.959	0.328	0.563	0.317	0.366
Departure Headway (Hd)	8.271	8.131	8.299	8.229	7.504	9.446
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	446	432	438	478	380
Service Time	6.028	5.892	6.069	5.999	5.274	7.224
HCM Lane V/C Ratio	0.909	0.951	0.329	0.562	0.318	0.366
HCM Control Delay	53.3	61.8	15.1	21.2	13.7	17.6
HCM Lane LOS	F	F	C	C	B	C
HCM 95th-tile Q	10.1	11.5	1.4	3.4	1.3	1.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	62	61	8
Future Vol, veh/h	0	62	61	8
Peak Hour Factor	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	66	65	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17.6
HCM LOS	C

Lane

Intersection	
Intersection Delay, s/veh	39.6
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	24	350	57	0	27	316	121	0	58	176	32
Future Vol, veh/h	0	24	350	57	0	27	316	121	0	58	176	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	25	361	59	0	28	326	125	0	60	181	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	72.8	17.1	28.5
HCM LOS	F	C	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	22%	6%	20%	0%	0%	25%
Vol Thru, %	66%	81%	80%	100%	0%	72%
Vol Right, %	12%	13%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	431	132	211	121	309
LT Vol	58	24	27	0	0	76
Through Vol	176	350	105	211	0	221
RT Vol	32	57	0	0	121	12
Lane Flow Rate	274	444	136	217	125	319
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.681	1	0.328	0.517	0.272	0.781
Departure Headway (Hd)	8.934	8.443	8.668	8.562	7.836	8.822
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	409	431	416	424	459	414
Service Time	6.574	6.143	6.385	6.283	5.58	6.465
HCM Lane V/C Ratio	0.67	1.03	0.327	0.512	0.272	0.771
HCM Control Delay	28.5	72.8	15.6	20.1	13.5	36.4
HCM Lane LOS	D	F	C	C	B	E
HCM 95th-tile Q	4.9	12.6	1.4	2.9	1.1	6.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	76	221	12
Future Vol, veh/h	0	76	221	12
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	78	228	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	36.4
HCM LOS	E

Lane

Intersection	
Intersection Delay, s/veh	42.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	36	323	48	0	18	348	143	0	77	269	31
Future Vol, veh/h	0	36	323	48	0	18	348	143	0	77	269	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	344	51	0	19	370	152	0	82	286	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	68.1	17.8	56.2
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	20%	9%	13%	0%	0%	47%
Vol Thru, %	71%	79%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	377	407	134	232	143	131
LT Vol	77	36	18	0	0	62
Through Vol	269	323	116	232	0	61
RT Vol	31	48	0	0	143	8
Lane Flow Rate	401	433	143	247	152	139
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.928	0.985	0.332	0.569	0.32	0.369
Departure Headway (Hd)	8.329	8.188	8.375	8.306	7.581	9.536
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	437	442	428	434	473	376
Service Time	6.087	5.951	6.15	6.081	5.355	7.317
HCM Lane V/C Ratio	0.918	0.98	0.334	0.569	0.321	0.37
HCM Control Delay	56.2	68.1	15.3	21.6	13.9	17.8
HCM Lane LOS	F	F	C	C	B	C
HCM 95th-tile Q	10.4	12.3	1.4	3.4	1.4	1.7

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Existing with Combined Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	62	61	8
Future Vol, veh/h	0	62	61	8
Peak Hour Factor	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	66	65	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17.8
HCM LOS	C

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
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3/25/2016

Intersection	
Intersection Delay, s/veh	39.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	25	350	57	0	30	324	123	0	58	176	32
Future Vol, veh/h	0	25	350	57	0	30	324	123	0	58	176	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	361	59	0	31	334	127	0	60	181	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	73	17.4	28.9
HCM LOS	F	C	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	22%	6%	22%	0%	0%	25%
Vol Thru, %	66%	81%	78%	100%	0%	72%
Vol Right, %	12%	13%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	432	138	216	123	309
LT Vol	58	25	30	0	0	76
Through Vol	176	350	108	216	0	221
RT Vol	32	57	0	0	123	12
Lane Flow Rate	274	445	142	223	127	319
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.685	1	0.344	0.531	0.277	0.785
Departure Headway (Hd)	8.987	8.491	8.705	8.592	7.866	8.874
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	409	432	415	421	458	414
Service Time	6.61	6.191	6.41	6.3	5.598	6.501
HCM Lane V/C Ratio	0.67	1.03	0.342	0.53	0.277	0.771
HCM Control Delay	28.9	73	15.9	20.6	13.6	36.9
HCM Lane LOS	D	F	C	C	B	E
HCM 95th-tile Q	5	12.6	1.5	3	1.1	6.8

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Existing with Combined Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	76	221	12
Future Vol, veh/h	0	76	221	12
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	78	228	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	36.9
HCM LOS	E

Lane

Skechers Design Center and Offices Project/1-14-4065-2
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Intersection	
Intersection Delay, s/veh	47.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	29	363	53	0	19	393	150	0	82	282	32
Future Vol, veh/h	0	29	363	53	0	19	393	150	0	82	282	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	386	56	0	20	418	160	0	87	300	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	73.1	20.1	66.6
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	7%	13%	0%	0%	47%
Vol Thru, %	71%	82%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	445	150	262	150	140
LT Vol	82	29	19	0	0	66
Through Vol	282	363	131	262	0	66
RT Vol	32	53	0	0	150	8
Lane Flow Rate	421	473	160	279	160	149
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.976	1	0.376	0.652	0.342	0.394
Departure Headway (Hd)	8.337	8.488	8.48	8.416	7.714	9.526
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	434	431	428	432	469	377
Service Time	6.093	6.209	6.18	6.116	5.414	7.302
HCM Lane V/C Ratio	0.97	1.097	0.374	0.646	0.341	0.395
HCM Control Delay	66.6	73.1	16.2	25.6	14.4	18.4
HCM Lane LOS	F	F	C	D	B	C
HCM 95th-tile Q	11.9	12.6	1.7	4.5	1.5	1.8

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave

Future Pre-Project Conditions
Weekday AM Peak Hour

Intersection
Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	66	66	8
Future Vol, veh/h	0	66	66	8
Peak Hour Factor	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	70	70	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.4
HCM LOS	C

Lane

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Intersection	
Intersection Delay, s/veh	45.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	25	421	70	0	28	380	129	0	70	189	33
Future Vol, veh/h	0	25	421	70	0	28	380	129	0	70	189	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	434	72	0	29	392	133	0	72	195	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	75.2	21.1	36.4
HCM LOS	F	C	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	24%	5%	18%	0%	0%	25%
Vol Thru, %	65%	82%	82%	100%	0%	72%
Vol Right, %	11%	14%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	516	155	253	129	332
LT Vol	70	25	28	0	0	82
Through Vol	189	421	127	253	0	238
RT Vol	33	70	0	0	129	12
Lane Flow Rate	301	532	159	261	133	342
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.766	1	0.397	0.644	0.302	0.861
Departure Headway (Hd)	9.165	8.872	8.97	8.879	8.177	9.053
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	410	400	407	439	400
Service Time	6.921	6.663	6.741	6.65	5.947	6.805
HCM Lane V/C Ratio	0.764	1.298	0.398	0.641	0.303	0.855
HCM Control Delay	36.4	75.2	17.6	26.5	14.5	47.7
HCM Lane LOS	E	F	C	D	B	E
HCM 95th-tile Q	6.3	12.3	1.9	4.4	1.3	8.4

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave

Future Pre-Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	82	238	12
Future Vol, veh/h	0	82	238	12
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	85	245	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	47.7
HCM LOS	E

Lane

Skechers Design Center and Offices Project/1-14-4065-2
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Synchro 9 Report
3/29/2016

Intersection	
Intersection Delay, s/veh	48.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	37	363	53	0	19	394	150	0	82	285	32
Future Vol, veh/h	0	37	363	53	0	19	394	150	0	82	285	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	39	386	56	0	20	419	160	0	87	303	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	73.3	20.3	69.6
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	8%	13%	0%	0%	47%
Vol Thru, %	71%	80%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	399	453	150	263	150	140
LT Vol	82	37	19	0	0	66
Through Vol	285	363	131	263	0	66
RT Vol	32	53	0	0	150	8
Lane Flow Rate	424	482	160	279	160	149
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.988	1	0.378	0.656	0.343	0.397
Departure Headway (Hd)	8.383	8.539	8.515	8.451	7.749	9.599
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	433	429	425	430	468	377
Service Time	6.104	6.257	6.215	6.151	5.449	7.33
HCM Lane V/C Ratio	0.979	1.124	0.376	0.649	0.342	0.395
HCM Control Delay	69.6	73.3	16.3	25.9	14.4	18.5
HCM Lane LOS	F	F	C	D	B	C
HCM 95th-tile Q	12.3	12.6	1.7	4.6	1.5	1.9

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Future with Combined Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	66	66	8
Future Vol, veh/h	0	66	66	8
Peak Hour Factor	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	70	70	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.5
HCM LOS	C

Lane

Skechers Design Center and Offices Project/1-14-4065-2
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Intersection	
Intersection Delay, s/veh	45.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	26	421	70	0	31	388	131	0	70	189	33
Future Vol, veh/h	0	26	421	70	0	31	388	131	0	70	189	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	434	72	0	32	400	135	0	72	195	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	75.3	21.6	36.8
HCM LOS	F	C	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	24%	5%	19%	0%	0%	25%
Vol Thru, %	65%	81%	81%	100%	0%	72%
Vol Right, %	11%	14%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	517	160	259	131	332
LT Vol	70	26	31	0	0	82
Through Vol	189	421	129	259	0	238
RT Vol	33	70	0	0	131	12
Lane Flow Rate	301	533	165	267	135	342
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.769	1	0.413	0.659	0.307	0.863
Departure Headway (Hd)	9.195	8.909	8.987	8.89	8.188	9.081
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	410	400	405	438	400
Service Time	6.95	6.701	6.758	6.661	5.958	6.836
HCM Lane V/C Ratio	0.764	1.3	0.412	0.659	0.308	0.855
HCM Control Delay	36.8	75.3	18	27.4	14.6	48.1
HCM Lane LOS	E	F	C	D	B	E
HCM 95th-tile Q	6.4	12.2	2	4.6	1.3	8.4

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Future with Combined Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	82	238	12
Future Vol, veh/h	0	82	238	12
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	85	245	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	48.1
HCM LOS	E

Lane

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	31	7	0	3	25	16	0	7	32	2
Future Vol, veh/h	0	11	31	7	0	3	25	16	0	7	32	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	32	7	0	3	26	17	0	7	33	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.1	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	22%	7%	26%
Vol Thru, %	78%	63%	57%	41%
Vol Right, %	5%	14%	36%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	49	44	27
LT Vol	7	11	3	7
Through Vol	32	31	25	11
RT Vol	2	7	16	9
Lane Flow Rate	43	51	46	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.057	0.05	0.031
Departure Headway (Hd)	4.128	4.051	3.891	3.986
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	880	916	892
Service Time	2.174	2.092	1.934	2.037
HCM Lane V/C Ratio	0.05	0.058	0.05	0.031
HCM Control Delay	7.4	7.3	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

HCM 2010 AWSC
5: Dianthus St & Duncan Ave

Existing Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	11	9
Future Vol, veh/h	0	7	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	11	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	25	7	0	10	50	44	0	8	33	3
Future Vol, veh/h	0	7	25	7	0	10	50	44	0	8	33	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	28	8	0	11	56	49	0	9	37	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	18%	10%	20%
Vol Thru, %	75%	64%	48%	69%
Vol Right, %	7%	18%	42%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	39	104	49
LT Vol	8	7	10	10
Through Vol	33	25	50	34
RT Vol	3	7	44	5
Lane Flow Rate	49	44	117	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.05	0.127	0.065
Departure Headway (Hd)	4.251	4.134	3.914	4.231
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	855	906	836
Service Time	2.332	2.214	1.982	2.309
HCM Lane V/C Ratio	0.059	0.051	0.129	0.066
HCM Control Delay	7.6	7.4	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4	0.2

HCM 2010 AWSC
5: Dianthus St & Duncan Ave

Existing Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	34	5
Future Vol, veh/h	0	10	34	5
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	38	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.6
HCM LOS	A

Lane

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LLG Engineers

Synchro 9 Report
3/25/2016

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	37	7	0	3	26	16	0	7	32	2
Future Vol, veh/h	0	11	37	7	0	3	26	16	0	7	32	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	39	7	0	3	27	17	0	7	33	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.2	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	20%	7%	26%
Vol Thru, %	78%	67%	58%	41%
Vol Right, %	5%	13%	36%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	55	45	27
LT Vol	7	11	3	7
Through Vol	32	37	26	11
RT Vol	2	7	16	9
Lane Flow Rate	43	57	47	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.065	0.051	0.031
Departure Headway (Hd)	4.142	4.057	3.9	4
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	879	913	888
Service Time	2.191	2.098	1.946	2.054
HCM Lane V/C Ratio	0.05	0.065	0.051	0.032
HCM Control Delay	7.4	7.4	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
Existing with Combined Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	11	9
Future Vol, veh/h	0	7	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	11	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	25	7	0	10	55	51	0	8	26	3
Future Vol, veh/h	0	7	25	7	0	10	55	51	0	8	26	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	28	8	0	11	62	57	0	9	29	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	18%	9%	20%
Vol Thru, %	70%	64%	47%	69%
Vol Right, %	8%	18%	44%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	39	116	49
LT Vol	8	7	10	10
Through Vol	26	25	55	34
RT Vol	3	7	51	5
Lane Flow Rate	42	44	130	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.05	0.141	0.065
Departure Headway (Hd)	4.274	4.131	3.888	4.248
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	827	856	912	832
Service Time	2.358	2.208	1.952	2.328
HCM Lane V/C Ratio	0.051	0.051	0.143	0.066
HCM Control Delay	7.6	7.4	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.5	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	34	5
Future Vol, veh/h	0	10	34	5
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	38	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.6
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	32	7	0	3	26	17	0	7	33	2
Future Vol, veh/h	0	11	32	7	0	3	26	17	0	7	33	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	33	7	0	3	27	18	0	7	34	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.1	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	22%	7%	26%
Vol Thru, %	79%	64%	57%	41%
Vol Right, %	5%	14%	37%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	50	46	27
LT Vol	7	11	3	7
Through Vol	33	32	26	11
RT Vol	2	7	17	9
Lane Flow Rate	44	52	48	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.059	0.052	0.031
Departure Headway (Hd)	4.134	4.056	3.889	3.993
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	880	916	890
Service Time	2.182	2.097	1.934	2.045
HCM Lane V/C Ratio	0.051	0.059	0.052	0.031
HCM Control Delay	7.4	7.4	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

HCM 2010 AWSC
5: Dianthus St & Duncan Ave

Future Pre-Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	11	9
Future Vol, veh/h	0	7	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	11	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	26	7	0	10	52	46	0	8	34	3
Future Vol, veh/h	0	7	26	7	0	10	52	46	0	8	34	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	8	0	11	58	52	0	9	38	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	17%	9%	20%
Vol Thru, %	76%	65%	48%	70%
Vol Right, %	7%	17%	43%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	40	108	50
LT Vol	8	7	10	10
Through Vol	34	26	52	35
RT Vol	3	7	46	5
Lane Flow Rate	51	45	121	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.052	0.132	0.066
Departure Headway (Hd)	4.262	4.143	3.916	4.242
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	853	905	833
Service Time	2.346	2.226	1.987	2.325
HCM Lane V/C Ratio	0.062	0.053	0.134	0.067
HCM Control Delay	7.6	7.5	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.5	0.2

HCM 2010 AWSC
5: Dianthus St & Duncan Ave

Future Pre-Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	35	5
Future Vol, veh/h	0	10	35	5
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	39	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.6
HCM LOS	A

Lane

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Synchro 9 Report
3/29/2016

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	38	7	0	3	27	17	0	7	33	2
Future Vol, veh/h	0	11	38	7	0	3	27	17	0	7	33	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	40	7	0	3	28	18	0	7	34	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.2	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	20%	6%	26%
Vol Thru, %	79%	68%	57%	41%
Vol Right, %	5%	12%	36%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	56	47	27
LT Vol	7	11	3	7
Through Vol	33	38	27	11
RT Vol	2	7	17	9
Lane Flow Rate	44	58	49	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.066	0.053	0.031
Departure Headway (Hd)	4.147	4.061	3.899	4.006
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	879	914	887
Service Time	2.197	2.102	1.944	2.061
HCM Lane V/C Ratio	0.051	0.066	0.054	0.032
HCM Control Delay	7.4	7.4	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
Future with Combined Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	11	9
Future Vol, veh/h	0	7	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	11	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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LLG Engineers
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3/29/2016

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	26	7	0	10	57	53	0	8	27	3
Future Vol, veh/h	0	7	26	7	0	10	57	53	0	8	27	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	8	0	11	64	60	0	9	30	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	17%	8%	20%
Vol Thru, %	71%	65%	48%	70%
Vol Right, %	8%	17%	44%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	40	120	50
LT Vol	8	7	10	10
Through Vol	27	26	57	35
RT Vol	3	7	53	5
Lane Flow Rate	43	45	135	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.052	0.146	0.066
Departure Headway (Hd)	4.284	4.14	3.891	4.259
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	824	854	911	830
Service Time	2.373	2.22	1.958	2.344
HCM Lane V/C Ratio	0.052	0.053	0.148	0.067
HCM Control Delay	7.6	7.5	7.6	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.5	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	35	5
Future Vol, veh/h	0	10	35	5
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	39	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	1	3	0	4	0	14	0	1	26	4
Future Vol, veh/h	0	5	1	3	0	4	0	14	0	1	26	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	1	3	0	4	0	16	0	1	29	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	56%	22%	17%
Vol Thru, %	84%	11%	0%	71%
Vol Right, %	13%	33%	78%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	9	18	24
LT Vol	1	5	4	4
Through Vol	26	1	0	17
RT Vol	4	3	14	3
Lane Flow Rate	35	10	20	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.038	0.011	0.02	0.03
Departure Headway (Hd)	3.936	3.968	3.626	3.971
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	901	986	904
Service Time	1.949	1.995	1.653	1.985
HCM Lane V/C Ratio	0.038	0.011	0.02	0.03
HCM Control Delay	7.1	7	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.1

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl

Existing Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	17	3
Future Vol, veh/h	0	4	17	3
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	19	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

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3/25/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	2	3	0	1	2	10	0	3	28	5
Future Vol, veh/h	0	3	2	3	0	1	2	10	0	3	28	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	3	0	1	2	10	0	3	29	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	38%	8%	9%
Vol Thru, %	78%	25%	15%	81%
Vol Right, %	14%	38%	77%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	8	13	47
LT Vol	3	3	1	4
Through Vol	28	2	2	38
RT Vol	5	3	10	5
Lane Flow Rate	38	8	14	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.041	0.009	0.014	0.054
Departure Headway (Hd)	3.941	3.944	3.643	3.952
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	910	904	979	908
Service Time	1.958	1.981	1.68	1.967
HCM Lane V/C Ratio	0.042	0.009	0.014	0.054
HCM Control Delay	7.1	7	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	38	5
Future Vol, veh/h	0	4	38	5
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	40	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	1	3	0	4	0	14	0	1	26	4
Future Vol, veh/h	0	5	1	3	0	4	0	14	0	1	26	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	1	3	0	4	0	16	0	1	29	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	56%	22%	17%
Vol Thru, %	84%	11%	0%	71%
Vol Right, %	13%	33%	78%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	9	18	24
LT Vol	1	5	4	4
Through Vol	26	1	0	17
RT Vol	4	3	14	3
Lane Flow Rate	35	10	20	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.038	0.011	0.02	0.03
Departure Headway (Hd)	3.936	3.968	3.626	3.971
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	901	986	904
Service Time	1.949	1.995	1.653	1.985
HCM Lane V/C Ratio	0.038	0.011	0.02	0.03
HCM Control Delay	7.1	7	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	17	3
Future Vol, veh/h	0	4	17	3
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	19	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	2	3	0	1	2	10	0	3	21	5
Future Vol, veh/h	0	3	2	3	0	1	2	10	0	3	21	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	3	0	1	2	10	0	3	22	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	38%	8%	9%
Vol Thru, %	72%	25%	15%	81%
Vol Right, %	17%	38%	77%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	8	13	47
LT Vol	3	3	1	4
Through Vol	21	2	2	38
RT Vol	5	3	10	5
Lane Flow Rate	30	8	14	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.009	0.014	0.054
Departure Headway (Hd)	3.925	3.933	3.632	3.947
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	914	908	983	910
Service Time	1.942	1.965	1.664	1.96
HCM Lane V/C Ratio	0.033	0.009	0.014	0.054
HCM Control Delay	7.1	7	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl
Existing with Combined Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	38	5
Future Vol, veh/h	0	4	38	5
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	40	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Future Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	1	3	0	4	0	17	0	1	30	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	56%	21%	16%
Vol Thru, %	84%	11%	0%	72%
Vol Right, %	12%	33%	79%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	9	19	25
LT Vol	1	5	4	4
Through Vol	27	1	0	18
RT Vol	4	3	15	3
Lane Flow Rate	36	10	21	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.011	0.021	0.031
Departure Headway (Hd)	3.941	3.973	3.621	3.976
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	900	987	903
Service Time	1.954	2	1.648	1.99
HCM Lane V/C Ratio	0.04	0.011	0.021	0.031
HCM Control Delay	7.1	7	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.1

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl

Future Pre-Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	18	3
Future Vol, veh/h	0	4	18	3
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	20	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

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LLG Engineers

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	2	3	0	1	2	10	0	3	29	5
Future Vol, veh/h	0	3	2	3	0	1	2	10	0	3	29	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	3	0	1	2	10	0	3	30	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	38%	8%	8%
Vol Thru, %	78%	25%	15%	82%
Vol Right, %	14%	38%	77%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	8	13	49
LT Vol	3	3	1	4
Through Vol	29	2	2	40
RT Vol	5	3	10	5
Lane Flow Rate	39	8	14	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.009	0.014	0.056
Departure Headway (Hd)	3.944	3.948	3.647	3.955
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	910	903	977	908
Service Time	1.961	1.987	1.685	1.969
HCM Lane V/C Ratio	0.043	0.009	0.014	0.056
HCM Control Delay	7.1	7	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	40	5
Future Vol, veh/h	0	4	40	5
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	42	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Future Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	1	3	0	4	0	17	0	1	30	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	56%	21%	16%
Vol Thru, %	84%	11%	0%	72%
Vol Right, %	12%	33%	79%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	9	19	25
LT Vol	1	5	4	4
Through Vol	27	1	0	18
RT Vol	4	3	15	3
Lane Flow Rate	36	10	21	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.011	0.021	0.031
Departure Headway (Hd)	3.941	3.973	3.621	3.976
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	900	987	903
Service Time	1.954	2	1.648	1.99
HCM Lane V/C Ratio	0.04	0.011	0.021	0.031
HCM Control Delay	7.1	7	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.1

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl
Future with Combined Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	18	3
Future Vol, veh/h	0	4	18	3
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	20	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	2	3	0	1	2	10	0	3	22	5
Future Vol, veh/h	0	3	2	3	0	1	2	10	0	3	22	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	3	0	1	2	10	0	3	23	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	38%	8%	8%
Vol Thru, %	73%	25%	15%	82%
Vol Right, %	17%	38%	77%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	8	13	49
LT Vol	3	3	1	4
Through Vol	22	2	2	40
RT Vol	5	3	10	5
Lane Flow Rate	31	8	14	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.009	0.014	0.056
Departure Headway (Hd)	3.929	3.936	3.636	3.95
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	913	907	981	909
Service Time	1.946	1.971	1.67	1.963
HCM Lane V/C Ratio	0.034	0.009	0.014	0.056
HCM Control Delay	7.1	7	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	40	5
Future Vol, veh/h	0	4	40	5
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	42	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	27	8	0	2	21	17	0	2	16	3
Future Vol, veh/h	0	3	27	8	0	2	21	17	0	2	16	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	35	10	0	3	27	22	0	3	21	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.1	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	8%	5%	38%
Vol Thru, %	76%	71%	53%	46%
Vol Right, %	14%	21%	42%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	38	40	26
LT Vol	2	3	2	10
Through Vol	16	27	21	12
RT Vol	3	8	17	4
Lane Flow Rate	27	49	51	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.054	0.055	0.038
Departure Headway (Hd)	4.067	3.968	3.831	4.113
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	876	900	931	867
Service Time	2.112	2.003	1.868	2.157
HCM Lane V/C Ratio	0.031	0.054	0.055	0.038
HCM Control Delay	7.2	7.2	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	12	4
Future Vol, veh/h	0	10	12	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	15	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	20	3	0	8	26	14	0	2	16	10
Future Vol, veh/h	0	4	20	3	0	8	26	14	0	2	16	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	23	3	0	9	30	16	0	2	18	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.3	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	15%	17%	46%
Vol Thru, %	57%	74%	54%	49%
Vol Right, %	36%	11%	29%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	27	48	39
LT Vol	2	4	8	18
Through Vol	16	20	26	19
RT Vol	10	3	14	2
Lane Flow Rate	32	31	55	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.035	0.035	0.061	0.052
Departure Headway (Hd)	3.918	4.074	3.951	4.171
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	875	903	855
Service Time	1.966	2.119	1.992	2.213
HCM Lane V/C Ratio	0.035	0.035	0.061	0.053
HCM Control Delay	7.1	7.3	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	18	19	2
Future Vol, veh/h	0	18	19	2
Peak Hour Factor	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	21	22	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.4
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	29	8	0	2	21	17	0	2	16	3
Future Vol, veh/h	0	3	29	8	0	2	21	17	0	2	16	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	37	10	0	3	27	22	0	3	21	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.1	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	7%	5%	38%
Vol Thru, %	76%	72%	53%	46%
Vol Right, %	14%	20%	42%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	40	40	26
LT Vol	2	3	2	10
Through Vol	16	29	21	12
RT Vol	3	8	17	4
Lane Flow Rate	27	51	51	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.057	0.055	0.038
Departure Headway (Hd)	4.072	3.974	3.833	4.118
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	899	931	865
Service Time	2.118	2.009	1.87	2.163
HCM Lane V/C Ratio	0.031	0.057	0.055	0.038
HCM Control Delay	7.2	7.3	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Existing with Combined Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	12	4
Future Vol, veh/h	0	10	12	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	15	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	20	3	0	8	26	14	0	2	9	10
Future Vol, veh/h	0	4	20	3	0	8	26	14	0	2	9	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	23	3	0	9	30	16	0	2	10	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.2	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	15%	17%	46%
Vol Thru, %	43%	74%	54%	49%
Vol Right, %	48%	11%	29%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	27	48	39
LT Vol	2	4	8	18
Through Vol	9	20	26	19
RT Vol	10	3	14	2
Lane Flow Rate	24	31	55	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.035	0.06	0.052
Departure Headway (Hd)	3.852	4.058	3.935	4.164
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	924	878	906	857
Service Time	1.897	2.101	1.974	2.203
HCM Lane V/C Ratio	0.026	0.035	0.061	0.053
HCM Control Delay	7	7.2	7.2	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	18	19	2
Future Vol, veh/h	0	18	19	2
Peak Hour Factor	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	21	22	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.4
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	28	8	0	2	22	18	0	2	17	3
Future Vol, veh/h	0	3	28	8	0	2	22	18	0	2	17	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	36	10	0	3	28	23	0	3	22	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.1	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	8%	5%	38%
Vol Thru, %	77%	72%	52%	46%
Vol Right, %	14%	21%	43%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	39	42	26
LT Vol	2	3	2	10
Through Vol	17	28	22	12
RT Vol	3	8	18	4
Lane Flow Rate	28	50	54	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.055	0.057	0.038
Departure Headway (Hd)	4.075	3.975	3.831	4.119
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	898	931	865
Service Time	2.121	2.012	1.87	2.164
HCM Lane V/C Ratio	0.032	0.056	0.058	0.038
HCM Control Delay	7.3	7.2	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	12	4
Future Vol, veh/h	0	10	12	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	15	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	21	3	0	8	27	15	0	2	17	10
Future Vol, veh/h	0	4	21	3	0	8	27	15	0	2	17	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	24	3	0	9	31	17	0	2	20	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.3	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	14%	16%	46%
Vol Thru, %	59%	75%	54%	49%
Vol Right, %	34%	11%	30%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	28	50	41
LT Vol	2	4	8	19
Through Vol	17	21	27	20
RT Vol	10	3	15	2
Lane Flow Rate	33	32	57	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.037	0.063	0.055
Departure Headway (Hd)	3.933	4.083	3.951	4.179
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	904	872	902	853
Service Time	1.983	2.13	1.995	2.224
HCM Lane V/C Ratio	0.037	0.037	0.063	0.055
HCM Control Delay	7.1	7.3	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	19	20	2
Future Vol, veh/h	0	19	20	2
Peak Hour Factor	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	23	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	30	8	0	2	22	18	0	2	17	3
Future Vol, veh/h	0	3	30	8	0	2	22	18	0	2	17	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	38	10	0	3	28	23	0	3	22	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.1	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	7%	5%	38%
Vol Thru, %	77%	73%	52%	46%
Vol Right, %	14%	20%	43%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	41	42	26
LT Vol	2	3	2	10
Through Vol	17	30	22	12
RT Vol	3	8	18	4
Lane Flow Rate	28	53	54	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.058	0.057	0.038
Departure Headway (Hd)	4.081	3.98	3.834	4.125
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	897	930	864
Service Time	2.127	2.017	1.872	2.17
HCM Lane V/C Ratio	0.032	0.059	0.058	0.038
HCM Control Delay	7.3	7.3	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Future with Combined Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	12	4
Future Vol, veh/h	0	10	12	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	15	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	21	3	0	8	27	15	0	2	10	10
Future Vol, veh/h	0	4	21	3	0	8	27	15	0	2	10	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	24	3	0	9	31	17	0	2	11	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.2	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	14%	16%	46%
Vol Thru, %	45%	75%	54%	49%
Vol Right, %	45%	11%	30%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	28	50	41
LT Vol	2	4	8	19
Through Vol	10	21	27	20
RT Vol	10	3	15	2
Lane Flow Rate	25	32	57	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.036	0.063	0.055
Departure Headway (Hd)	3.871	4.067	3.936	4.172
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	919	876	906	855
Service Time	1.92	2.113	1.977	2.214
HCM Lane V/C Ratio	0.027	0.037	0.063	0.055
HCM Control Delay	7	7.3	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Future with Combined Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	19	20	2
Future Vol, veh/h	0	19	20	2
Peak Hour Factor	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	23	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	29	5	0	6	17	11	0	2	1	2
Future Vol, veh/h	0	6	29	5	0	6	17	11	0	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	30	5	0	6	17	11	0	2	1	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	15%	18%	68%
Vol Thru, %	20%	72%	50%	16%
Vol Right, %	40%	12%	32%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	40	34	19
LT Vol	2	6	6	13
Through Vol	1	29	17	3
RT Vol	2	5	11	3
Lane Flow Rate	5	41	35	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.045	0.037	0.022
Departure Headway (Hd)	3.919	3.958	3.848	4.111
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	906	931	870
Service Time	1.952	1.975	1.868	2.141
HCM Lane V/C Ratio	0.005	0.045	0.038	0.022
HCM Control Delay	7	7.2	7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St

Existing Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	3	3
Future Vol, veh/h	0	13	3	3
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	3	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers

Synchro 9 Report
3/25/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	27	2	0	1	7	15	0	2	3	3
Future Vol, veh/h	0	12	27	2	0	1	7	15	0	2	3	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	30	2	0	1	8	17	0	2	3	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	29%	4%	53%
Vol Thru, %	38%	66%	30%	9%
Vol Right, %	38%	5%	65%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	41	23	32
LT Vol	2	12	1	17
Through Vol	3	27	7	3
RT Vol	3	2	15	12
Lane Flow Rate	9	46	26	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.051	0.026	0.039
Departure Headway (Hd)	3.909	4.061	3.663	3.945
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	913	883	976	906
Service Time	1.943	2.081	1.69	1.974
HCM Lane V/C Ratio	0.01	0.052	0.027	0.04
HCM Control Delay	7	7.3	6.8	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	3	12
Future Vol, veh/h	0	17	3	12
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	19	3	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	34	5	0	6	16	11	0	2	1	2
Future Vol, veh/h	0	6	34	5	0	6	16	11	0	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	35	5	0	6	16	11	0	2	1	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	13%	18%	68%
Vol Thru, %	20%	76%	48%	16%
Vol Right, %	40%	11%	33%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	45	33	19
LT Vol	2	6	6	13
Through Vol	1	34	16	3
RT Vol	2	5	11	3
Lane Flow Rate	5	46	34	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.051	0.036	0.022
Departure Headway (Hd)	3.927	3.962	3.848	4.119
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	909	906	931	868
Service Time	1.962	1.979	1.868	2.151
HCM Lane V/C Ratio	0.006	0.051	0.037	0.022
HCM Control Delay	7	7.2	7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	3	3
Future Vol, veh/h	0	13	3	3
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	3	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	29	2	0	1	3	8	0	2	3	3
Future Vol, veh/h	0	12	29	2	0	1	3	8	0	2	3	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	32	2	0	1	3	9	0	2	3	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	28%	8%	53%
Vol Thru, %	38%	67%	25%	9%
Vol Right, %	38%	5%	67%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	43	12	32
LT Vol	2	12	1	17
Through Vol	3	29	3	3
RT Vol	3	2	8	12
Lane Flow Rate	9	48	13	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.054	0.014	0.039
Departure Headway (Hd)	3.892	4.05	3.664	3.928
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	917	885	975	910
Service Time	1.925	2.07	1.692	1.957
HCM Lane V/C Ratio	0.01	0.054	0.013	0.04
HCM Control Delay	7	7.3	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St

Existing with Combined Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	3	12
Future Vol, veh/h	0	17	3	12
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	19	3	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers

Synchro 9 Report
3/25/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	30	5	0	6	18	11	0	2	1	2
Future Vol, veh/h	0	6	30	5	0	6	18	11	0	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	31	5	0	6	18	11	0	2	1	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	15%	17%	70%
Vol Thru, %	20%	73%	51%	15%
Vol Right, %	40%	12%	31%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	41	35	20
LT Vol	2	6	6	14
Through Vol	1	30	18	3
RT Vol	2	5	11	3
Lane Flow Rate	5	42	36	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.046	0.038	0.023
Departure Headway (Hd)	3.924	3.962	3.856	4.123
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	910	905	930	867
Service Time	1.957	1.979	1.875	2.153
HCM Lane V/C Ratio	0.005	0.046	0.039	0.023
HCM Control Delay	7	7.2	7	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	3	3
Future Vol, veh/h	0	14	3	3
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	3	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	28	2	0	1	7	16	0	2	3	3
Future Vol, veh/h	0	12	28	2	0	1	7	16	0	2	3	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	31	2	0	1	8	18	0	2	3	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	29%	4%	55%
Vol Thru, %	38%	67%	29%	9%
Vol Right, %	38%	5%	67%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	42	24	33
LT Vol	2	12	1	18
Through Vol	3	28	7	3
RT Vol	3	2	16	12
Lane Flow Rate	9	47	27	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.053	0.027	0.04
Departure Headway (Hd)	3.914	4.063	3.657	3.958
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	882	977	903
Service Time	1.949	2.083	1.685	1.989
HCM Lane V/C Ratio	0.01	0.053	0.028	0.041
HCM Control Delay	7	7.3	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	18	3	12
Future Vol, veh/h	0	18	3	12
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	3	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	35	5	0	6	17	11	0	2	1	2
Future Vol, veh/h	0	6	35	5	0	6	17	11	0	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	36	5	0	6	17	11	0	2	1	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	13%	18%	70%
Vol Thru, %	20%	76%	50%	15%
Vol Right, %	40%	11%	32%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	46	34	20
LT Vol	2	6	6	14
Through Vol	1	35	17	3
RT Vol	2	5	11	3
Lane Flow Rate	5	47	35	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.052	0.037	0.023
Departure Headway (Hd)	3.932	3.966	3.855	4.131
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	905	929	865
Service Time	1.967	1.983	1.876	2.162
HCM Lane V/C Ratio	0.006	0.052	0.038	0.023
HCM Control Delay	7	7.2	7	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St

Future with Combined Project Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	3	3
Future Vol, veh/h	0	14	3	3
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	3	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers

Synchro 9 Report
3/29/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	30	2	0	1	3	9	0	2	3	3
Future Vol, veh/h	0	12	30	2	0	1	3	9	0	2	3	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	33	2	0	1	3	10	0	2	3	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	27%	8%	55%
Vol Thru, %	38%	68%	23%	9%
Vol Right, %	38%	5%	69%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	44	13	33
LT Vol	2	12	1	18
Through Vol	3	30	3	3
RT Vol	3	2	9	12
Lane Flow Rate	9	49	14	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.055	0.015	0.04
Departure Headway (Hd)	3.896	4.053	3.65	3.941
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	916	885	979	908
Service Time	1.93	2.072	1.678	1.97
HCM Lane V/C Ratio	0.01	0.055	0.014	0.041
HCM Control Delay	7	7.3	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St

Future with Combined Project Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	18	3	12
Future Vol, veh/h	0	18	3	12
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	3	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers

Synchro 9 Report
3/29/2016

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Manhattan Beach Boulevard
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Sepulveda Boulevard
E-W St: Manhattan Beach Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU9

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	127	1600	0.079	1	128	1600	0.080	0	128	1600	0.080	5	18	150	1600	0.094	1	151	1600	0.094	0	151	1600	0.094
NB Thru	2794	4800	0.602 *	7	2801	4800	0.604 *	0	2801	4800	0.604 *	113	123	3030	4800	0.657 *	7	3037	4800	0.659 *	0	3037	4800	0.659 *
NB Right	96	0	0.000	2	98	0	0.000	0	98	0	0.000	4	24	124	0	0.000	2	126	0	0.000	0	126	0	0.000
SB Left	118	2880	0.041 *	0	118	2880	0.041 *	0	118	2880	0.041 *	5	2	125	2880	0.043 *	0	125	2880	0.043 *	0	125	2880	0.043 *
SB Thru	895	4800	0.215	76	971	4800	0.231	0	971	4800	0.231	36	128	1059	4800	0.253	76	1135	4800	0.269	0	1135	4800	0.269
SB Right	138	0	0.000	0	138	0	0.000	0	138	0	0.000	6	10	154	0	0.000	0	154	0	0.000	0	154	0	0.000
EB Left	193	1600	0.121 *	0	193	1600	0.121 *	0	193	1600	0.121 *	8	10	211	1600	0.132 *	0	211	1600	0.132 *	0	211	1600	0.132 *
EB Thru	520	3200	0.163	0	520	3200	0.163	0	520	3200	0.163	21	8	549	3200	0.172	0	549	3200	0.172	0	549	3200	0.172
EB Right	136	1600	0.085	3	139	1600	0.087	0	139	1600	0.087	6	17	159	1600	0.099	3	162	1600	0.101	0	162	1600	0.101
WB Left	149	1600	0.093	18	167	1600	0.104	0	167	1600	0.104	6	32	187	1600	0.117	18	205	1600	0.128	0	205	1600	0.128
WB Thru	563	3200	0.176 *	0	563	3200	0.176 *	0	563	3200	0.176 *	23	12	598	3200	0.187 *	0	598	3200	0.187 *	0	598	3200	0.187 *
WB Right [3]	173	1600	0.067	0	173	1600	0.067	0	173	1600	0.067	7	2	182	1600	0.070	0	182	1600	0.070	0	182	1600	0.070
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.040				1.041				1.041					1.119				1.121				1.121
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Manhattan Beach Boulevard
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Sepulveda Boulevard
E-W St: Manhattan Beach Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU9

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	230	1600	0.144 *	8	238	1600	0.149 *	0	238	1600	0.149 *	9	13	252	1600	0.158 *	8	260	1600	0.163 *	0	260	1600	0.163 *
NB Thru	1220	4800	0.288	68	1288	4800	0.305	0	1288	4800	0.305	50	193	1463	4800	0.346	68	1531	4800	0.363	0	1531	4800	0.363
NB Right	162	0	0.000	16	178	0	0.000	0	178	0	0.000	7	27	196	0	0.000	16	212	0	0.000	0	212	0	0.000
SB Left	171	2880	0.059	0	171	2880	0.059	0	171	2880	0.059	7	5	183	2880	0.064	0	183	2880	0.064	0	183	2880	0.064
SB Thru	2141	4800	0.471 *	9	2150	4800	0.473 *	0	2150	4800	0.473 *	87	218	2446	4800	0.538 *	9	2455	4800	0.540 *	0	2455	4800	0.540 *
SB Right	121	0	0.000	0	121	0	0.000	0	121	0	0.000	5	9	135	0	0.000	0	135	0	0.000	0	135	0	0.000
EB Left	233	1600	0.146	0	233	1600	0.146	0	233	1600	0.146	9	11	253	1600	0.158	0	253	1600	0.158	0	253	1600	0.158
EB Thru	528	3200	0.165 *	0	528	3200	0.165 *	0	528	3200	0.165 *	21	8	557	3200	0.174 *	0	557	3200	0.174 *	0	557	3200	0.174 *
EB Right	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083	5	12	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094
WB Left	276	1600	0.173 *	3	279	1600	0.174 *	0	279	1600	0.174 *	11	20	307	1600	0.192 *	3	310	1600	0.194 *	0	310	1600	0.194 *
WB Thru	519	3200	0.162	0	519	3200	0.162	0	519	3200	0.162	21	4	544	3200	0.170	0	544	3200	0.170	0	544	3200	0.170
WB Right [3]	140	1600	0.028	0	140	1600	0.028	0	140	1600	0.028	6	7	153	1600	0.032	0	153	1600	0.032	0	153	1600	0.032
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.053				1.061				1.061					1.161				1.170				1.170
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 8th Street
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Sepulveda Boulevard
E-W St: 8th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU10

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011	1	35	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
NB Thru	3089	4800	0.645 *	11	3100	4800	0.647 *	0	3100	4800	0.647 *	125	130	3344	4800	0.698 *	11	3355	4800	0.700 *	0	3355	4800	0.700 *
NB Right	7	0	0.000	0	7	0	0.000	0	7	0	0.000	0	0	7	0	0.000	0	7	0	0.000	0	7	0	0.000
SB Left [4]	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	1	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *
SB Thru	1108	4800	0.239	101	1209	4800	0.260	0	1209	4800	0.260	45	132	1285	4800	0.277	101	1386	4800	0.298	0	1386	4800	0.298
SB Right	40	0	0.000	0	40	0	0.000	0	40	0	0.000	2	2	44	0	0.000	0	44	0	0.000	0	44	0	0.000
EB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	19	41	0	0.026 *	0	41	0	0.026 *	0	41	0	0.026 *
EB Thru	46	1600	0.043	0	46	1600	0.045	0	46	1600	0.045	2	6	54	1600	0.061	0	54	1600	0.063	0	54	1600	0.063
EB Right	2	0	0.000	3	5	0	0.000	0	5	0	0.000	0	0	2	0	0.000	3	5	0	0.000	0	5	0	0.000
WB Left	22	0	0.014	0	22	0	0.014	0	22	0	0.014	1	0	23	0	0.014	0	23	0	0.014	0	23	0	0.014
WB Thru	72	1600	0.059 *	0	72	1600	0.059 *	0	72	1600	0.059 *	3	9	84	1600	0.067 *	0	84	1600	0.067 *	0	84	1600	0.067 *
WB Right	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	2	1	58	1600	0.036	0	58	1600	0.036	0	58	1600	0.036
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.821				0.823				0.823					0.895				0.897				0.897
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turns 3-7 PM
4 No southbound left-turns 7-9 AM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 8th Street
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Sepulveda Boulevard
E-W St: 8th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU10

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	2	1600	0.001 *	0	2	1600	0.001 *	0	2	1600	0.001 *	0	33	35	1600	0.022 *	0	35	1600	0.022 *	0	35	1600	0.022 *
NB Thru	1481	4800	0.312	89	1570	4800	0.330	0	1570	4800	0.330	60	167	1708	4800	0.359	89	1797	4800	0.378	0	1797	4800	0.378
NB Right	16	0	0.000	0	16	0	0.000	0	16	0	0.000	1	0	17	0	0.000	0	17	0	0.000	0	17	0	0.000
SB Left [4]	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030	2	1	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032
SB Thru	2554	4800	0.534 *	11	2565	4800	0.536 *	0	2565	4800	0.536 *	104	246	2904	4800	0.607 *	11	2915	4800	0.610 *	0	2915	4800	0.610 *
SB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	2	11	0	0.000	0	11	0	0.000	0	11	0	0.000
EB Left	34	0	0.021	0	34	0	0.021	0	34	0	0.021	1	21	56	0	0.035	0	56	0	0.035	0	56	0	0.035
EB Thru	28	1600	0.051 *	0	28	1600	0.051 *	0	28	1600	0.051 *	1	7	36	1600	0.071 *	0	36	1600	0.071 *	0	36	1600	0.071 *
EB Right	20	0	0.000	0	20	0	0.000	0	20	0	0.000	1	0	21	0	0.000	0	21	0	0.000	0	21	0	0.000
WB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	0	22	0	0.014 *	0	22	0	0.014 *	0	22	0	0.014 *
WB Thru	18	1600	0.024	0	18	1600	0.024	0	18	1600	0.024	1	9	28	1600	0.031	0	28	1600	0.031	0	28	1600	0.031
WB Right	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012	1	1	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.700				0.702				0.702					0.814				0.816				0.816
LOS			B				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turns 3-7 PM
4 No southbound left-turns 7-9 AM

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 2nd Street
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Sepulveda Boulevard
E-W St: 2nd Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU11

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	20	1600	0.013	1	21	1600	0.013	0	21	1600	0.013	1	1	22	1600	0.014	1	23	1600	0.014	0	23	1600	0.014
NB Thru	2903	4800	0.608 *	11	2914	4800	0.611 *	0	2914	4800	0.611 *	118	161	3182	4800	0.667 *	11	3193	4800	0.669 *	0	3193	4800	0.669 *
NB Right	17	0	0.000	0	17	0	0.000	0	17	0	0.000	1	0	18	0	0.000	0	18	0	0.000	0	18	0	0.000
SB Left	43	1600	0.027 *	0	43	1600	0.027 *	0	43	1600	0.027 *	2	5	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *
SB Thru	979	4800	0.218	105	1084	4800	0.239	0	1084	4800	0.239	40	115	1134	4800	0.251	105	1239	4800	0.273	0	1239	4800	0.273
SB Right	65	0	0.000	0	65	0	0.000	0	65	0	0.000	3	2	70	0	0.000	0	70	0	0.000	0	70	0	0.000
EB Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	2	2	59	1600	0.037 *	0	59	1600	0.037 *	0	59	1600	0.037 *
EB Thru	108	1600	0.077	0	108	1600	0.079	0	108	1600	0.079	4	0	112	1600	0.081	0	112	1600	0.083	0	112	1600	0.083
EB Right	15	0	0.000	3	18	0	0.000	0	18	0	0.000	1	1	17	0	0.000	3	20	0	0.000	0	20	0	0.000
WB Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	2	0	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026
WB Thru	93	1600	0.098 *	0	93	1600	0.098 *	0	93	1600	0.098 *	4	3	100	1600	0.108 *	0	100	1600	0.108 *	0	100	1600	0.108 *
WB Right	64	0	0.000	0	64	0	0.000	0	64	0	0.000	3	5	72	0	0.000	0	72	0	0.000	0	72	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.868				0.870				0.870					0.942				0.945				0.945
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 2nd Street
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Sepulveda Boulevard
E-W St: 2nd Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU11

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	22	1600	0.014 *	5	27	1600	0.017 *	0	27	1600	0.017 *	1	3	26	1600	0.016 *	5	31	1600	0.019 *	0	31	1600	0.019 *
NB Thru	1368	4800	0.290	89	1457	4800	0.309	0	1457	4800	0.309	56	215	1639	4800	0.347	89	1728	4800	0.366	0	1728	4800	0.366
NB Right	26	0	0.000	0	26	0	0.000	0	26	0	0.000	1	0	27	0	0.000	0	27	0	0.000	0	27	0	0.000
SB Left	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022	1	6	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026
SB Thru	2292	4800	0.483 *	12	2304	4800	0.486 *	0	2304	4800	0.486 *	93	215	2600	4800	0.548 *	12	2612	4800	0.550 *	0	2612	4800	0.550 *
SB Right	27	0	0.000	0	27	0	0.000	0	27	0	0.000	1	2	30	0	0.000	0	30	0	0.000	0	30	0	0.000
EB Left	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043	3	1	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
EB Thru	77	1600	0.091 *	0	77	1600	0.091 *	0	77	1600	0.091 *	3	0	80	1600	0.096 *	0	80	1600	0.096 *	0	80	1600	0.096 *
EB Right	68	0	0.000	0	68	0	0.000	0	68	0	0.000	3	3	74	0	0.000	0	74	0	0.000	0	74	0	0.000
WB Left	39	1600	0.024 *	0	39	1600	0.024 *	0	39	1600	0.024 *	2	0	41	1600	0.026 *	0	41	1600	0.026 *	0	41	1600	0.026 *
WB Thru	52	1600	0.053	0	52	1600	0.053	0	52	1600	0.053	2	3	57	1600	0.059	0	57	1600	0.059	0	57	1600	0.059
WB Right	33	0	0.000	0	33	0	0.000	0	33	0	0.000	1	4	38	0	0.000	0	38	0	0.000	0	38	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.712				0.718				0.718					0.786				0.792				0.792
LOS			C				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	17	0	1	19	77	2938	9	34	1003	32
Future Vol, veh/h	5	3	17	0	1	19	77	2938	9	34	1003	32
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	18	0	1	20	81	3093	9	36	1056	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2546	4410	549	3756	4422	1591	1091	0	0	3102	0	0
Stage 1	1146	1146	-	3259	3259	-	-	-	-	-	-	-
Stage 2	1400	3264	-	497	1163	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	29	~ 1	411	5	~ 1	82	354	-	-	~ 33	-	-
Stage 1	157	272	-	4	22	-	-	-	-	-	-	-
Stage 2	132	22	-	478	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	410	-	~ 1	79	353	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	121	272	-	3	17	-	-	-	-	-	-	-
Stage 2	69	17	-	451	267	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	12.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	353	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.23	-	-	-	-	1.118	-	-
HCM Control Delay (s)	18.2	-	-	-	-	-$ 383.6	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-	3.9	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	1	46	0	0	30	40	1356	8	25	2292	18
Future Vol, veh/h	5	1	46	0	0	30	40	1356	8	25	2292	18
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	47	0	0	31	41	1384	8	26	2339	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3035	3873	1181	2457	3878	723	2358	0	0	1392	0	0
Stage 1	2400	2400	-	1469	1469	-	-	-	-	-	-	-
Stage 2	635	1473	-	988	2409	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	14	3	157	33	3	316	82	-	-	252	-	-
Stage 1	20	64	-	93	190	-	-	-	-	-	-	-
Stage 2	395	189	-	239	63	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	~ 1	157	-	1	309	82	-	-	246	-	-
Mov Cap-2 Maneuver	7	~ 1	-	-	1	-	-	-	-	-	-	-
Stage 1	10	57	-	47	95	-	-	-	-	-	-	-
Stage 2	174	95	-	147	56	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 804.3		2.5	0.2
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	26	-	246	-	-
HCM Lane V/C Ratio	0.498	-	-	2.041	-	0.104	-	-
HCM Control Delay (s)	86.2	-	-	-$ 804.3	-	21.3	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	2.1	-	-	6.5	-	0.3	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	21	0	1	14	117	2951	7	31	1067	75
Future Vol, veh/h	8	3	21	0	1	14	117	2951	7	31	1067	75
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	22	0	1	15	123	3106	7	33	1123	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2719	4590	605	3874	4625	1597	1204	0	0	3114	0	0
Stage 1	1230	1230	-	3356	3356	-	-	-	-	-	-	-
Stage 2	1489	3360	-	518	1269	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	22	~ 1	378	4	~ 1	82	312	-	-	33	-	-
Stage 1	137	248	-	4	20	-	-	-	-	-	-	-
Stage 2	115	20	-	464	238	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	377	-	~ 1	79	311	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	83	248	-	2	12	-	-	-	-	-	-	-
Stage 2	50	12	-	431	238	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.9	9.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.396	-	-	-	-	1.02	-	-
HCM Control Delay (s)	24	-	-	-	-	-$ 349.2	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.8	-	-	-	-	3.5	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	56.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	0	101	0	0	15	38	1441	3	17	2306	20
Future Vol, veh/h	25	0	101	0	0	15	38	1441	3	17	2306	20
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	103	0	0	15	39	1470	3	17	2353	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3065	3950	1189	2526	3958	764	2374	0	0	1473	0	0
Stage 1	2399	2399	-	1549	1549	-	-	-	-	-	-	-
Stage 2	666	1551	-	977	2409	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 13	3	155	30	3	297	80	-	-	230	-	-
Stage 1	~ 20	64	-	82	174	-	-	-	-	-	-	-
Stage 2	378	173	-	243	63	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	1	155	6	1	290	80	-	-	225	-	-
Mov Cap-2 Maneuver	~ 7	1	-	6	1	-	-	-	-	-	-	-
Stage 1	~ 10	59	-	42	89	-	-	-	-	-	-	-
Stage 2	179	89	-	75	58	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1746.3	18.1	2.2	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	30	290	225	-	-
HCM Lane V/C Ratio	0.485	-	-	4.286	0.053	0.077	-	-
HCM Control Delay (s)	86.6	-	-	$ 1746.3	18.1	22.3	-	-
HCM Lane LOS	F	-	-	F	C	C	-	-
HCM 95th %tile Q(veh)	2	-	-	15.4	0.2	0.2	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	18	0	1	20	80	3211	9	35	1167	33
Future Vol, veh/h	5	3	18	0	1	20	80	3211	9	35	1167	33
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	19	0	1	21	84	3380	9	37	1228	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2842	4879	636	4122	4892	1735	1265	0	0	3389	0	0
Stage 1	1321	1321	-	3553	3553	-	-	-	-	-	-	-
Stage 2	1521	3558	-	569	1339	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	19	~ 1	361	3	~ 1	65	291	-	-	~ 23	-	-
Stage 1	119	224	-	3	15	-	-	-	-	-	-	-
Stage 2	110	15	-	433	220	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	360	-	~ 1	63	291	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	85	224	-	2	11	-	-	-	-	-	-	-
Stage 2	46	11	-	404	220	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	19.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	291	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.289	-	-	-	-	1.675	-	-
HCM Control Delay (s)	22.3	-	-	-	-	$ 703	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-	-	4.8	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	18.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	1	48	0	0	31	42	1604	8	26	2627	19
Future Vol, veh/h	5	1	48	0	0	31	42	1604	8	26	2627	19
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	49	0	0	32	43	1637	8	27	2681	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3484	4475	1352	2854	4481	849	2701	0	0	1645	0	0
Stage 1	2744	2744	-	1727	1727	-	-	-	-	-	-	-
Stage 2	740	1731	-	1127	2754	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	7	~ 1	120	18	1	261	54	-	-	189	-	-
Stage 1	11	42	-	61	142	-	-	-	-	-	-	-
Stage 2	340	141	-	196	42	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	120	3	0	255	54	-	-	185	-	-
Mov Cap-2 Maneuver	~ 2	0	-	3	0	-	-	-	-	-	-	-
Stage 1	~ 2	36	-	12	29	-	-	-	-	-	-	-
Stage 2	59	29	-	96	36	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1369.2	21.1	4.7	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	18	255	185	-	-
HCM Lane V/C Ratio	0.794	-	-	3.061	0.124	0.143	-	-
HCM Control Delay (s)	186.4	-	-	$ 1369.2	21.1	27.7	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.4	-	-	7.4	0.4	0.5	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	21.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	22	0	1	15	120	3224	7	32	1231	76
Future Vol, veh/h	8	3	22	0	1	15	120	3224	7	32	1231	76
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	23	0	1	16	126	3394	7	34	1296	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3016	5059	692	4239	5095	1741	1378	0	0	3401	0	0
Stage 1	1405	1405	-	3650	3650	-	-	-	-	-	-	-
Stage 2	1611	3654	-	589	1445	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	14	~ 1	331	2	0	65	256	-	-	~ 23	-	-
Stage 1	103	204	-	2	13	-	-	-	-	-	-	-
Stage 2	96	13	-	421	195	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 6	~ 1	330	-	0	63	256	-	-	~ 22	-	-
Mov Cap-2 Maneuver	~ 6	~ 1	-	-	0	-	-	-	-	-	-	-
Stage 1	52	204	-	1	7	-	-	-	-	-	-	-
Stage 2	30	7	-	385	195	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 2408.9		1.1	15.4
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	256	-	-	8	-	~ 22	-	-
HCM Lane V/C Ratio	0.493	-	-	4.342	-	1.531	-	-
HCM Control Delay (s)	32	-		$ 2408.9	-	-$ 644.5	-	-
HCM Lane LOS	D	-	-	F	-	F	-	-
HCM 95th %tile Q(veh)	2.5	-	-	5.6	-	4.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	174.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	0	103	0	0	16	40	1689	3	18	2641	21
Future Vol, veh/h	25	0	103	0	0	16	40	1689	3	18	2641	21
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	105	0	0	16	41	1723	3	18	2695	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3514	4551	1360	2923	4561	890	2717	0	0	1727	0	0
Stage 1	2743	2743	-	1807	1807	-	-	-	-	-	-	-
Stage 2	771	1808	-	1116	2754	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 7	1	119	16	1	245	53	-	-	172	-	-
Stage 1	~ 11	42	-	53	129	-	-	-	-	-	-	-
Stage 2	326	129	-	199	42	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	119	1	0	239	53	-	-	168	-	-
Mov Cap-2 Maneuver	~ 2	0	-	1	0	-	-	-	-	-	-	-
Stage 1	~ 2	37	-	12	29	-	-	-	-	-	-	-
Stage 2	67	29	-	21	37	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 6157.8	21.2	4.2	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	53	-	-	10	239	168	-	-
HCM Lane V/C Ratio	0.77	-	-	13.061	0.068	0.109	-	-
HCM Control Delay (s)	183.1	-		$ 6157.8	21.2	29	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.2	-	-	17.8	0.2	0.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Sepulveda Boulevard
E-W St: Duncan Avenue-Duncan Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	77	1600	0.048	40	117	1600	0.073	0	117	1600	0.073	3	0	80	1600	0.050	40	120	1600	0.075	0	120	1600	0.075
NB Thru	2938	4800	0.614 *	13	2951	4800	0.616 *	0	2951	4800	0.616 *	119	154	3211	4800	0.671 *	13	3224	4800	0.673 *	0	3224	4800	0.673 *
NB Right	9	0	0.000	-2	7	0	0.000	0	7	0	0.000	0	0	9	0	0.000	-2	7	0	0.000	0	7	0	0.000
SB Left	34	1600	0.021 *	-3	31	1600	0.019 *	0	31	1600	0.019 *	1	0	35	1600	0.022 *	-3	32	1600	0.020 *	0	32	1600	0.020 *
SB Thru	1003	4800	0.216	64	1067	4800	0.238	0	1067	4800	0.238	41	123	1167	4800	0.250	64	1231	4800	0.272	0	1231	4800	0.272
SB Right	32	0	0.000	43	75	0	0.000	0	75	0	0.000	1	0	33	0	0.000	43	76	0	0.000	0	76	0	0.000
EB Left	5	0	0.003	3	8	0	0.005	0	8	0	0.005	0	0	5	0	0.003	3	8	0	0.005	0	8	0	0.005
EB Thru	3	1600	0.016	0	3	1600	0.020 *	0	3	1600	0.020 *	0	0	3	1600	0.016	0	3	1600	0.021 *	0	3	1600	0.021 *
EB Right	17	0	0.000	4	21	0	0.000	0	21	0	0.000	1	0	18	0	0.000	4	22	0	0.000	0	22	0	0.000
WB Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	1	1600	0.013	0	1	1600	0.009	0	1	1600	0.009	0	0	1	1600	0.013	0	1	1600	0.010	0	1	1600	0.010
WB Right	19	0	0.000	-5	14	0	0.000	0	14	0	0.000	1	0	20	0	0.000	-5	15	0	0.000	0	15	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.751				0.756				0.756					0.809				0.814				0.814
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive

N-S St: Sepulveda Boulevard
E-W St: Duncan Avenue-Duncan Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Peak hr: PM
Annual Growth: 1.00%

Combined Project

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	-2	38	1600	0.024 *	0	38	1600	0.024 *	2	0	42	1600	0.026 *	-2	40	1600	0.025 *	0	40	1600	0.025 *
NB Thru	1356	4800	0.284	85	1441	4800	0.301	0	1441	4800	0.301	55	193	1604	4800	0.336	85	1689	4800	0.353	0	1689	4800	0.353
NB Right	8	0	0.000	-5	3	0	0.000	0	3	0	0.000	0	0	8	0	0.000	-5	3	0	0.000	0	3	0	0.000
SB Left	25	1600	0.016	-8	17	1600	0.011	0	17	1600	0.011	1	0	26	1600	0.016	-8	18	1600	0.011	0	18	1600	0.011
SB Thru	2292	4800	0.481 *	14	2306	4800	0.485 *	0	2306	4800	0.485 *	93	242	2627	4800	0.551 *	14	2641	4800	0.555 *	0	2641	4800	0.555 *
SB Right	18	0	0.000	2	20	0	0.000	0	20	0	0.000	1	0	19	0	0.000	2	21	0	0.000	0	21	0	0.000
EB Left	5	0	0.003	20	25	0	0.016	0	25	0	0.016	0	0	5	0	0.003	20	25	0	0.016	0	25	0	0.016
EB Thru	1	1600	0.033 *	-1	0	1600	0.079 *	0	0	1600	0.079 *	0	0	1	1600	0.034 *	-1	0	1600	0.080 *	0	0	1600	0.080 *
EB Right	46	0	0.000	55	101	0	0.000	0	101	0	0.000	2	0	48	0	0.000	55	103	0	0.000	0	103	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	1600	0.019	0	0	1600	0.009	0	0	1600	0.009	0	0	0	1600	0.019	0	0	1600	0.010	0	0	1600	0.010
WB Right	30	0	0.000	-15	15	0	0.000	0	15	0	0.000	1	0	31	0	0.000	-15	16	0	0.000	0	16	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.639				0.687				0.687					0.711				0.760				0.760
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: AM
Annual Growth: 1.00%

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

Combined Project

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004
NB Thru	3038	4800	0.637 *	53	3091	4800	0.651 *	0	3091	4800	0.651 *	123	154	3315	4800	0.695 *	53	3368	4800	0.709 *	0	3368	4800	0.709 *
NB Right	21	0	0.000	11	32	0	0.000	0	32	0	0.000	1	0	22	0	0.000	11	33	0	0.000	0	33	0	0.000
SB Left	47	1600	0.029 *	12	59	1600	0.037 *	0	59	1600	0.037 *	2	0	49	1600	0.031 *	12	61	1600	0.038 *	0	61	1600	0.038 *
SB Thru	963	4800	0.203	56	1019	4800	0.215	0	1019	4800	0.215	39	123	1125	4800	0.237	56	1181	4800	0.248	0	1181	4800	0.248
SB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	0	0	11	0	0.000	0	11	0	0.000	0	11	0	0.000
EB Left	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *	0	0	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *
EB Thru	25	1600	0.029	2	27	1600	0.030	0	27	1600	0.030	1	0	26	1600	0.029	2	28	1600	0.031	0	28	1600	0.031
EB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
WB Left	15	1600	0.009	0	15	1600	0.009	0	15	1600	0.009	1	0	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010
WB Thru	18	1600	0.041 *	0	18	1600	0.041 *	0	18	1600	0.041 *	1	0	19	1600	0.043 *	0	19	1600	0.043 *	0	19	1600	0.043 *
WB Right	47	0	0.000	1	48	0	0.000	0	48	0	0.000	2	0	49	0	0.000	1	50	0	0.000	0	50	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.814				0.836				0.836					0.875				0.897				0.897
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: PM
Annual Growth: 1.00%

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

Combined Project

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	24	1600	0.015 *	0	24	1600	0.015 *	0	24	1600	0.015 *	1	0	25	1600	0.016 *	0	25	1600	0.016 *	0	25	1600	0.016 *
NB Thru	1338	4800	0.283	66	1404	4800	0.297	0	1404	4800	0.297	54	193	1585	4800	0.335	66	1651	4800	0.348	0	1651	4800	0.348
NB Right	21	0	0.000	-1	20	0	0.000	0	20	0	0.000	1	0	22	0	0.000	-1	21	0	0.000	0	21	0	0.000
SB Left	20	1600	0.013	-4	16	1600	0.010	0	16	1600	0.010	1	0	21	1600	0.013	-4	17	1600	0.011	0	17	1600	0.011
SB Thru	2398	4800	0.502 *	61	2459	4800	0.515 *	0	2459	4800	0.515 *	97	242	2737	4800	0.573 *	61	2798	4800	0.586 *	0	2798	4800	0.586 *
SB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
EB Left	13	0	0.008	0	13	0	0.008	0	13	0	0.008	1	0	14	0	0.009	0	14	0	0.009	0	14	0	0.009
EB Thru	14	1600	0.026 *	0	14	1600	0.026 *	0	14	1600	0.026 *	1	0	15	1600	0.028 *	0	15	1600	0.028 *	0	15	1600	0.028 *
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	1	0	16	0	0.000	0	16	0	0.000	0	16	0	0.000
WB Left	39	1600	0.024 *	7	46	1600	0.029 *	0	46	1600	0.029 *	2	0	41	1600	0.026 *	7	48	1600	0.030 *	0	48	1600	0.030 *
WB Thru	17	1600	0.027	0	17	1600	0.028	0	17	1600	0.028	1	0	18	1600	0.028	0	18	1600	0.029	0	18	1600	0.029
WB Right	26	0	0.000	1	27	0	0.000	0	27	0	0.000	1	0	27	0	0.000	1	28	0	0.000	0	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.668				0.685				0.685					0.743				0.760				0.760
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	53	47	3047	929	37
Future Vol, veh/h	3	53	47	3047	929	37
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	55	49	3174	968	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2355	503	1006	0	-	0
Stage 1	987	-	-	-	-	-
Stage 2	1368	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	60	440	389	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	440	389	-	-	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	157	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	389	- 314	-	-
HCM Lane V/C Ratio	0.126	- 0.186	-	-
HCM Control Delay (s)	15.6	- 19.1	-	-
HCM Lane LOS	C	- C	-	-
HCM 95th %tile Q(veh)	0.4	- 0.7	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	62	5	1389	2438	10
Future Vol, veh/h	4	62	5	1389	2438	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	64	5	1432	2513	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3102	1262	2524	0	-	0
Stage 1	2519	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	23	138	67	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	138	67	-	-	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	91	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	67	- 103	-	-
HCM Lane V/C Ratio	0.077	- 0.661	-	-
HCM Control Delay (s)	63.2	- 91	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.2	- 3.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	64	42	3111	992	35
Future Vol, veh/h	5	64	42	3111	992	35
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	67	44	3241	1033	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2436	535	1070	0	-	0
Stage 1	1052	-	-	-	-	-
Stage 2	1384	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	54	419	362	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	419	362	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	155	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	362	-	266	-	-
HCM Lane V/C Ratio	0.121	-	0.27	-	-
HCM Control Delay (s)	16.3	-	23.5	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.1	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	57	5	1447	2507	13
Future Vol, veh/h	16	57	5	1447	2507	13
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	59	5	1492	2585	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3198	1299	2598	0	-	0
Stage 1	2591	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	20	131	62	-	-	-
Stage 1	23	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	131	62	-	-	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	23	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 370.5	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	62	-	55	-	-
HCM Lane V/C Ratio	0.083	-	1.368	-	-
HCM Control Delay (s)	68.3	-	$ 370.5	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.7	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	55	49	3325	1090	39
Future Vol, veh/h	3	55	49	3325	1090	39
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	51	3464	1135	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2644	588	1176	0	-	0
Stage 1	1156	-	-	-	-	-
Stage 2	1488	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	42	387	322	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	35	387	322	-	-	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	130	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	322	-	255	-	-
HCM Lane V/C Ratio	0.159	-	0.237	-	-
HCM Control Delay (s)	18.3	-	23.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.9	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	65	5	1638	2779	10
Future Vol, veh/h	4	65	5	1638	2779	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	67	5	1689	2865	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3556	1438	2875	0	-	0
Stage 1	2870	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	13	105	44	-	-	-
Stage 1	15	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	12	105	44	-	-	-
Mov Cap-2 Maneuver	12	-	-	-	-	-
Stage 1	15	-	-	-	-	-
Stage 2	372	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	201.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	44	-	72	-	-
HCM Lane V/C Ratio	0.117	-	0.988	-	-
HCM Control Delay (s)	97.4	-	201.4	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	5.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	66	44	3389	1153	37
Future Vol, veh/h	5	66	44	3389	1153	37
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	69	46	3530	1201	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2724	620	1240	0	-	0
Stage 1	1220	-	-	-	-	-
Stage 2	1504	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	37	369	299	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	31	369	299	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	128	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.4	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	299	-	209	-	-
HCM Lane V/C Ratio	0.153	-	0.354	-	-
HCM Control Delay (s)	19.2	-	31.4	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	1.5	-	-

Intersection	
Int Delay, s/veh	14

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	60	5	1696	2848	13
Future Vol, veh/h	16	60	5	1696	2848	13
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	62	5	1748	2936	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3653	1475	2949	0	-	0
Stage 1	2943	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	~ 11	99	40	-	-	-
Stage 1	~ 14	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 10	99	40	-	-	-
Mov Cap-2 Maneuver	~ 10	-	-	-	-	-
Stage 1	~ 14	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 847	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	40	-	34	-	-
HCM Lane V/C Ratio	0.129	-	2.304	-	-
HCM Control Delay (s)	107.9	-	$ 847	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	8.9	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 30th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU14

Pacific Coast Highway @ 30th Street
Peak hr: AM
Annual Growth: 1.00%

Combined Project

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	47	1600	0.029	-5	42	1600	0.026	0	42	1600	0.026	2	0	49	1600	0.031	-5	44	1600	0.028	0	44	1600	0.028
NB Thru	3047	4800	0.635 *	64	3111	4800	0.648 *	0	3111	4800	0.648 *	124	154	3325	4800	0.693 *	64	3389	4800	0.706 *	0	3389	4800	0.706 *
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
SB Thru	929	4800	0.201	63	992	4800	0.214	0	992	4800	0.214	38	123	1090	4800	0.235	63	1153	4800	0.248	0	1153	4800	0.248
SB Right	37	0	0.000	-2	35	0	0.000	0	35	0	0.000	2	0	39	0	0.000	-2	37	0	0.000	0	37	0	0.000
EB Left	3	0	0.002	2	5	0	0.003	0	5	0	0.003	0	0	3	0	0.002	2	5	0	0.003	0	5	0	0.003
EB Thru	0	1600	0.035 *	0	0	1600	0.043 *	0	0	1600	0.043 *	0	0	0	1600	0.036 *	0	0	1600	0.044 *	0	0	1600	0.044 *
EB Right	53	0	0.000	11	64	0	0.000	0	64	0	0.000	2	0	55	0	0.000	11	66	0	0.000	0	66	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.770				0.791				0.791					0.829				0.850				0.850
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turn 3-7 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 30th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU14

Pacific Coast Highway @ 30th Street
Peak hr: PM
Annual Growth: 1.00%

Combined Project

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
NB Thru	1389	4800	0.289	58	1447	4800	0.301	0	1447	4800	0.301	56	193	1638	4800	0.341	58	1696	4800	0.353	0	1696	4800	0.353
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Thru	2438	4800	0.510 *	69	2507	4800	0.525 *	0	2507	4800	0.525 *	99	242	2779	4800	0.581 *	69	2848	4800	0.596 *	0	2848	4800	0.596 *
SB Right	10	0	0.000	3	13	0	0.000	0	13	0	0.000	0	0	10	0	0.000	3	13	0	0.000	0	13	0	0.000
EB Left	4	0	0.003	12	16	0	0.010	0	16	0	0.010	0	0	4	0	0.003	12	16	0	0.010	0	16	0	0.010
EB Thru	0	1600	0.041 *	0	0	1600	0.046 *	0	0	1600	0.046 *	0	0	0	1600	0.043 *	0	0	1600	0.048 *	0	0	1600	0.048 *
EB Right	62	0	0.000	-5	57	0	0.000	0	57	0	0.000	3	0	65	0	0.000	-5	60	0	0.000	0	60	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.654				0.674				0.674					0.727				0.747				0.747
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turn 3-7 PM

Intersection	
Int Delay, s/veh	9.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	67	3038	18	49	936
Future Vol, veh/h	0	67	3038	18	49	936
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	3165	19	51	975

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3666	1592	0	0	3183	0
Stage 1	3174	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	11	82	-	-	~ 30	-
Stage 1	9	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	11	82	-	-	~ 30	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	9	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	149.3	0	31.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	82	~ 30	-
HCM Lane V/C Ratio	-	-	0.851	1.701	-
HCM Control Delay (s)	-	-	149.3	$ 624.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.4	5.9	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	52	1354	24	3	2511
Future Vol, veh/h	0	52	1354	24	3	2511
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	1382	24	3	2562

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2425	703	0	0	1406	0
Stage 1	1394	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	55	326	-	-	248	-
Stage 1	138	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	52	326	-	-	248	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	262	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	326	248	-
HCM Lane V/C Ratio	-	-	0.163	0.012	-
HCM Control Delay (s)	-	-	18.2	19.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	22	0	0	67	82	3097	18	49	935	75
Future Vol, veh/h	0	0	22	0	0	67	82	3097	18	49	935	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	70	85	3226	19	51	974	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2537	4492	493	3898	4482	1622	974	0	0	3245	0	0
Stage 1	1076	1076	-	3406	3406	-	-	-	-	-	-	-
Stage 2	1461	3416	-	492	1076	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	29	1	446	4	1	78	403	-	-	~ 28	-	-
Stage 1	176	294	-	3	18	-	-	-	-	-	-	-
Stage 2	120	18	-	482	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	1	444	3	1	78	401	-	-	~ 28	-	-
Mov Cap-2 Maneuver	3	1	-	3	1	-	-	-	-	-	-	-
Stage 1	139	294	-	2	14	-	-	-	-	-	-	-
Stage 2	10	14	-	455	294	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	165.8	0.4	32
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	401	-	-	444	78	~ 28	-	-
HCM Lane V/C Ratio	0.213	-	-	0.052	0.895	1.823	-	-
HCM Control Delay (s)	16.4	-	-	13.5	165.8	$ 692.6	-	-
HCM Lane LOS	C	-	-	B	F	F	-	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	4.6	6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	148	0	0	52	20	1412	24	3	2559	16
Future Vol, veh/h	0	0	148	0	0	52	20	1412	24	3	2559	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	44	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	50	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	90	98	90	98	98	98	98	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	164	0	0	53	22	1441	24	3	2611	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3238	4127	1350	2549	4115	733	2611	0	0	1465	0	0
Stage 1	2617	2617	-	1498	1498	-	-	-	-	-	-	-
Stage 2	621	1510	-	1051	2617	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	10	2	~ 120	29	2	312	61	-	-	232	-	-
Stage 1	13	49	-	89	184	-	-	-	-	-	-	-
Stage 2	402	181	-	219	49	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	1	~ 116	-	1	312	59	-	-	232	-	-
Mov Cap-2 Maneuver	6	1	-	-	1	-	-	-	-	-	-	-
Stage 1	8	48	-	56	115	-	-	-	-	-	-	-
Stage 2	209	114	-	-	48	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	299.2		1.5	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	59	-	-	116	-	232	-	-
HCM Lane V/C Ratio	0.377	-	-	1.418	-	0.013	-	-
HCM Control Delay (s)	99	-	-	299.2	-	20.7	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-	11.4	-	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	16.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	3315	19	51	1097
Future Vol, veh/h	0	70	3315	19	51	1097
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	3453	20	53	1143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4026	1736	0	0	3473	0
Stage 1	3463	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	7	~ 65	-	-	~ 21	-
Stage 1	6	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	7	~ 65	-	-	~ 21	-
Mov Cap-2 Maneuver	7	-	-	-	-	-
Stage 1	6	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	257.2	0	48
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	65	~ 21	-
HCM Lane V/C Ratio	-	-	1.122	2.53	-
HCM Control Delay (s)	-	-	257.2	$ 1080.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.7	6.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	54	1602	25	3	2855
Future Vol, veh/h	0	54	1602	25	3	2855
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1635	26	3	2913

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2818	830	0	0	1660	0
Stage 1	1647	-	-	-	-	-
Stage 2	1171	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	33	269	-	-	186	-
Stage 1	96	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	31	269	-	-	186	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	269	186	-
HCM Lane V/C Ratio	-	-	0.205	0.016	-
HCM Control Delay (s)	-	-	21.8	24.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	16.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	22	0	0	70	82	3374	19	51	1096	75
Future Vol, veh/h	0	0	22	0	0	70	82	3374	19	51	1096	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	73	85	3515	20	53	1142	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2825	4953	577	4258	4943	1767	1142	0	0	3534	0	0
Stage 1	1248	1248	-	3695	3695	-	-	-	-	-	-	-
Stage 2	1577	3705	-	563	1248	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	19	1	394	2	1	~ 62	334	-	-	~ 20	-	-
Stage 1	133	243	-	2	13	-	-	-	-	-	-	-
Stage 2	101	13	-	436	243	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	1	392	2	1	~ 62	332	-	-	~ 20	-	-
Mov Cap-2 Maneuver	-	1	-	2	1	-	-	-	-	-	-	-
Stage 1	99	243	-	1	10	-	-	-	-	-	-	-
Stage 2	-	10	-	408	243	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	282.4	0.5	48.1
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	332	-	-	392	62	~ 20	-	-
HCM Lane V/C Ratio	0.257	-	-	0.058	1.176	2.656	-	-
HCM Control Delay (s)	19.6	-	-	14.8	282.8	$ 1152.7	-	-
HCM Lane LOS	C	-	-	B	F	F	-	-
HCM 95th %tile Q(veh)	1	-	-	0.2	6	7	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	148	0	0	54	20	1660	25	3	2903	16
Future Vol, veh/h	0	0	148	0	0	54	20	1660	25	3	2903	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	44	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	50	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	90	98	90	98	98	98	98	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	164	0	0	55	22	1694	26	3	2962	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3690	4732	1525	2942	4719	860	2962	0	0	1719	0	0
Stage 1	2968	2968	-	1751	1751	-	-	-	-	-	-	-
Stage 2	722	1764	-	1191	2968	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	5	1	~ 91	16	1	257	40	-	-	173	-	-
Stage 1	7	32	-	58	138	-	-	-	-	-	-	-
Stage 2	349	136	-	179	32	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	2	0	~ 88	-	0	257	39	-	-	173	-	-
Mov Cap-2 Maneuver	2	0	-	-	0	-	-	-	-	-	-	-
Stage 1	3	31	-	25	60	-	-	-	-	-	-	-
Stage 2	120	59	-	-	31	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 510.8		2.3	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	39	-	-	88	-	173	-	-
HCM Lane V/C Ratio	0.57	-	-	1.869	-	0.018	-	-
HCM Control Delay (s)	182.3	-	-	$ 510.8	-	26.2	-	-
HCM Lane LOS	F	-	-	F	-	D	-	-
HCM 95th %tile Q(veh)	2	-	-	14	-	0.1	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Keats Street
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Keats Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000	82	82	1600	0.051	0	82	1600	0.051	0	0	0	0	0.000	82	82	1600	0.051	0	82	1600	0.051
NB Thru	3038	4800	0.637 *	59	3097	4800	0.649 *	0	3097	4800	0.649 *	123	154	3315	4800	0.695 *	59	3374	4800	0.707 *	0	3374	4800	0.707 *
NB Right	18	0	0.000	0	18	0	0.000	0	18	0	0.000	1	0	19	0	0.000	0	19	0	0.000	0	19	0	0.000
SB Left [3]	49	1600	0.031 *	0	49	1600	0.031 *	0	49	1600	0.031 *	2	0	51	1600	0.032 *	0	51	1600	0.032 *	0	51	1600	0.032 *
SB Thru	936	4800	0.195	-1	935	4800	0.195	0	935	4800	0.195	38	123	1097	4800	0.229	-1	1096	4800	0.228	0	1096	4800	0.228
SB Right	0	0	0.000	75	75	1600	0.047	0	75	1600	0.047	0	0	0	0	0.000	75	75	1600	0.047	0	75	1600	0.047
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	1600	0.014	0	0	1600	0.014	0	0	0	0	0.000	0	0	1600	0.014	0	0	1600	0.014
EB Right	0	0	0.000	22	22	0	0.000	0	22	0	0.000	0	0	0	0	0.000	22	22	0	0.000	0	22	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	1600	0.042 *	0	0	1600	0.042 *	0	0	1600	0.042 *	0	0	0	1600	0.044 *	0	0	1600	0.044 *	0	0	1600	0.044 *
WB Right	67	0	0.000	0	67	0	0.000	0	67	0	0.000	3	0	70	0	0.000	0	70	0	0.000	0	70	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.809				0.821				0.821					0.870				0.883				0.883
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No southbound left-turn 3-7 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Keats Street

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Keats Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Peak hr: PM
Annual Growth: 1.00%

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

Combined Project

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	20	20	1600	0.013 *	0	20	1600	0.013 *	0	0	0	0	0.000 *	20	20	1600	0.013 *	0	20	1600	0.013 *
NB Thru	1354	4800	0.287	58	1412	4800	0.299	0	1412	4800	0.299	55	193	1602	4800	0.339	58	1660	4800	0.351	0	1660	4800	0.351
NB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	1	0	25	0	0.000	0	25	0	0.000	0	25	0	0.000
SB Left [3]	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
SB Thru	2511	4800	0.523 *	48	2559	4800	0.533 *	0	2559	4800	0.533 *	102	242	2855	4800	0.595 *	48	2903	4800	0.605 *	0	2903	4800	0.605 *
SB Right	0	0	0.000	16	16	1600	0.010	0	16	1600	0.010	0	0	0	0	0.000	16	16	1600	0.010	0	16	1600	0.010
EB Left	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000
EB Thru	0	0	0.000	0	0	1600	0.093 *	0	0	1600	0.093 *	0	0	0	0	0.000	0	0	1600	0.093 *	0	0	1600	0.093 *
EB Right	0	0	0.000	148	148	0	0.000	0	148	0	0.000	0	0	0	0	0.000	148	148	0	0.000	0	148	0	0.000
WB Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	1600	0.033 *	0	0	1600	0.033	0	0	1600	0.033	0	0	0	1600	0.034 *	0	0	1600	0.034	0	0	1600	0.034
WB Right	52	0	0.000	0	52	0	0.000	0	52	0	0.000	2	0	54	0	0.000	0	54	0	0.000	0	54	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.656				0.738				0.738					0.729				0.810				0.810
LOS			B				C				C					C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No southbound left-turn 3-7 PM

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	39	2943	6	34	954
Future Vol, veh/h	0	39	2943	6	34	954
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	3034	6	35	984

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3501	1520	0	0	3040	0
Stage 1	3037	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	14	92	-	-	36	-
Stage 1	12	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	92	-	-	36	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	12	-	-	-	-	-
Stage 2	15	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	71.5	0	10.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	92	36	-
HCM Lane V/C Ratio	-	-	0.437	0.974	-
HCM Control Delay (s)	-	-	71.5	$ 308.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	1.8	3.6	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	7	50	1297	17	58	2447
Future Vol, veh/h	7	50	1297	17	58	2447
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	51	1323	17	59	2497

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2449	670	0	0	1341	0
Stage 1	1332	-	-	-	-	-
Stage 2	1117	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	53	343	-	-	267	-
Stage 1	151	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	343	-	-	267	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	151	-	-	-	-	-
Stage 2	190	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	267	-
HCM Lane V/C Ratio	-	-	0.323	0.222	-
HCM Control Delay (s)	-	-	34.3	22.3	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	0.8	-

Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	39	3075	6	9	34	969
Future Vol, veh/h	0	39	3075	6	9	34	969
Conflicting Peds, #/hr	0	0	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	40	3170	6	9	35	999

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3661	1588	0	0	2359	3176	0
Stage 1	3173	-	-	-	-	-	-
Stage 2	488	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	11	83	-	-	75	~ 31	-
Stage 1	9	-	-	-	-	-	-
Stage 2	532	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	11	83	-	-	33	~ 33	-
Mov Cap-2 Maneuver	11	-	-	-	-	-	-
Stage 1	9	-	-	-	-	-	-
Stage 2	530	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	83.7	0	20
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	83	~ 33	-
HCM Lane V/C Ratio	-	-	0.484	1.343	-
HCM Control Delay (s)	-	-	83.7	$ 470.2	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	2	4.8	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	7	50	1313	17	62	58	2574
Future Vol, veh/h	7	50	1313	17	62	58	2574
Conflicting Peds, #/hr	0	0	0	14	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	51	1340	17	63	59	2627

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2644	679	0	0	1042	1357	0
Stage 1	1348	-	-	-	-	-	-
Stage 2	1296	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	42	338	-	-	416	262	-
Stage 1	147	-	-	-	-	-	-
Stage 2	197	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	42	338	-	-	303	303	-
Mov Cap-2 Maneuver	42	-	-	-	-	-	-
Stage 1	147	-	-	-	-	-	-
Stage 2	195	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	181	303	-
HCM Lane V/C Ratio	-	-	0.321	0.404	-
HCM Control Delay (s)	-	-	34	24.7	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	1.9	-

Intersection	
Int Delay, s/veh	9.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	43	3214	6	39	1112
Future Vol, veh/h	5	43	3214	6	39	1112
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	44	3313	6	40	1146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3855	1660	0	0	3320	0
Stage 1	3316	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	8	74	-	-	~ 26	-
Stage 1	8	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	74	-	-	~ 26	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	8	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 378.5	0	20.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	40	~ 26	-
HCM Lane V/C Ratio	-	-	1.237	1.546	-
HCM Control Delay (s)	-	-	$ 378.5	$ 600.3	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.9	4.9	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	24	60	1535	18	69	2779
Future Vol, veh/h	24	60	1535	18	69	2779
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	61	1566	18	70	2836

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2851	792	0	0	1585	0
Stage 1	1576	-	-	-	-	-
Stage 2	1275	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	32	285	-	-	202	-
Stage 1	106	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	285	-	-	202	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	106	-	-	-	-	-
Stage 2	130	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 357.8	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	62	202	-
HCM Lane V/C Ratio	-	-	1.382	0.349	-
HCM Control Delay (s)	-	-	$ 357.8	32.1	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	7.3	1.5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	15.1

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	5	43	3346	6	9	39	1127
Future Vol, veh/h	5	43	3346	6	9	39	1127
Conflicting Peds, #/hr	0	0	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	5	44	3449	6	9	40	1162

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	4017	1728	0	0	2567	3456	0
Stage 1	3453	-	-	-	-	-	-
Stage 2	564	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	7	66	-	-	57	~ 22	-
Stage 1	6	-	-	-	-	-	-
Stage 2	486	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	7	66	-	-	22	~ 22	-
Mov Cap-2 Maneuver	7	-	-	-	-	-	-
Stage 1	6	-	-	-	-	-	-
Stage 2	484	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 473.2	0	39.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	35	~ 22	-
HCM Lane V/C Ratio	-	-	1.414	2.249	-
HCM Control Delay (s)	-	-	$ 473.2	$ 968.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.3	6.4	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	24	60	1551	18	62	69	2906
Future Vol, veh/h	24	60	1551	18	62	69	2906
Conflicting Peds, #/hr	0	0	0	14	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	24	61	1583	18	63	70	2965

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3045	801	0	0	1230	1601	0
Stage 1	1592	-	-	-	-	-	-
Stage 2	1453	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	25	281	-	-	327	199	-
Stage 1	104	-	-	-	-	-	-
Stage 2	161	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	25	281	-	-	223	223	-
Mov Cap-2 Maneuver	25	-	-	-	-	-	-
Stage 1	104	-	-	-	-	-	-
Stage 2	159	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	267	0	1.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	72	223	-
HCM Lane V/C Ratio	-	-	1.19	0.599	-
HCM Control Delay (s)	-	-	267	42.8	-
HCM Lane LOS	-	-	F	E	-
HCM 95th %tile Q(veh)	-	-	6.6	3.4	-

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Peak hr: AM
Annual Growth: 1.00%

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

Combined Project

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
NB Thru	2299	4800	0.479 *	76	2375	4800	0.495 *	0	2375	4800	0.495 *	93	105	2497	4800	0.520 *	76	2573	4800	0.536 *	0	2573	4800	0.536 *
NB Right	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096	6	42	202	1600	0.126	0	202	1600	0.126	0	202	1600	0.126
SB Left	176	2880	0.061 *	7	183	2880	0.064 *	0	183	2880	0.064 *	7	29	212	2880	0.074 *	7	219	2880	0.076 *	0	219	2880	0.076 *
SB Thru	706	4800	0.156	7	713	4800	0.158	0	713	4800	0.158	29	88	823	4800	0.182	7	830	4800	0.184	0	830	4800	0.184
SB Right	45	0	0.000	1	46	0	0.000	0	46	0	0.000	2	4	51	0	0.000	1	52	0	0.000	0	52	0	0.000
EB Left	92	1600	0.058 *	0	92	1600	0.058 *	0	92	1600	0.058 *	4	9	105	1600	0.066 *	0	105	1600	0.066 *	0	105	1600	0.066 *
EB Thru	363	3200	0.135	0	363	3200	0.135	0	363	3200	0.135	15	19	397	3200	0.147	0	397	3200	0.147	0	397	3200	0.147
EB Right	69	0	0.000	0	69	0	0.000	0	69	0	0.000	3	0	72	0	0.000	0	72	0	0.000	0	72	0	0.000
WB Left	282	2880	0.098	0	282	2880	0.098	0	282	2880	0.098	11	61	354	2880	0.123	0	354	2880	0.123	0	354	2880	0.123
WB Thru	506	3200	0.158	0	506	3200	0.158	0	506	3200	0.158	21	28	555	3200	0.173	0	555	3200	0.173	0	555	3200	0.173
WB Right [3]	592	1600	0.309 *	55	647	1600	0.341 *	0	647	1600	0.341 *	24	44	660	1600	0.339 *	55	715	1600	0.371 *	0	715	1600	0.371 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.006				1.057				1.057					1.098				1.149				1.149
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Peak hr: PM
Annual Growth: 1.00%

Combined Project

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	2	0	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
NB Thru	993	4800	0.207	9	1002	4800	0.209	0	1002	4800	0.209	40	140	1173	4800	0.244	9	1182	4800	0.246	0	1182	4800	0.246
NB Right	265	1600	0.166	0	265	1600	0.166	0	265	1600	0.166	11	109	385	1600	0.241	0	385	1600	0.241	0	385	1600	0.241
SB Left	481	2880	0.167	50	531	2880	0.184	0	531	2880	0.184	20	58	559	2880	0.194	50	609	2880	0.211	0	609	2880	0.211
SB Thru	1893	4800	0.408 *	68	1961	4800	0.424 *	0	1961	4800	0.424 *	77	177	2147	4800	0.465 *	68	2215	4800	0.481 *	0	2215	4800	0.481 *
SB Right	66	0	0.000	10	76	0	0.000	0	76	0	0.000	3	14	83	0	0.000	10	93	0	0.000	0	93	0	0.000
EB Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	3	15	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
EB Thru	404	3200	0.143 *	0	404	3200	0.143 *	0	404	3200	0.143 *	16	45	465	3200	0.163 *	0	465	3200	0.163 *	0	465	3200	0.163 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	2	0	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	268	2880	0.093 *	0	268	2880	0.093 *	0	268	2880	0.093 *	11	107	386	2880	0.134 *	0	386	2880	0.134 *	0	386	2880	0.134 *
WB Thru	346	3200	0.108	0	346	3200	0.108	0	346	3200	0.108	14	39	399	3200	0.125	0	399	3200	0.125	0	399	3200	0.125
WB Right [3]	274	1600	0.004	6	280	1600	0.000	0	280	1600	0.000	11	48	333	1600	0.014	6	339	1600	0.000	0	339	1600	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.769				0.785				0.785					0.887				0.904				0.904
LOS			C				C				C					D				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ 21st Street
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Pacific Coast Highway
E-W St: 21st Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU18

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	2	0	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028
NB Thru	2477	4800	0.523 *	76	2553	4800	0.539 *	0	2553	4800	0.539 *	101	147	2725	4800	0.575 *	76	2801	4800	0.591 *	0	2801	4800	0.591 *
NB Right	33	0	0.000	0	33	0	0.000	0	33	0	0.000	1	0	34	0	0.000	0	34	0	0.000	0	34	0	0.000
SB Left	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	1	5	26	1600	0.016 *	0	26	1600	0.016 *	0	26	1600	0.016 *
SB Thru	897	4800	0.190	7	904	4800	0.191	0	904	4800	0.191	36	145	1078	4800	0.228	7	1085	4800	0.229	0	1085	4800	0.229
SB Right	14	0	0.000	0	14	0	0.000	0	14	0	0.000	1	0	15	0	0.000	0	15	0	0.000	0	15	0	0.000
EB Left	54	0	0.034 *	0	54	0	0.034 *	0	54	0	0.034 *	2	0	56	0	0.035 *	0	56	0	0.035 *	0	56	0	0.035 *
EB Thru	84	1600	0.094	0	84	1600	0.094	0	84	1600	0.094	3	0	87	1600	0.098	0	87	1600	0.098	0	87	1600	0.098
EB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
WB Left	75	0	0.047	0	75	0	0.047	0	75	0	0.047	3	0	78	0	0.049	0	78	0	0.049	0	78	0	0.049
WB Thru	92	1600	0.144 *	0	92	1600	0.144 *	0	92	1600	0.144 *	4	0	96	1600	0.154 *	0	96	1600	0.154 *	0	96	1600	0.154 *
WB Right	63	0	0.000	0	63	0	0.000	0	63	0	0.000	3	6	72	0	0.000	0	72	0	0.000	0	72	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.813				0.829				0.829					0.880				0.896				0.896
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ 21st Street
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Pacific Coast Highway
E-W St: 21st Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU18

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	31	1600	0.019 *	0	31	1600	0.019 *	0	31	1600	0.019 *	1	0	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *
NB Thru	1245	4800	0.265	9	1254	4800	0.266	0	1254	4800	0.266	51	240	1536	4800	0.325	9	1545	4800	0.327	0	1545	4800	0.327
NB Right	25	0	0.000	0	25	0	0.000	0	25	0	0.000	1	0	26	0	0.000	0	26	0	0.000	0	26	0	0.000
SB Left	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046	3	20	97	1600	0.061	0	97	1600	0.061	0	97	1600	0.061
SB Thru	2074	4800	0.448 *	68	2142	4800	0.462 *	0	2142	4800	0.462 *	84	270	2428	4800	0.522 *	68	2496	4800	0.536 *	0	2496	4800	0.536 *
SB Right	76	0	0.000	0	76	0	0.000	0	76	0	0.000	3	0	79	0	0.000	0	79	0	0.000	0	79	0	0.000
EB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	0	22	0	0.014 *	0	22	0	0.014 *	0	22	0	0.014 *
EB Thru	47	1600	0.051	0	47	1600	0.051	0	47	1600	0.051	2	0	49	1600	0.053	0	49	1600	0.053	0	49	1600	0.053
EB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
WB Left	33	0	0.021	0	33	0	0.021	0	33	0	0.021	1	0	34	0	0.021	0	34	0	0.021	0	34	0	0.021
WB Thru	56	1600	0.081 *	0	56	1600	0.081 *	0	56	1600	0.081 *	2	0	58	1600	0.099 *	0	58	1600	0.099 *	0	58	1600	0.099 *
WB Right	41	0	0.000	0	41	0	0.000	0	41	0	0.000	2	23	66	0	0.000	0	66	0	0.000	0	66	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.662				0.676				0.676					0.755				0.769				0.769
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 16th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU19

Pacific Coast Highway @ 16th Street
Peak hr: AM
Annual Growth: 1.00%

Combined Project

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044	3	0	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
NB Thru	2311	4800	0.488 *	76	2387	4800	0.504 *	0	2387	4800	0.504 *	94	147	2552	4800	0.538 *	76	2628	4800	0.554 *	0	2628	4800	0.554 *
NB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	1	0	31	0	0.000	0	31	0	0.000	0	31	0	0.000
SB Left	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *	0	0	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *
SB Thru	813	4800	0.169	7	820	4800	0.171	0	820	4800	0.171	33	145	991	4800	0.206	7	998	4800	0.208	0	998	4800	0.208
SB Right	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	6	0	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.103
EB Left [3]	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *	3	0	82	1600	0.051 *	0	82	1600	0.051 *	0	82	1600	0.051 *
EB Thru [3]	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
EB Right [3]	52	1600	0.033	0	52	1600	0.033	0	52	1600	0.033	2	0	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
WB Left [3]	29	0	0.018	0	29	0	0.018	0	29	0	0.018	1	0	30	0	0.019	0	30	0	0.019	0	30	0	0.019
WB Thru [3]	2	1600	0.035 *	0	2	1600	0.035 *	0	2	1600	0.035 *	0	0	2	1600	0.036 *	0	2	1600	0.036 *	0	2	1600	0.036 *
WB Right [3]	25	0	0.000	0	25	0	0.000	0	25	0	0.000	1	0	26	0	0.000	0	26	0	0.000	0	26	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.676				0.692				0.692					0.730				0.746				0.746
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 16th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU19

Pacific Coast Highway @ 16th Street
Peak hr: PM
Annual Growth: 1.00%

Combined Project

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056 *	0	89	1600	0.056 *	0	89	1600	0.056 *	4	0	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *
NB Thru	1026	4800	0.218	9	1035	4800	0.220	0	1035	4800	0.220	42	240	1308	4800	0.277	9	1317	4800	0.279	0	1317	4800	0.279
NB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
SB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003
SB Thru	1884	4800	0.393 *	68	1952	4800	0.407 *	0	1952	4800	0.407 *	76	270	2230	4800	0.465 *	68	2298	4800	0.479 *	0	2298	4800	0.479 *
SB Right	271	1600	0.169	0	271	1600	0.169	0	271	1600	0.169	11	0	282	1600	0.176	0	282	1600	0.176	0	282	1600	0.176
EB Left [3]	167	1600	0.104 *	0	167	1600	0.104 *	0	167	1600	0.104 *	7	0	174	1600	0.109 *	0	174	1600	0.109 *	0	174	1600	0.109 *
EB Thru [3]	4	0	0.000	0	4	0	0.000	0	4	0	0.000	0	0	4	0	0.000	0	4	0	0.000	0	4	0	0.000
EB Right [3]	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	5	0	117	1600	0.073	0	117	1600	0.073	0	117	1600	0.073
WB Left [3]	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	0	28	0	0.018	0	28	0	0.018	0	28	0	0.018
WB Thru [3]	0	1600	0.019 *	0	0	1600	0.019 *	0	0	1600	0.019 *	0	0	0	1600	0.020 *	0	0	1600	0.020 *	0	0	1600	0.020 *
WB Right [3]	4	0	0.000	0	4	0	0.000	0	4	0	0.000	0	0	4	0	0.000	0	4	0	0.000	0	4	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.672				0.686				0.686					0.751				0.766				0.766
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: Pier Avenue-14th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU20

Pacific Coast Highway @ Pier Avenue-14th Street
Peak hr: AM
Annual Growth: 1.00%

Combined Project

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	329	2880	0.114	0	329	2880	0.114	0	329	2880	0.114	13	19	361	2880	0.125	0	361	2880	0.125	0	361	2880	0.125
NB Thru	2247	4800	0.470 *	71	2318	4800	0.485 *	0	2318	4800	0.485 *	91	134	2472	4800	0.517 *	71	2543	4800	0.532 *	0	2543	4800	0.532 *
NB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	0	9	0	0.000	0	9	0	0.000	0	9	0	0.000
SB Left	0	1600	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *	0	0	0	1600	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *
SB Thru	809	4800	0.195	6	815	4800	0.196	0	815	4800	0.196	33	126	968	4800	0.233	6	974	4800	0.235	0	974	4800	0.235
SB Right	126	0	0.000	1	127	0	0.000	0	127	0	0.000	5	20	151	0	0.000	1	152	0	0.000	0	152	0	0.000
EB Left	247	2880	0.086 *	6	253	2880	0.088 *	0	253	2880	0.088 *	10	13	270	2880	0.094 *	6	276	2880	0.096 *	0	276	2880	0.096 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3,4]	186	1600	0.002	0	186	1600	0.002	0	186	1600	0.002	8	12	206	1600	0.003	0	206	1600	0.003	0	206	1600	0.003
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right [4]	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *	0	0	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.658				0.675				0.675					0.713				0.729				0.729
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.
4 No right-turn on red 6-9 AM and 3-7 PM.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Pier Avenue-14th Street
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Pacific Coast Highway
E-W St: Pier Avenue-14th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU20

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	331	2880	0.115 *	0	331	2880	0.115 *	0	331	2880	0.115 *	13	17	361	2880	0.125 *	0	361	2880	0.125 *	0	361	2880	0.125 *
NB Thru	971	4800	0.205	9	980	4800	0.207	0	980	4800	0.207	39	219	1229	4800	0.259	9	1238	4800	0.261	0	1238	4800	0.261
NB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
SB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003
SB Thru	1846	4800	0.414 *	62	1908	4800	0.428 *	0	1908	4800	0.428 *	75	251	2172	4800	0.488 *	62	2234	4800	0.502 *	0	2234	4800	0.502 *
SB Right	143	0	0.000	5	148	0	0.000	0	148	0	0.000	6	20	169	0	0.000	5	174	0	0.000	0	174	0	0.000
EB Left	189	2880	0.066 *	1	190	2880	0.066 *	0	190	2880	0.066 *	8	21	218	2880	0.076 *	1	219	2880	0.076 *	0	219	2880	0.076 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3,4]	286	1600	0.064	0	286	1600	0.064	0	286	1600	0.064	12	18	316	1600	0.072	0	316	1600	0.072	0	316	1600	0.072
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right [4]	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	1	0	21	1600	0.013 *	0	21	1600	0.013 *	0	21	1600	0.013 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.707				0.722				0.722					0.802				0.816				0.816
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.
4 No right-turn on red 6-9 AM and 3-7 PM.

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INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Aviation Boulevard-10th Street
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Pacific Coast Highway
E-W St: Aviation Boulevard-10th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU21

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	0	0	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003
NB Thru	2363	4800	0.492 *	71	2434	4800	0.507 *	0	2434	4800	0.507 *	96	145	2604	4800	0.543 *	71	2675	4800	0.557 *	0	2675	4800	0.557 *
NB Right	767	1600	0.479	0	767	1600	0.479	0	767	1600	0.479	31	16	814	1600	0.509	0	814	1600	0.509	0	814	1600	0.509
SB Left	179	1600	0.112 *	0	179	1600	0.112 *	0	179	1600	0.112 *	7	5	191	1600	0.119 *	0	191	1600	0.119 *	0	191	1600	0.119 *
SB Thru	686	4800	0.143	6	692	4800	0.144	0	692	4800	0.144	28	133	847	4800	0.177	6	853	4800	0.178	0	853	4800	0.178
SB Right	1	0	0.000	0	1	0	0.000	0	1	0	0.000	0	0	1	0	0.000	0	1	0	0.000	0	1	0	0.000
EB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
WB Left	655	0	0.205 *	0	655	0	0.205 *	0	655	0	0.205 *	27	20	702	0	0.219 *	0	702	0	0.219 *	0	702	0	0.219 *
WB Thru	1	3200	0.205	0	1	3200	0.205	0	1	3200	0.205	0	0	1	3200	0.220	0	1	3200	0.220	0	1	3200	0.220
WB Right [3,4]	296	1600	0.073	0	296	1600	0.073	0	296	1600	0.073	12	8	316	1600	0.078	0	316	1600	0.078	0	316	1600	0.078
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.912				0.927				0.927					0.984				0.999				0.999
LOS			E				E				E					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.
4 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Aviation Boulevard-10th Street
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Pacific Coast Highway
E-W St: Aviation Boulevard-10th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU21

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	0	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006
NB Thru	1004	4800	0.209	9	1013	4800	0.211	0	1013	4800	0.211	41	229	1274	4800	0.265	9	1283	4800	0.267	0	1283	4800	0.267
NB Right	564	1600	0.353 *	0	564	1600	0.353 *	0	564	1600	0.353 *	23	39	626	1600	0.391 *	0	626	1600	0.391 *	0	626	1600	0.391 *
SB Left	291	1600	0.182 *	0	291	1600	0.182 *	0	291	1600	0.182 *	12	7	310	1600	0.194 *	0	310	1600	0.194 *	0	310	1600	0.194 *
SB Thru	1839	4800	0.383	62	1901	4800	0.396	0	1901	4800	0.396	75	262	2176	4800	0.453	62	2238	4800	0.466	0	2238	4800	0.466
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001
WB Left	622	0	0.194	0	622	0	0.194	0	622	0	0.194	25	35	682	0	0.213	0	682	0	0.213	0	682	0	0.213
WB Thru	18	3200	0.200 *	0	18	3200	0.200 *	0	18	3200	0.200 *	1	0	19	3200	0.219 *	0	19	3200	0.219 *	0	19	3200	0.219 *
WB Right [3,4]	244	1600	0.000	0	244	1600	0.000	0	244	1600	0.000	10	7	261	1600	0.000	0	261	1600	0.000	0	261	1600	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.834				0.834				0.834					0.904				0.904				0.904
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.
4 No right-turn on red.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Prospect Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Prospect Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU22

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	179	0	0.112 *	6	185	0	0.116 *	0	185	0	0.116 *	7	3	189	0	0.118 *	6	195	0	0.122 *	0	195	0	0.122 *
NB Thru	76	1600	0.159	0	76	1600	0.163	0	76	1600	0.163	3	0	79	1600	0.168	0	79	1600	0.171	0	79	1600	0.171
NB Right	224	1600	0.140	0	224	1600	0.140	0	224	1600	0.140	9	5	238	1600	0.149	0	238	1600	0.149	0	238	1600	0.149
SB Left	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	5	33	0	0.021	0	33	0	0.021	0	33	0	0.021
SB Thru	49	1600	0.075 *	0	49	1600	0.075 *	0	49	1600	0.075 *	2	2	53	1600	0.083 *	0	53	1600	0.083 *	0	53	1600	0.083 *
SB Right	44	0	0.000	0	44	0	0.000	0	44	0	0.000	2	0	46	0	0.000	0	46	0	0.000	0	46	0	0.000
EB Left	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *	2	0	44	1600	0.028 *	0	44	1600	0.028 *	0	44	1600	0.028 *
EB Thru	655	3200	0.241	5	660	3200	0.243	0	660	3200	0.243	27	89	771	3200	0.279	5	776	3200	0.281	0	776	3200	0.281
EB Right	116	0	0.000	1	117	0	0.000	0	117	0	0.000	5	0	121	0	0.000	1	122	0	0.000	0	122	0	0.000
WB Left	125	1600	0.078	0	125	1600	0.078	0	125	1600	0.078	5	6	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085
WB Thru	1151	3200	0.386 *	51	1202	3200	0.402 *	0	1202	3200	0.402 *	47	140	1338	3200	0.445 *	51	1389	3200	0.461 *	0	1389	3200	0.461 *
WB Right	83	0	0.000	0	83	0	0.000	0	83	0	0.000	3	0	86	0	0.000	0	86	0	0.000	0	86	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.699				0.718				0.718					0.773				0.793				0.793
LOS			B				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Prospect Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Prospect Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU22

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	98	0	0.061 *	1	99	0	0.062 *	0	99	0	0.062 *	4	6	108	0	0.068 *	1	109	0	0.068 *	0	109	0	0.068 *
NB Thru	40	1600	0.086	0	40	1600	0.087	0	40	1600	0.087	2	0	42	1600	0.094	0	42	1600	0.094	0	42	1600	0.094
NB Right	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033	2	20	75	1600	0.047	0	75	1600	0.047	0	75	1600	0.047
SB Left	50	0	0.031	0	50	0	0.031	0	50	0	0.031	2	17	69	0	0.043	0	69	0	0.043	0	69	0	0.043
SB Thru	97	1600	0.105 *	0	97	1600	0.105 *	0	97	1600	0.105 *	4	6	107	1600	0.124 *	0	107	1600	0.124 *	0	107	1600	0.124 *
SB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
EB Left	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	1	0	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021
EB Thru	1072	3200	0.372 *	44	1116	3200	0.388 *	0	1116	3200	0.388 *	44	212	1328	3200	0.454 *	44	1372	3200	0.469 *	0	1372	3200	0.469 *
EB Right	119	0	0.000	5	124	0	0.000	0	124	0	0.000	5	0	124	0	0.000	5	129	0	0.000	0	129	0	0.000
WB Left	167	1600	0.104 *	0	167	1600	0.104 *	0	167	1600	0.104 *	7	23	197	1600	0.123 *	0	197	1600	0.123 *	0	197	1600	0.123 *
WB Thru	696	3200	0.229	6	702	3200	0.231	0	702	3200	0.231	28	210	934	3200	0.304	6	940	3200	0.306	0	940	3200	0.306
WB Right	38	0	0.000	0	38	0	0.000	0	38	0	0.000	2	0	40	0	0.000	0	40	0	0.000	0	40	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.743				0.759				0.759					0.868				0.884				0.884
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Prospect Avenue @ Aviation Boulevard
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Prospect Avenue
E-W St: Aviation Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU23

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	3	0	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055
NB Thru	262	1600	0.164	6	268	1600	0.168	0	268	1600	0.168	11	1	274	1600	0.171	6	280	1600	0.175	0	280	1600	0.175
NB Right	345	1600	0.216 *	0	345	1600	0.216 *	0	345	1600	0.216 *	14	0	359	1600	0.224 *	0	359	1600	0.224 *	0	359	1600	0.224 *
SB Left	45	1600	0.028 *	0	45	1600	0.028 *	0	45	1600	0.028 *	2	0	47	1600	0.029 *	0	47	1600	0.029 *	0	47	1600	0.029 *
SB Thru	132	1600	0.083	1	133	1600	0.083	0	133	1600	0.083	5	1	138	1600	0.086	1	139	1600	0.087	0	139	1600	0.087
SB Right	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
EB Left	68	1600	0.043	0	68	1600	0.043	0	68	1600	0.043	3	0	71	1600	0.044	0	71	1600	0.044	0	71	1600	0.044
EB Thru	765	3200	0.249 *	0	765	3200	0.249 *	0	765	3200	0.249 *	31	21	817	3200	0.266 *	0	817	3200	0.266 *	0	817	3200	0.266 *
EB Right	32	0	0.000	0	32	0	0.000	0	32	0	0.000	1	0	33	0	0.000	0	33	0	0.000	0	33	0	0.000
WB Left	164	1600	0.103 *	0	164	1600	0.103 *	0	164	1600	0.103 *	7	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *
WB Thru	755	3200	0.255	0	755	3200	0.255	0	755	3200	0.255	31	28	814	3200	0.274	0	814	3200	0.274	0	814	3200	0.274
WB Right	60	0	0.000	0	60	0	0.000	0	60	0	0.000	2	0	62	0	0.000	0	62	0	0.000	0	62	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.695				0.695				0.695					0.726				0.726				0.726
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Prospect Avenue @ Aviation Boulevard
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Prospect Avenue
E-W St: Aviation Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU23

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *	3	0	82	1600	0.051 *	0	82	1600	0.051 *	0	82	1600	0.051 *
NB Thru	178	1600	0.111	1	179	1600	0.112	0	179	1600	0.112	7	3	188	1600	0.118	1	189	1600	0.118	0	189	1600	0.118
NB Right	231	1600	0.144	0	231	1600	0.144	0	231	1600	0.144	9	0	240	1600	0.150	0	240	1600	0.150	0	240	1600	0.150
SB Left	119	1600	0.074	0	119	1600	0.074	0	119	1600	0.074	5	0	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078
SB Thru	276	1600	0.173 *	5	281	1600	0.176 *	0	281	1600	0.176 *	11	3	290	1600	0.181 *	5	295	1600	0.184 *	0	295	1600	0.184 *
SB Right	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026	2	0	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027
EB Left	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033	2	0	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034
EB Thru	736	3200	0.257 *	0	736	3200	0.257 *	0	736	3200	0.257 *	30	46	812	3200	0.282 *	0	812	3200	0.282 *	0	812	3200	0.282 *
EB Right	87	0	0.000	0	87	0	0.000	0	87	0	0.000	4	0	91	0	0.000	0	91	0	0.000	0	91	0	0.000
WB Left	286	1600	0.179 *	0	286	1600	0.179 *	0	286	1600	0.179 *	12	0	298	1600	0.186 *	0	298	1600	0.186 *	0	298	1600	0.186 *
WB Thru	763	3200	0.253	0	763	3200	0.253	0	763	3200	0.253	31	42	836	3200	0.276	0	836	3200	0.276	0	836	3200	0.276
WB Right	45	0	0.000	0	45	0	0.000	0	45	0	0.000	2	0	47	0	0.000	0	47	0	0.000	0	47	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.758				0.761				0.761					0.801				0.804				0.804
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Meadows Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Meadows Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU24

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	74	0	0.046	0	74	0	0.046	0	74	0	0.046	3	0	77	0	0.048	0	77	0	0.048	0	77	0	0.048
SB Thru	0	1600	0.081 *	0	0	1600	0.081 *	0	0	1600	0.081 *	0	0	0	1600	0.084 *	0	0	1600	0.084 *	0	0	1600	0.084 *
SB Right	56	0	0.000	0	56	0	0.000	0	56	0	0.000	2	0	58	0	0.000	0	58	0	0.000	0	58	0	0.000
EB Left	99	1600	0.062 *	0	99	1600	0.062 *	0	99	1600	0.062 *	4	0	103	1600	0.064 *	0	103	1600	0.064 *	0	103	1600	0.064 *
EB Thru	835	3200	0.261	5	840	3200	0.263	0	840	3200	0.263	34	99	968	3200	0.303	5	973	3200	0.304	0	973	3200	0.304
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	1274	3200	0.447 *	51	1325	3200	0.463 *	0	1325	3200	0.463 *	52	145	1471	3200	0.511 *	51	1522	3200	0.527 *	0	1522	3200	0.527 *
WB Right	157	0	0.000	0	157	0	0.000	0	157	0	0.000	6	0	163	0	0.000	0	163	0	0.000	0	163	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.690				0.706				0.706					0.759				0.775				0.775
LOS			B				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Meadows Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Meadows Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU24

Date: 5/22/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	152	0	0.095	0	152	0	0.095	0	152	0	0.095	6	0	158	0	0.099	0	158	0	0.099	0	158	0	0.099
SB Thru	0	1600	0.153 *	0	0	1600	0.153 *	0	0	1600	0.153 *	0	0	0	1600	0.159 *	0	0	1600	0.159 *	0	0	1600	0.159 *
SB Right	92	0	0.000	0	92	0	0.000	0	92	0	0.000	4	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000
EB Left	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044	3	0	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
EB Thru	1176	3200	0.368 *	44	1220	3200	0.381 *	0	1220	3200	0.381 *	48	250	1474	3200	0.461 *	44	1518	3200	0.474 *	0	1518	3200	0.474 *
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	909	3200	0.313	6	915	3200	0.315	0	915	3200	0.315	37	233	1179	3200	0.398	6	1185	3200	0.400	0	1185	3200	0.400
WB Right	92	0	0.000	0	92	0	0.000	0	92	0	0.000	4	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.620				0.634				0.634					0.719				0.733				0.733
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Peck Avenue-Ford Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Combined Project

N-S St: Peck Avenue-Ford Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU25

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	150	0	0.094	0	150	0	0.094	0	150	0	0.094	6	3	159	0	0.099	0	159	0	0.099	0	159	0	0.099
NB Thru	119	1600	0.174 *	0	119	1600	0.174 *	0	119	1600	0.174 *	5	0	124	1600	0.183 *	0	124	1600	0.183 *	0	124	1600	0.183 *
NB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
SB Left	81	0	0.051 *	0	81	0	0.051 *	0	81	0	0.051 *	3	14	98	0	0.061 *	0	98	0	0.061 *	0	98	0	0.061 *
SB Thru	24	1600	0.066	0	24	1600	0.066	0	24	1600	0.066	1	0	25	1600	0.077	0	25	1600	0.077	0	25	1600	0.077
SB Right	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	5	0	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073
EB Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	6	0	151	1600	0.094 *	0	151	1600	0.094 *	0	151	1600	0.094 *
EB Thru	699	3200	0.226	5	704	3200	0.228	0	704	3200	0.228	28	97	824	3200	0.266	5	829	3200	0.268	0	829	3200	0.268
EB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	1	2	27	0	0.000	0	27	0	0.000	0	27	0	0.000
WB Left	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	1	0	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
WB Thru	1175	3200	0.397 *	51	1226	3200	0.413 *	0	1226	3200	0.413 *	48	142	1365	3200	0.464 *	51	1416	3200	0.480 *	0	1416	3200	0.480 *
WB Right	96	0	0.000	0	96	0	0.000	0	96	0	0.000	4	20	120	0	0.000	0	120	0	0.000	0	120	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.813				0.829				0.829					0.903				0.919				0.919
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Peck Avenue-Ford Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Combined Project

N-S St: Peck Avenue-Ford Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU25

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	55	0	0.034 *	0	55	0	0.034 *	0	55	0	0.034 *	2	6	63	0	0.039 *	0	63	0	0.039 *	0	63	0	0.039 *
NB Thru	34	1600	0.061	0	34	1600	0.061	0	34	1600	0.061	1	0	35	1600	0.066	0	35	1600	0.066	0	35	1600	0.066
NB Right	8	0	0.000	0	8	0	0.000	0	8	0	0.000	0	0	8	0	0.000	0	8	0	0.000	0	8	0	0.000
SB Left	51	0	0.032	0	51	0	0.032	0	51	0	0.032	2	38	91	0	0.057	0	91	0	0.057	0	91	0	0.057
SB Thru	44	1600	0.059 *	0	44	1600	0.059 *	0	44	1600	0.059 *	2	0	46	1600	0.086 *	0	46	1600	0.086 *	0	46	1600	0.086 *
SB Right	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	3	0	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056
EB Left	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	3	0	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053
EB Thru	1094	3200	0.368 *	44	1138	3200	0.381 *	0	1138	3200	0.381 *	44	244	1382	3200	0.460 *	44	1426	3200	0.474 *	0	1426	3200	0.474 *
EB Right	82	0	0.000	0	82	0	0.000	0	82	0	0.000	3	6	91	0	0.000	0	91	0	0.000	0	91	0	0.000
WB Left	62	1600	0.039 *	0	62	1600	0.039 *	0	62	1600	0.039 *	3	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
WB Thru	846	3200	0.280	6	852	3200	0.282	0	852	3200	0.282	34	228	1108	3200	0.372	6	1114	3200	0.374	0	1114	3200	0.374
WB Right	49	0	0.000	0	49	0	0.000	0	49	0	0.000	2	32	83	0	0.000	0	83	0	0.000	0	83	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.600				0.614				0.614					0.726				0.740				0.740
LOS			A				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

APPENDIX E-1

HERMOSA BEACH PROJECT ONLY
ICU AND LEVELS OF SERVICE EXPLANATION
HCM AND LEVELS OF SERVICE EXPLANATION
INTERSECTION LEVELS OF SERVICE DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	32	233	18	0	116	245	47	0	9	130	114
Future Vol, veh/h	0	32	233	18	0	116	245	47	0	9	130	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	259	20	0	129	272	52	0	10	144	127
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	20.3	19	17.5
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	4%	12%	0%	100%	0%	35%
Vol Thru, %	51%	88%	0%	0%	84%	59%
Vol Right, %	45%	0%	100%	0%	16%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	253	265	18	116	292	220
LT Vol	9	32	0	116	0	76
Through Vol	130	233	0	0	245	130
RT Vol	114	0	18	0	47	14
Lane Flow Rate	281	294	20	129	324	244
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.532	0.605	0.037	0.274	0.632	0.488
Departure Headway (Hd)	6.808	7.401	6.618	7.645	7.015	7.188
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	486	537	468	513	499
Service Time	4.893	5.187	4.404	5.429	4.799	5.278
HCM Lane V/C Ratio	0.534	0.605	0.037	0.276	0.632	0.489
HCM Control Delay	17.5	21	9.7	13.3	21.2	17
HCM Lane LOS	C	C	A	B	C	C
HCM 95th-tile Q	3.1	3.9	0.1	1.1	4.3	2.6

HCM 2010 AWSC
1: Valley Dr & Gould Ave
Existing with Hermosa Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	76	130	14
Future Vol, veh/h	0	76	130	14
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	84	144	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	17
HCM LOS	C

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/11/2016

Intersection	
Intersection Delay, s/veh	27.1
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	257	24	0	116	239	39	0	21	89	82
Future Vol, veh/h	0	17	257	24	0	116	239	39	0	21	89	82
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	265	25	0	120	246	40	0	22	92	85
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	22.3	19.7	16.1
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	6%	0%	100%	0%	20%
Vol Thru, %	46%	94%	0%	0%	86%	72%
Vol Right, %	43%	0%	100%	0%	14%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	274	24	116	278	437
LT Vol	21	17	0	116	0	89
Through Vol	89	257	0	0	239	313
RT Vol	82	0	24	0	39	35
Lane Flow Rate	198	282	25	120	287	451
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.419	0.626	0.05	0.276	0.613	0.876
Departure Headway (Hd)	7.618	7.982	7.225	8.322	7.702	7.001
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	471	452	495	432	467	518
Service Time	5.683	5.739	4.981	6.08	5.461	5.049
HCM Lane V/C Ratio	0.42	0.624	0.051	0.278	0.615	0.871
HCM Control Delay	16.1	23.3	10.4	14.2	22	41.8
HCM Lane LOS	C	C	B	B	C	E
HCM 95th-tile Q	2	4.2	0.2	1.1	4	9.6

HCM 2010 AWSC
1: Valley Dr & Gould Ave
Existing with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	89	313	35
Future Vol, veh/h	0	89	313	35
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	92	323	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	41.8
HCM LOS	E

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/11/2016

Intersection	
Intersection Delay, s/veh	25.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	33	272	19	0	121	289	49	0	9	135	119
Future Vol, veh/h	0	33	272	19	0	121	289	49	0	9	135	119
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	302	21	0	134	321	54	0	10	150	132
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	29.5	28.3	21.6
HCM LOS	D	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	11%	0%	100%	0%	34%
Vol Thru, %	51%	89%	0%	0%	86%	59%
Vol Right, %	45%	0%	100%	0%	14%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	305	19	121	338	229
LT Vol	9	33	0	121	0	79
Through Vol	135	272	0	0	289	135
RT Vol	119	0	19	0	49	15
Lane Flow Rate	292	339	21	134	376	254
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.608	0.746	0.042	0.305	0.788	0.559
Departure Headway (Hd)	7.495	7.924	7.144	8.18	7.558	7.905
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	454	500	438	477	455
Service Time	5.564	5.689	4.908	5.946	5.324	5.976
HCM Lane V/C Ratio	0.61	0.747	0.042	0.306	0.788	0.558
HCM Control Delay	21.6	30.7	10.2	14.5	33.2	20.6
HCM Lane LOS	C	D	B	B	D	C
HCM 95th-tile Q	4	6.2	0.1	1.3	7.1	3.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	135	15
Future Vol, veh/h	0	79	135	15
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	88	150	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	20.6
HCM LOS	C

Lane

Intersection	
Intersection Delay, s/veh	46.4
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	18	335	25	0	121	310	41	0	22	93	85
Future Vol, veh/h	0	18	335	25	0	121	310	41	0	22	93	85
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	345	26	0	125	320	42	0	23	96	88
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	44.1	35.6	20.2
HCM LOS	E	E	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	5%	0%	100%	0%	20%
Vol Thru, %	47%	95%	0%	0%	88%	72%
Vol Right, %	42%	0%	100%	0%	12%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	353	25	121	351	455
LT Vol	22	18	0	121	0	93
Through Vol	93	335	0	0	310	326
RT Vol	85	0	25	0	41	36
Lane Flow Rate	206	364	26	125	362	469
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.499	0.867	0.056	0.312	0.844	1
Departure Headway (Hd)	8.715	8.576	7.82	9.003	8.396	8.019
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	412	426	460	403	434	455
Service Time	6.797	6.253	5.528	6.676	6.094	6.019
HCM Lane V/C Ratio	0.5	0.854	0.057	0.31	0.834	1.031
HCM Control Delay	20.2	46.4	11	15.7	42.5	71.1
HCM Lane LOS	C	E	B	C	E	F
HCM 95th-tile Q	2.7	8.7	0.2	1.3	8.2	13

HCM 2010 AWSC
1: Valley Dr & Gould Ave
Future with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	93	326	36
Future Vol, veh/h	0	93	326	36
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	96	336	37
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	71.1
HCM LOS	F

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/11/2016

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	20	35	0	431	30	0	22	110
Future Vol, veh/h	0	20	35	0	431	30	0	22	110
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	38	0	474	33	0	24	121
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	12.9	8.7
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	17%
Vol Thru, %	93%	0%	83%
Vol Right, %	7%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	461	55	132
LT Vol	0	20	22
Through Vol	431	0	110
RT Vol	30	35	0
Lane Flow Rate	507	60	145
Geometry Grp	1	1	1
Degree of Util (X)	0.579	0.084	0.186
Departure Headway (Hd)	4.222	5.033	4.625
Convergence, Y/N	Yes	Yes	Yes
Cap	861	715	779
Service Time	2.222	3.042	2.636
HCM Lane V/C Ratio	0.589	0.084	0.186
HCM Control Delay	12.9	8.5	8.7
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.8	0.3	0.7

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	25	41	0	288	19	0	14	277
Future Vol, veh/h	0	25	41	0	288	19	0	14	277
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	44	0	306	20	0	15	295
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	10.3	10.3
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	5%
Vol Thru, %	94%	0%	95%
Vol Right, %	6%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	307	66	291
LT Vol	0	25	14
Through Vol	288	0	277
RT Vol	19	41	0
Lane Flow Rate	327	70	310
Geometry Grp	1	1	1
Degree of Util (X)	0.399	0.098	0.384
Departure Headway (Hd)	4.4	5.015	4.46
Convergence, Y/N	Yes	Yes	Yes
Cap	820	713	808
Service Time	2.426	3.058	2.486
HCM Lane V/C Ratio	0.399	0.098	0.384
HCM Control Delay	10.3	8.6	10.3
HCM Lane LOS	B	A	B
HCM 95th-tile Q	1.9	0.3	1.8

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	21	36	0	455	31	0	23	118
Future Vol, veh/h	0	21	36	0	455	31	0	23	118
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	40	0	500	34	0	25	130
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.7	14.1	8.9
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	37%	16%
Vol Thru, %	94%	0%	84%
Vol Right, %	6%	63%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	486	57	141
LT Vol	0	21	23
Through Vol	455	0	118
RT Vol	31	36	0
Lane Flow Rate	534	63	155
Geometry Grp	1	1	1
Degree of Util (X)	0.627	0.089	0.201
Departure Headway (Hd)	4.227	5.117	4.662
Convergence, Y/N	Yes	Yes	Yes
Cap	855	699	770
Service Time	2.246	3.156	2.688
HCM Lane V/C Ratio	0.625	0.09	0.201
HCM Control Delay	14.1	8.7	8.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	4.5	0.3	0.7

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	26	43	0	309	20	0	15	299
Future Vol, veh/h	0	26	43	0	309	20	0	15	299
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	46	0	329	21	0	16	318
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.8	10.8	10.7
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	5%
Vol Thru, %	94%	0%	95%
Vol Right, %	6%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	329	69	314
LT Vol	0	26	15
Through Vol	309	0	299
RT Vol	20	43	0
Lane Flow Rate	350	73	334
Geometry Grp	1	1	1
Degree of Util (X)	0.432	0.104	0.417
Departure Headway (Hd)	4.441	5.117	4.499
Convergence, Y/N	Yes	Yes	Yes
Cap	812	698	802
Service Time	2.468	3.167	2.528
HCM Lane V/C Ratio	0.431	0.105	0.416
HCM Control Delay	10.8	8.8	10.7
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.2	0.3	2.1

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	13	15	0	431	24	0	28	110
Future Vol, veh/h	0	13	15	0	431	24	0	28	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	16	0	449	25	0	29	115
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.2	11.8	8.5
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	46%	20%
Vol Thru, %	95%	0%	80%
Vol Right, %	5%	54%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	455	28	138
LT Vol	0	13	28
Through Vol	431	0	110
RT Vol	24	15	0
Lane Flow Rate	474	29	144
Geometry Grp	1	1	1
Degree of Util (X)	0.535	0.041	0.18
Departure Headway (Hd)	4.062	5.026	4.504
Convergence, Y/N	Yes	Yes	Yes
Cap	877	715	801
Service Time	2.136	3.034	2.51
HCM Lane V/C Ratio	0.54	0.041	0.18
HCM Control Delay	11.8	8.2	8.5
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.2	0.1	0.7

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	14	12	0	305	19	0	13	296
Future Vol, veh/h	0	14	12	0	305	19	0	13	296
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	13	0	324	20	0	14	315
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	10.3	10.2
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	54%	4%
Vol Thru, %	94%	0%	96%
Vol Right, %	6%	46%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	324	26	309
LT Vol	0	14	13
Through Vol	305	0	296
RT Vol	19	12	0
Lane Flow Rate	345	28	329
Geometry Grp	1	1	1
Degree of Util (X)	0.412	0.04	0.398
Departure Headway (Hd)	4.301	5.199	4.357
Convergence, Y/N	Yes	Yes	Yes
Cap	838	688	828
Service Time	2.316	3.233	2.371
HCM Lane V/C Ratio	0.412	0.041	0.397
HCM Control Delay	10.3	8.5	10.2
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2	0.1	1.9

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	14	16	0	455	25	0	29	118
Future Vol, veh/h	0	14	16	0	455	25	0	29	118
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	17	0	474	26	0	30	123
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.3	12.4	8.6
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	47%	20%
Vol Thru, %	95%	0%	80%
Vol Right, %	5%	53%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	480	30	147
LT Vol	0	14	29
Through Vol	455	0	118
RT Vol	25	16	0
Lane Flow Rate	500	31	153
Geometry Grp	1	1	1
Degree of Util (X)	0.566	0.044	0.193
Departure Headway (Hd)	4.073	5.103	4.538
Convergence, Y/N	Yes	Yes	Yes
Cap	875	705	795
Service Time	2.154	3.113	2.542
HCM Lane V/C Ratio	0.571	0.044	0.192
HCM Control Delay	12.4	8.3	8.6
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.6	0.1	0.7

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	15	12	0	326	20	0	14	319
Future Vol, veh/h	0	15	12	0	326	20	0	14	319
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	13	0	347	21	0	15	339
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	10.8	10.7
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	56%	4%
Vol Thru, %	94%	0%	96%
Vol Right, %	6%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	346	27	333
LT Vol	0	15	14
Through Vol	326	0	319
RT Vol	20	12	0
Lane Flow Rate	368	29	354
Geometry Grp	1	1	1
Degree of Util (X)	0.443	0.042	0.432
Departure Headway (Hd)	4.335	5.315	4.388
Convergence, Y/N	Yes	Yes	Yes
Cap	832	673	822
Service Time	2.349	3.355	2.402
HCM Lane V/C Ratio	0.442	0.043	0.431
HCM Control Delay	10.8	8.6	10.7
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.3	0.1	2.2

Intersection	
Intersection Delay, s/veh	41.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	33	323	48	0	18	348	143	0	77	268	31
Future Vol, veh/h	0	33	323	48	0	18	348	143	0	77	268	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	344	51	0	19	370	152	0	82	285	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	65.7	17.7	55.2
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	20%	8%	13%	0%	0%	47%
Vol Thru, %	71%	80%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	376	404	134	232	143	131
LT Vol	77	33	18	0	0	62
Through Vol	268	323	116	232	0	61
RT Vol	31	48	0	0	143	8
Lane Flow Rate	400	430	143	247	152	139
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.923	0.975	0.331	0.568	0.319	0.368
Departure Headway (Hd)	8.31	8.17	8.349	8.28	7.555	9.507
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	436	443	429	434	475	378
Service Time	6.067	5.931	6.12	6.051	5.325	7.284
HCM Lane V/C Ratio	0.917	0.971	0.333	0.569	0.32	0.368
HCM Control Delay	55.2	65.7	15.2	21.5	13.9	17.8
HCM Lane LOS	F	F	C	C	B	C
HCM 95th-tile Q	10.3	12	1.4	3.4	1.4	1.7

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Existing with Hermosa Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	62	61	8
Future Vol, veh/h	0	62	61	8
Peak Hour Factor	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	66	65	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17.8
HCM LOS	C

Lane

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Intersection	
Intersection Delay, s/veh	39.6
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	25	350	57	0	29	321	123	0	58	176	32
Future Vol, veh/h	0	25	350	57	0	29	321	123	0	58	176	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	361	59	0	30	331	127	0	60	181	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	72.9	17.3	28.7
HCM LOS	F	C	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	22%	6%	21%	0%	0%	25%
Vol Thru, %	66%	81%	79%	100%	0%	72%
Vol Right, %	12%	13%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	432	136	214	123	309
LT Vol	58	25	29	0	0	76
Through Vol	176	350	107	214	0	221
RT Vol	32	57	0	0	123	12
Lane Flow Rate	274	445	140	221	127	319
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.683	1	0.339	0.526	0.277	0.784
Departure Headway (Hd)	8.969	8.476	8.693	8.582	7.856	8.859
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	409	432	416	421	458	414
Service Time	6.6	6.176	6.401	6.294	5.592	6.489
HCM Lane V/C Ratio	0.67	1.03	0.337	0.525	0.277	0.771
HCM Control Delay	28.7	72.9	15.8	20.4	13.6	36.8
HCM Lane LOS	D	F	C	C	B	E
HCM 95th-tile Q	4.9	12.6	1.5	3	1.1	6.8

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Existing with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	76	221	12
Future Vol, veh/h	0	76	221	12
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	78	228	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	36.8
HCM LOS	E

Lane

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Intersection	
Intersection Delay, s/veh	47.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	34	363	53	0	19	394	150	0	82	284	32
Future Vol, veh/h	0	34	363	53	0	19	394	150	0	82	284	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	386	56	0	20	419	160	0	87	302	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	73.2	20.2	68.6
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	8%	13%	0%	0%	47%
Vol Thru, %	71%	81%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	398	450	150	263	150	140
LT Vol	82	34	19	0	0	66
Through Vol	284	363	131	263	0	66
RT Vol	32	53	0	0	150	8
Lane Flow Rate	423	479	160	279	160	149
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.984	1	0.378	0.655	0.343	0.396
Departure Headway (Hd)	8.367	8.523	8.503	8.44	7.738	9.575
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	436	431	425	430	468	377
Service Time	6.101	6.242	6.203	6.14	5.438	7.321
HCM Lane V/C Ratio	0.97	1.111	0.376	0.649	0.342	0.395
HCM Control Delay	68.6	73.2	16.3	25.8	14.4	18.5
HCM Lane LOS	F	F	C	D	B	C
HCM 95th-tile Q	12.2	12.6	1.7	4.6	1.5	1.8

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Future with Hermosa Beach Project Only Conditions
Weekday AM Peak Hour

Intersection
Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	66	66	8
Future Vol, veh/h	0	66	66	8
Peak Hour Factor	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	70	70	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.5
HCM LOS	C

Lane

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Intersection	
Intersection Delay, s/veh	45.8
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	26	421	70	0	30	385	131	0	70	189	33
Future Vol, veh/h	0	26	421	70	0	30	385	131	0	70	189	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	434	72	0	31	397	135	0	72	195	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	75.3	21.4	36.7
HCM LOS	F	C	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	24%	5%	19%	0%	0%	25%
Vol Thru, %	65%	81%	81%	100%	0%	72%
Vol Right, %	11%	14%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	517	158	257	131	332
LT Vol	70	26	30	0	0	82
Through Vol	189	421	128	257	0	238
RT Vol	33	70	0	0	131	12
Lane Flow Rate	301	533	163	265	135	342
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.768	1	0.407	0.653	0.307	0.863
Departure Headway (Hd)	9.186	8.897	8.981	8.886	8.183	9.072
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	410	400	405	438	400
Service Time	6.941	6.69	6.754	6.659	5.956	6.825
HCM Lane V/C Ratio	0.764	1.3	0.407	0.654	0.308	0.855
HCM Control Delay	36.7	75.3	17.8	27	14.6	48
HCM Lane LOS	E	F	C	D	B	E
HCM 95th-tile Q	6.4	12.3	1.9	4.5	1.3	8.4

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Future with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	82	238	12
Future Vol, veh/h	0	82	238	12
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	85	245	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	48
HCM LOS	E

Lane

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	31	7	0	3	25	16	0	7	32	2
Future Vol, veh/h	0	11	31	7	0	3	25	16	0	7	32	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	32	7	0	3	26	17	0	7	33	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.1	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	22%	7%	26%
Vol Thru, %	78%	63%	57%	41%
Vol Right, %	5%	14%	36%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	49	44	27
LT Vol	7	11	3	7
Through Vol	32	31	25	11
RT Vol	2	7	16	9
Lane Flow Rate	43	51	46	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.057	0.05	0.031
Departure Headway (Hd)	4.128	4.051	3.891	3.986
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	880	916	892
Service Time	2.174	2.092	1.934	2.037
HCM Lane V/C Ratio	0.05	0.058	0.05	0.031
HCM Control Delay	7.4	7.3	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
Existing with Hermosa Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	11	9
Future Vol, veh/h	0	7	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	11	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	25	7	0	10	50	44	0	8	33	3
Future Vol, veh/h	0	7	25	7	0	10	50	44	0	8	33	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	28	8	0	11	56	49	0	9	37	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	18%	10%	20%
Vol Thru, %	75%	64%	48%	69%
Vol Right, %	7%	18%	42%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	39	104	49
LT Vol	8	7	10	10
Through Vol	33	25	50	34
RT Vol	3	7	44	5
Lane Flow Rate	49	44	117	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.05	0.127	0.065
Departure Headway (Hd)	4.251	4.134	3.914	4.231
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	855	906	836
Service Time	2.332	2.214	1.982	2.309
HCM Lane V/C Ratio	0.059	0.051	0.129	0.066
HCM Control Delay	7.6	7.4	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4	0.2

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
Existing with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	34	5
Future Vol, veh/h	0	10	34	5
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	38	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.6
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	32	7	0	3	26	17	0	7	33	2
Future Vol, veh/h	0	11	32	7	0	3	26	17	0	7	33	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	33	7	0	3	27	18	0	7	34	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.1	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	22%	7%	26%
Vol Thru, %	79%	64%	57%	41%
Vol Right, %	5%	14%	37%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	50	46	27
LT Vol	7	11	3	7
Through Vol	33	32	26	11
RT Vol	2	7	17	9
Lane Flow Rate	44	52	48	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.059	0.052	0.031
Departure Headway (Hd)	4.134	4.056	3.889	3.993
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	880	916	890
Service Time	2.182	2.097	1.934	2.045
HCM Lane V/C Ratio	0.051	0.059	0.052	0.031
HCM Control Delay	7.4	7.4	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
Future with Hermosa Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	11	9
Future Vol, veh/h	0	7	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	11	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	26	7	0	10	52	46	0	8	34	3
Future Vol, veh/h	0	7	26	7	0	10	52	46	0	8	34	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	8	0	11	58	52	0	9	38	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	17%	9%	20%
Vol Thru, %	76%	65%	48%	70%
Vol Right, %	7%	17%	43%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	40	108	50
LT Vol	8	7	10	10
Through Vol	34	26	52	35
RT Vol	3	7	46	5
Lane Flow Rate	51	45	121	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.052	0.132	0.066
Departure Headway (Hd)	4.262	4.143	3.916	4.242
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	853	905	833
Service Time	2.346	2.226	1.987	2.325
HCM Lane V/C Ratio	0.062	0.053	0.134	0.067
HCM Control Delay	7.6	7.5	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.5	0.2

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
Future with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	35	5
Future Vol, veh/h	0	10	35	5
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	39	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.6
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	1	3	0	4	0	14	0	1	26	4
Future Vol, veh/h	0	5	1	3	0	4	0	14	0	1	26	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	1	3	0	4	0	16	0	1	29	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	56%	22%	17%
Vol Thru, %	84%	11%	0%	71%
Vol Right, %	13%	33%	78%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	9	18	24
LT Vol	1	5	4	4
Through Vol	26	1	0	17
RT Vol	4	3	14	3
Lane Flow Rate	35	10	20	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.038	0.011	0.02	0.03
Departure Headway (Hd)	3.936	3.968	3.626	3.971
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	901	986	904
Service Time	1.949	1.995	1.653	1.985
HCM Lane V/C Ratio	0.038	0.011	0.02	0.03
HCM Control Delay	7.1	7	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.1

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl
Existing with Hermosa Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	17	3
Future Vol, veh/h	0	4	17	3
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	19	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	2	3	0	1	2	10	0	3	21	5
Future Vol, veh/h	0	3	2	3	0	1	2	10	0	3	21	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	3	0	1	2	10	0	3	22	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	38%	8%	9%
Vol Thru, %	72%	25%	15%	81%
Vol Right, %	17%	38%	77%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	8	13	47
LT Vol	3	3	1	4
Through Vol	21	2	2	38
RT Vol	5	3	10	5
Lane Flow Rate	30	8	14	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.009	0.014	0.054
Departure Headway (Hd)	3.925	3.933	3.632	3.947
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	914	908	983	910
Service Time	1.942	1.965	1.664	1.96
HCM Lane V/C Ratio	0.033	0.009	0.014	0.054
HCM Control Delay	7.1	7	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl
Existing with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	38	5
Future Vol, veh/h	0	4	38	5
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	40	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Future Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	1	3	0	4	0	17	0	1	30	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	56%	21%	16%
Vol Thru, %	84%	11%	0%	72%
Vol Right, %	12%	33%	79%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	9	19	25
LT Vol	1	5	4	4
Through Vol	27	1	0	18
RT Vol	4	3	15	3
Lane Flow Rate	36	10	21	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.011	0.021	0.031
Departure Headway (Hd)	3.941	3.973	3.621	3.976
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	900	987	903
Service Time	1.954	2	1.648	1.99
HCM Lane V/C Ratio	0.04	0.011	0.021	0.031
HCM Control Delay	7.1	7	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	18	3
Future Vol, veh/h	0	4	18	3
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	20	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	2	3	0	1	2	10	0	3	22	5
Future Vol, veh/h	0	3	2	3	0	1	2	10	0	3	22	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	3	0	1	2	10	0	3	23	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	38%	8%	8%
Vol Thru, %	73%	25%	15%	82%
Vol Right, %	17%	38%	77%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	8	13	49
LT Vol	3	3	1	4
Through Vol	22	2	2	40
RT Vol	5	3	10	5
Lane Flow Rate	31	8	14	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.009	0.014	0.056
Departure Headway (Hd)	3.929	3.936	3.636	3.95
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	913	907	981	909
Service Time	1.946	1.971	1.67	1.963
HCM Lane V/C Ratio	0.034	0.009	0.014	0.056
HCM Control Delay	7.1	7	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl
Future with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	40	5
Future Vol, veh/h	0	4	40	5
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	42	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	27	8	0	2	21	17	0	2	16	3
Future Vol, veh/h	0	3	27	8	0	2	21	17	0	2	16	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	35	10	0	3	27	22	0	3	21	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.1	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	8%	5%	38%
Vol Thru, %	76%	71%	53%	46%
Vol Right, %	14%	21%	42%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	38	40	26
LT Vol	2	3	2	10
Through Vol	16	27	21	12
RT Vol	3	8	17	4
Lane Flow Rate	27	49	51	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.054	0.055	0.038
Departure Headway (Hd)	4.067	3.968	3.831	4.113
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	876	900	931	867
Service Time	2.112	2.003	1.868	2.157
HCM Lane V/C Ratio	0.031	0.054	0.055	0.038
HCM Control Delay	7.2	7.2	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Existing with Hermosa Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	12	4
Future Vol, veh/h	0	10	12	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	15	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	20	3	0	8	26	14	0	2	16	10
Future Vol, veh/h	0	4	20	3	0	8	26	14	0	2	16	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	23	3	0	9	30	16	0	2	18	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.3	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	15%	17%	46%
Vol Thru, %	57%	74%	54%	49%
Vol Right, %	36%	11%	29%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	27	48	39
LT Vol	2	4	8	18
Through Vol	16	20	26	19
RT Vol	10	3	14	2
Lane Flow Rate	32	31	55	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.035	0.035	0.061	0.052
Departure Headway (Hd)	3.918	4.074	3.951	4.171
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	875	903	855
Service Time	1.966	2.119	1.992	2.213
HCM Lane V/C Ratio	0.035	0.035	0.061	0.053
HCM Control Delay	7.1	7.3	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Existing with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	18	19	2
Future Vol, veh/h	0	18	19	2
Peak Hour Factor	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	21	22	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.4
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	28	8	0	2	22	18	0	2	17	3
Future Vol, veh/h	0	3	28	8	0	2	22	18	0	2	17	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	36	10	0	3	28	23	0	3	22	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.1	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	8%	5%	38%
Vol Thru, %	77%	72%	52%	46%
Vol Right, %	14%	21%	43%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	39	42	26
LT Vol	2	3	2	10
Through Vol	17	28	22	12
RT Vol	3	8	18	4
Lane Flow Rate	28	50	54	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.055	0.057	0.038
Departure Headway (Hd)	4.075	3.975	3.831	4.119
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	898	931	865
Service Time	2.121	2.012	1.87	2.164
HCM Lane V/C Ratio	0.032	0.056	0.058	0.038
HCM Control Delay	7.3	7.2	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	12	4
Future Vol, veh/h	0	10	12	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	15	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	21	3	0	8	27	15	0	2	17	10
Future Vol, veh/h	0	4	21	3	0	8	27	15	0	2	17	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	24	3	0	9	31	17	0	2	20	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.3	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	14%	16%	46%
Vol Thru, %	59%	75%	54%	49%
Vol Right, %	34%	11%	30%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	28	50	41
LT Vol	2	4	8	19
Through Vol	17	21	27	20
RT Vol	10	3	15	2
Lane Flow Rate	33	32	57	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.037	0.063	0.055
Departure Headway (Hd)	3.933	4.083	3.951	4.179
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	904	872	902	853
Service Time	1.983	2.13	1.995	2.224
HCM Lane V/C Ratio	0.037	0.037	0.063	0.055
HCM Control Delay	7.1	7.3	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	19	20	2
Future Vol, veh/h	0	19	20	2
Peak Hour Factor	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	23	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	38	5	0	6	17	11	0	2	1	2
Future Vol, veh/h	0	6	38	5	0	6	17	11	0	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	39	5	0	6	17	11	0	2	1	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	12%	18%	68%
Vol Thru, %	20%	78%	50%	16%
Vol Right, %	40%	10%	32%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	49	34	19
LT Vol	2	6	6	13
Through Vol	1	38	17	3
RT Vol	2	5	11	3
Lane Flow Rate	5	50	35	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.055	0.037	0.022
Departure Headway (Hd)	3.935	3.966	3.855	4.127
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	905	929	866
Service Time	1.972	1.983	1.876	2.16
HCM Lane V/C Ratio	0.006	0.055	0.038	0.022
HCM Control Delay	7	7.2	7	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St
Existing with Hermosa Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	3	3
Future Vol, veh/h	0	13	3	3
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	3	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/11/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	29	2	0	1	7	15	0	2	3	3
Future Vol, veh/h	0	12	29	2	0	1	7	15	0	2	3	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	32	2	0	1	8	17	0	2	3	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	28%	4%	53%
Vol Thru, %	38%	67%	30%	9%
Vol Right, %	38%	5%	65%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	43	23	32
LT Vol	2	12	1	17
Through Vol	3	29	7	3
RT Vol	3	2	15	12
Lane Flow Rate	9	48	26	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.054	0.026	0.039
Departure Headway (Hd)	3.913	4.06	3.665	3.949
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	883	975	905
Service Time	1.948	2.08	1.693	1.98
HCM Lane V/C Ratio	0.01	0.054	0.027	0.04
HCM Control Delay	7	7.3	6.8	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St

Existing with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	3	12
Future Vol, veh/h	0	17	3	12
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	19	3	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers

Synchro 9 Report
4/11/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	39	5	0	6	18	11	0	2	1	2
Future Vol, veh/h	0	6	39	5	0	6	18	11	0	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	40	5	0	6	18	11	0	2	1	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	12%	17%	70%
Vol Thru, %	20%	78%	51%	15%
Vol Right, %	40%	10%	31%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	50	35	20
LT Vol	2	6	6	14
Through Vol	1	39	18	3
RT Vol	2	5	11	3
Lane Flow Rate	5	51	36	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.056	0.038	0.023
Departure Headway (Hd)	3.939	3.97	3.863	4.138
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	905	904	928	863
Service Time	1.977	1.987	1.884	2.172
HCM Lane V/C Ratio	0.006	0.056	0.039	0.023
HCM Control Delay	7	7.2	7	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St
Future with Hermosa Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	3	3
Future Vol, veh/h	0	14	3	3
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	3	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/11/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	30	2	0	1	7	16	0	2	3	3
Future Vol, veh/h	0	12	30	2	0	1	7	16	0	2	3	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	33	2	0	1	8	18	0	2	3	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.8	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	27%	4%	55%
Vol Thru, %	38%	68%	29%	9%
Vol Right, %	38%	5%	67%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	44	24	33
LT Vol	2	12	1	18
Through Vol	3	30	7	3
RT Vol	3	2	16	12
Lane Flow Rate	9	49	27	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.055	0.027	0.04
Departure Headway (Hd)	3.918	4.062	3.659	3.962
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	882	977	902
Service Time	1.953	2.082	1.687	1.993
HCM Lane V/C Ratio	0.01	0.056	0.028	0.041
HCM Control Delay	7	7.3	6.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St
Future with Hermosa Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	18	3	12
Future Vol, veh/h	0	18	3	12
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	3	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/11/2016

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Manhattan Beach Boulevard
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: Manhattan Beach Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU9

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	127	1600	0.079	1	128	1600	0.080	0	128	1600	0.080	5	18	150	1600	0.094	1	151	1600	0.094	0	151	1600	0.094
NB Thru	2794	4800	0.602 *	8	2802	4800	0.604 *	0	2802	4800	0.604 *	113	123	3030	4800	0.657 *	8	3038	4800	0.659 *	0	3038	4800	0.659 *
NB Right	96	0	0.000	2	98	0	0.000	0	98	0	0.000	4	24	124	0	0.000	2	126	0	0.000	0	126	0	0.000
SB Left	118	2880	0.041 *	0	118	2880	0.041 *	0	118	2880	0.041 *	5	2	125	2880	0.043 *	0	125	2880	0.043 *	0	125	2880	0.043 *
SB Thru	895	4800	0.215	55	950	4800	0.227	0	950	4800	0.227	36	128	1059	4800	0.253	55	1114	4800	0.264	0	1114	4800	0.264
SB Right	138	0	0.000	0	138	0	0.000	0	138	0	0.000	6	10	154	0	0.000	0	154	0	0.000	0	154	0	0.000
EB Left	193	1600	0.121 *	0	193	1600	0.121 *	0	193	1600	0.121 *	8	10	211	1600	0.132 *	0	211	1600	0.132 *	0	211	1600	0.132 *
EB Thru	520	3200	0.163	0	520	3200	0.163	0	520	3200	0.163	21	8	549	3200	0.172	0	549	3200	0.172	0	549	3200	0.172
EB Right	136	1600	0.085	2	138	1600	0.086	0	138	1600	0.086	6	17	159	1600	0.099	2	161	1600	0.101	0	161	1600	0.101
WB Left	149	1600	0.093	13	162	1600	0.101	0	162	1600	0.101	6	32	187	1600	0.117	13	200	1600	0.125	0	200	1600	0.125
WB Thru	563	3200	0.176 *	0	563	3200	0.176 *	0	563	3200	0.176 *	23	12	598	3200	0.187 *	0	598	3200	0.187 *	0	598	3200	0.187 *
WB Right [3]	173	1600	0.067	0	173	1600	0.067	0	173	1600	0.067	7	2	182	1600	0.070	0	182	1600	0.070	0	182	1600	0.070
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.040				1.042				1.042					1.119				1.121				1.121
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Manhattan Beach Boulevard
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: Manhattan Beach Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU9

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	230	1600	0.144 *	5	235	1600	0.147 *	0	235	1600	0.147 *	9	13	252	1600	0.158 *	5	257	1600	0.161 *	0	257	1600	0.161 *
NB Thru	1220	4800	0.288	52	1272	4800	0.301	0	1272	4800	0.301	50	193	1463	4800	0.346	52	1515	4800	0.359	0	1515	4800	0.359
NB Right	162	0	0.000	12	174	0	0.000	0	174	0	0.000	7	27	196	0	0.000	12	208	0	0.000	0	208	0	0.000
SB Left	171	2880	0.059	0	171	2880	0.059	0	171	2880	0.059	7	5	183	2880	0.064	0	183	2880	0.064	0	183	2880	0.064
SB Thru	2141	4800	0.471 *	11	2152	4800	0.474 *	0	2152	4800	0.474 *	87	218	2446	4800	0.538 *	11	2457	4800	0.540 *	0	2457	4800	0.540 *
SB Right	121	0	0.000	0	121	0	0.000	0	121	0	0.000	5	9	135	0	0.000	0	135	0	0.000	0	135	0	0.000
EB Left	233	1600	0.146	0	233	1600	0.146	0	233	1600	0.146	9	11	253	1600	0.158	0	253	1600	0.158	0	253	1600	0.158
EB Thru	528	3200	0.165 *	0	528	3200	0.165 *	0	528	3200	0.165 *	21	8	557	3200	0.174 *	0	557	3200	0.174 *	0	557	3200	0.174 *
EB Right	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083	5	12	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094
WB Left	276	1600	0.173 *	3	279	1600	0.174 *	0	279	1600	0.174 *	11	20	307	1600	0.192 *	3	310	1600	0.194 *	0	310	1600	0.194 *
WB Thru	519	3200	0.162	0	519	3200	0.162	0	519	3200	0.162	21	4	544	3200	0.170	0	544	3200	0.170	0	544	3200	0.170
WB Right [3]	140	1600	0.028	0	140	1600	0.028	0	140	1600	0.028	6	7	153	1600	0.032	0	153	1600	0.032	0	153	1600	0.032
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.053				1.060				1.060					1.161				1.168				1.168
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 8th Street
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: 8th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU10

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011	1	35	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
NB Thru	3089	4800	0.645 *	10	3099	4800	0.647 *	0	3099	4800	0.647 *	125	130	3344	4800	0.698 *	10	3354	4800	0.700 *	0	3354	4800	0.700 *
NB Right	7	0	0.000	0	7	0	0.000	0	7	0	0.000	0	0	7	0	0.000	0	7	0	0.000	0	7	0	0.000
SB Left [4]	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	1	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *
SB Thru	1108	4800	0.239	73	1181	4800	0.254	0	1181	4800	0.254	45	132	1285	4800	0.277	73	1358	4800	0.292	0	1358	4800	0.292
SB Right	40	0	0.000	0	40	0	0.000	0	40	0	0.000	2	2	44	0	0.000	0	44	0	0.000	0	44	0	0.000
EB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	19	41	0	0.026 *	0	41	0	0.026 *	0	41	0	0.026 *
EB Thru	46	1600	0.043	0	46	1600	0.044	0	46	1600	0.044	2	6	54	1600	0.061	0	54	1600	0.062	0	54	1600	0.062
EB Right	2	0	0.000	2	4	0	0.000	0	4	0	0.000	0	0	2	0	0.000	2	4	0	0.000	0	4	0	0.000
WB Left	22	0	0.014	0	22	0	0.014	0	22	0	0.014	1	0	23	0	0.014	0	23	0	0.014	0	23	0	0.014
WB Thru	72	1600	0.059 *	0	72	1600	0.059 *	0	72	1600	0.059 *	3	9	84	1600	0.067 *	0	84	1600	0.067 *	0	84	1600	0.067 *
WB Right	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	2	1	58	1600	0.036	0	58	1600	0.036	0	58	1600	0.036
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.821				0.823				0.823					0.895				0.897				0.897
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turns 3-7 PM
4 No southbound left-turns 7-9 AM

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 8th Street
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: 8th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU10

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	2	1600	0.001 *	0	2	1600	0.001 *	0	2	1600	0.001 *	0	33	35	1600	0.022 *	0	35	1600	0.022 *	0	35	1600	0.022 *
NB Thru	1481	4800	0.312	69	1550	4800	0.326	0	1550	4800	0.326	60	167	1708	4800	0.359	69	1777	4800	0.374	0	1777	4800	0.374
NB Right	16	0	0.000	0	16	0	0.000	0	16	0	0.000	1	0	17	0	0.000	0	17	0	0.000	0	17	0	0.000
SB Left [4]	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030	2	1	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032
SB Thru	2554	4800	0.534 *	15	2569	4800	0.537 *	0	2569	4800	0.537 *	104	246	2904	4800	0.607 *	15	2919	4800	0.610 *	0	2919	4800	0.610 *
SB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	2	11	0	0.000	0	11	0	0.000	0	11	0	0.000
EB Left	34	0	0.021	0	34	0	0.021	0	34	0	0.021	1	21	56	0	0.035	0	56	0	0.035	0	56	0	0.035
EB Thru	28	1600	0.051 *	0	28	1600	0.051 *	0	28	1600	0.051 *	1	7	36	1600	0.071 *	0	36	1600	0.071 *	0	36	1600	0.071 *
EB Right	20	0	0.000	0	20	0	0.000	0	20	0	0.000	1	0	21	0	0.000	0	21	0	0.000	0	21	0	0.000
WB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	0	22	0	0.014 *	0	22	0	0.014 *	0	22	0	0.014 *
WB Thru	18	1600	0.024	0	18	1600	0.024	0	18	1600	0.024	1	9	28	1600	0.031	0	28	1600	0.031	0	28	1600	0.031
WB Right	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012	1	1	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.700				0.703				0.703					0.814				0.817				0.817
LOS			B				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turns 3-7 PM
4 No southbound left-turns 7-9 AM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 2nd Street
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: 2nd Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU11

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	20	1600	0.013	1	21	1600	0.013	0	21	1600	0.013	1	1	22	1600	0.014	1	23	1600	0.014	0	23	1600	0.014
NB Thru	2903	4800	0.608 *	10	2913	4800	0.610 *	0	2913	4800	0.610 *	118	161	3182	4800	0.667 *	10	3192	4800	0.669 *	0	3192	4800	0.669 *
NB Right	17	0	0.000	0	17	0	0.000	0	17	0	0.000	1	0	18	0	0.000	0	18	0	0.000	0	18	0	0.000
SB Left	43	1600	0.027 *	0	43	1600	0.027 *	0	43	1600	0.027 *	2	5	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *
SB Thru	979	4800	0.218	75	1054	4800	0.233	0	1054	4800	0.233	40	115	1134	4800	0.251	75	1209	4800	0.266	0	1209	4800	0.266
SB Right	65	0	0.000	0	65	0	0.000	0	65	0	0.000	3	2	70	0	0.000	0	70	0	0.000	0	70	0	0.000
EB Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	2	2	59	1600	0.037 *	0	59	1600	0.037 *	0	59	1600	0.037 *
EB Thru	108	1600	0.077	0	108	1600	0.078	0	108	1600	0.078	4	0	112	1600	0.081	0	112	1600	0.082	0	112	1600	0.082
EB Right	15	0	0.000	2	17	0	0.000	0	17	0	0.000	1	1	17	0	0.000	2	19	0	0.000	0	19	0	0.000
WB Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	2	0	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026
WB Thru	93	1600	0.098 *	0	93	1600	0.098 *	0	93	1600	0.098 *	4	3	100	1600	0.108 *	0	100	1600	0.108 *	0	100	1600	0.108 *
WB Right	64	0	0.000	0	64	0	0.000	0	64	0	0.000	3	5	72	0	0.000	0	72	0	0.000	0	72	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.868				0.870				0.870					0.942				0.944				0.944
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Ste 500, Pasadena 91106
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INTERSECTION CAPACITY UTILIZATION

N-S St: Sepulveda Boulevard
E-W St: 2nd Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU11

Sepulveda Boulevard @ 2nd Street
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	22	1600	0.014 *	3	25	1600	0.016 *	0	25	1600	0.016 *	1	3	26	1600	0.016 *	3	29	1600	0.018 *	0	29	1600	0.018 *
NB Thru	1368	4800	0.290	69	1437	4800	0.305	0	1437	4800	0.305	56	215	1639	4800	0.347	69	1708	4800	0.361	0	1708	4800	0.361
NB Right	26	0	0.000	0	26	0	0.000	0	26	0	0.000	1	0	27	0	0.000	0	27	0	0.000	0	27	0	0.000
SB Left	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022	1	6	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026
SB Thru	2292	4800	0.483 *	16	2308	4800	0.486 *	0	2308	4800	0.486 *	93	215	2600	4800	0.548 *	16	2616	4800	0.551 *	0	2616	4800	0.551 *
SB Right	27	0	0.000	0	27	0	0.000	0	27	0	0.000	1	2	30	0	0.000	0	30	0	0.000	0	30	0	0.000
EB Left	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043	3	1	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
EB Thru	77	1600	0.091 *	0	77	1600	0.091 *	0	77	1600	0.091 *	3	0	80	1600	0.096 *	0	80	1600	0.096 *	0	80	1600	0.096 *
EB Right	68	0	0.000	0	68	0	0.000	0	68	0	0.000	3	3	74	0	0.000	0	74	0	0.000	0	74	0	0.000
WB Left	39	1600	0.024 *	0	39	1600	0.024 *	0	39	1600	0.024 *	2	0	41	1600	0.026 *	0	41	1600	0.026 *	0	41	1600	0.026 *
WB Thru	52	1600	0.053	0	52	1600	0.053	0	52	1600	0.053	2	3	57	1600	0.059	0	57	1600	0.059	0	57	1600	0.059
WB Right	33	0	0.000	0	33	0	0.000	0	33	0	0.000	1	4	38	0	0.000	0	38	0	0.000	0	38	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.712				0.717				0.717					0.786				0.791				0.791
LOS			C				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	17	0	1	19	77	2949	9	34	1079	32
Future Vol, veh/h	5	3	17	0	1	19	77	2949	9	34	1079	32
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	18	0	1	20	81	3104	9	36	1136	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2630	4502	589	3800	4514	1597	1171	0	0	3114	0	0
Stage 1	1226	1226	-	3271	3271	-	-	-	-	-	-	-
Stage 2	1404	3276	-	529	1243	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	25	~ 1	387	4	~ 1	82	323	-	-	~ 33	-	-
Stage 1	138	249	-	4	22	-	-	-	-	-	-	-
Stage 2	131	22	-	457	245	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	386	-	~ 1	79	322	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	103	249	-	3	16	-	-	-	-	-	-	-
Stage 2	66	16	-	430	245	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	11.4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	322	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.252	-	-	-	-	1.118	-	-
HCM Control Delay (s)	19.9	-	-	-	-	-$ 383.6	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1	-	-	-	-	3.9	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	1	46	0	0	30	40	1428	8	25	2308	18
Future Vol, veh/h	5	1	46	0	0	30	40	1428	8	25	2308	18
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	47	0	0	31	41	1457	8	26	2355	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3080	3963	1189	2538	3968	760	2374	0	0	1465	0	0
Stage 1	2416	2416	-	1543	1543	-	-	-	-	-	-	-
Stage 2	664	1547	-	995	2425	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	13	3	155	29	3	299	80	-	-	232	-	-
Stage 1	19	63	-	82	175	-	-	-	-	-	-	-
Stage 2	379	174	-	237	62	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	~ 1	155	-	1	292	80	-	-	227	-	-
Mov Cap-2 Maneuver	6	~ 1	-	-	1	-	-	-	-	-	-	-
Stage 1	9	56	-	40	85	-	-	-	-	-	-	-
Stage 2	162	85	-	144	55	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 900.2		2.4	0.2
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	24	-	227	-	-
HCM Lane V/C Ratio	0.51	-	-	2.211	-	0.112	-	-
HCM Control Delay (s)	89.7	-	-	-$ 900.2	-	22.9	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	2.2	-	-	6.6	-	0.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	18	0	1	20	80	3222	9	35	1243	33
Future Vol, veh/h	5	3	18	0	1	20	80	3222	9	35	1243	33
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	19	0	1	21	84	3392	9	37	1308	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2927	4970	676	4166	4984	1741	1345	0	0	3401	0	0
Stage 1	1401	1401	-	3565	3565	-	-	-	-	-	-	-
Stage 2	1526	3569	-	601	1419	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	16	~ 1	339	2	~ 1	65	266	-	-	~ 23	-	-
Stage 1	104	205	-	3	15	-	-	-	-	-	-	-
Stage 2	109	15	-	414	201	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	338	-	~ 1	63	266	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	71	205	-	2	10	-	-	-	-	-	-	-
Stage 2	43	10	-	384	201	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.6	18.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	266	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.317	-	-	-	-	1.675	-	-
HCM Control Delay (s)	24.7	-	-	-	-	$ 703	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.3	-	-	-	-	4.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	18.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	1	48	0	0	31	42	1676	8	26	2643	19
Future Vol, veh/h	5	1	48	0	0	31	42	1676	8	26	2643	19
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	49	0	0	32	43	1710	8	27	2697	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3531	4565	1360	2933	4570	886	2717	0	0	1718	0	0
Stage 1	2761	2761	-	1800	1800	-	-	-	-	-	-	-
Stage 2	770	1804	-	1133	2770	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	7	~ 1	119	16	1	247	53	-	-	174	-	-
Stage 1	10	41	-	54	130	-	-	-	-	-	-	-
Stage 2	326	130	-	194	41	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	119	3	0	241	53	-	-	170	-	-
Mov Cap-2 Maneuver	~ 2	0	-	3	0	-	-	-	-	-	-	-
Stage 1	~ 2	34	-	10	25	-	-	-	-	-	-	-
Stage 2	52	25	-	93	34	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1369.2	22.2	4.7	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	53	-	-	18	241	170	-	-
HCM Lane V/C Ratio	0.809	-	-	3.061	0.131	0.156	-	-
HCM Control Delay (s)	192.9	-	$ 1369.2	22.2	30.1	-	-	
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.4	-	-	7.4	0.4	0.5	-	-

Notes

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: Duncan Avenue-Duncan Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	3	0	80	1600	0.050	0	80	1600	0.050	0	80	1600	0.050
NB Thru	2938	4800	0.614 *	11	2949	4800	0.616 *	0	2949	4800	0.616 *	119	154	3211	4800	0.671 *	11	3222	4800	0.673 *	0	3222	4800	0.673 *
NB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	0	9	0	0.000	0	9	0	0.000	0	9	0	0.000
SB Left	34	1600	0.021 *	0	34	1600	0.021 *	0	34	1600	0.021 *	1	0	35	1600	0.022 *	0	35	1600	0.022 *	0	35	1600	0.022 *
SB Thru	1003	4800	0.216	76	1079	4800	0.231	0	1079	4800	0.231	41	123	1167	4800	0.250	76	1243	4800	0.266	0	1243	4800	0.266
SB Right	32	0	0.000	0	32	0	0.000	0	32	0	0.000	1	0	33	0	0.000	0	33	0	0.000	0	33	0	0.000
EB Left	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
EB Thru	3	1600	0.016	0	3	1600	0.016	0	3	1600	0.016	0	0	3	1600	0.016	0	3	1600	0.016	0	3	1600	0.016
EB Right	17	0	0.000	0	17	0	0.000	0	17	0	0.000	1	0	18	0	0.000	0	18	0	0.000	0	18	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	1	1600	0.013	0	1	1600	0.013	0	1	1600	0.013	0	0	1	1600	0.013	0	1	1600	0.013	0	1	1600	0.013
WB Right	19	0	0.000	0	19	0	0.000	0	19	0	0.000	1	0	20	0	0.000	0	20	0	0.000	0	20	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.751				0.753				0.753					0.809				0.811				0.811
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: Duncan Avenue-Duncan Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	2	0	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
NB Thru	1356	4800	0.284	72	1428	4800	0.299	0	1428	4800	0.299	55	193	1604	4800	0.336	72	1676	4800	0.351	0	1676	4800	0.351
NB Right	8	0	0.000	0	8	0	0.000	0	8	0	0.000	0	0	8	0	0.000	0	8	0	0.000	0	8	0	0.000
SB Left	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016	1	0	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016
SB Thru	2292	4800	0.481 *	16	2308	4800	0.485 *	0	2308	4800	0.485 *	93	242	2627	4800	0.551 *	16	2643	4800	0.555 *	0	2643	4800	0.555 *
SB Right	18	0	0.000	0	18	0	0.000	0	18	0	0.000	1	0	19	0	0.000	0	19	0	0.000	0	19	0	0.000
EB Left	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
EB Thru	1	1600	0.033 *	0	1	1600	0.033 *	0	1	1600	0.033 *	0	0	1	1600	0.034 *	0	1	1600	0.034 *	0	1	1600	0.034 *
EB Right	46	0	0.000	0	46	0	0.000	0	46	0	0.000	2	0	48	0	0.000	0	48	0	0.000	0	48	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	1600	0.019	0	0	1600	0.019	0	0	1600	0.019	0	0	0	1600	0.019	0	0	1600	0.019	0	0	1600	0.019
WB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	1	0	31	0	0.000	0	31	0	0.000	0	31	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.639				0.642				0.642					0.711				0.715				0.715
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004
NB Thru	3038	4800	0.637 *	11	3049	4800	0.640 *	0	3049	4800	0.640 *	123	154	3315	4800	0.695 *	11	3326	4800	0.698 *	0	3326	4800	0.698 *
NB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
SB Left	47	1600	0.029 *	0	47	1600	0.029 *	0	47	1600	0.029 *	2	0	49	1600	0.031 *	0	49	1600	0.031 *	0	49	1600	0.031 *
SB Thru	963	4800	0.203	76	1039	4800	0.219	0	1039	4800	0.219	39	123	1125	4800	0.237	76	1201	4800	0.253	0	1201	4800	0.253
SB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	0	0	11	0	0.000	0	11	0	0.000	0	11	0	0.000
EB Left	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *	0	0	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *
EB Thru	25	1600	0.029	0	25	1600	0.029	0	25	1600	0.029	1	0	26	1600	0.029	0	26	1600	0.029	0	26	1600	0.029
EB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
WB Left	15	1600	0.009	2	17	1600	0.011	0	17	1600	0.011	1	0	16	1600	0.010	2	18	1600	0.011	0	18	1600	0.011
WB Thru	18	1600	0.041 *	0	18	1600	0.041 *	0	18	1600	0.041 *	1	0	19	1600	0.043 *	0	19	1600	0.043 *	0	19	1600	0.043 *
WB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	2	0	49	0	0.000	0	49	0	0.000	0	49	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.814				0.816				0.816					0.875				0.878				0.878
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	24	1600	0.015 *	0	24	1600	0.015 *	0	24	1600	0.015 *	1	0	25	1600	0.016 *	0	25	1600	0.016 *	0	25	1600	0.016 *
NB Thru	1338	4800	0.283	72	1410	4800	0.299	0	1410	4800	0.299	54	193	1585	4800	0.335	72	1657	4800	0.350	0	1657	4800	0.350
NB Right	21	0	0.000	2	23	0	0.000	0	23	0	0.000	1	0	22	0	0.000	2	24	0	0.000	0	24	0	0.000
SB Left	20	1600	0.013	0	20	1600	0.013	0	20	1600	0.013	1	0	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013
SB Thru	2398	4800	0.502 *	16	2414	4800	0.506 *	0	2414	4800	0.506 *	97	242	2737	4800	0.573 *	16	2753	4800	0.576 *	0	2753	4800	0.576 *
SB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
EB Left	13	0	0.008	0	13	0	0.008	0	13	0	0.008	1	0	14	0	0.009	0	14	0	0.009	0	14	0	0.009
EB Thru	14	1600	0.026 *	0	14	1600	0.026 *	0	14	1600	0.026 *	1	0	15	1600	0.028 *	0	15	1600	0.028 *	0	15	1600	0.028 *
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	1	0	16	0	0.000	0	16	0	0.000	0	16	0	0.000
WB Left	39	1600	0.024 *	0	39	1600	0.024 *	0	39	1600	0.024 *	2	0	41	1600	0.026 *	0	41	1600	0.026 *	0	41	1600	0.026 *
WB Thru	17	1600	0.027	0	17	1600	0.027	0	17	1600	0.027	1	0	18	1600	0.028	0	18	1600	0.028	0	18	1600	0.028
WB Right	26	0	0.000	0	26	0	0.000	0	26	0	0.000	1	0	27	0	0.000	0	27	0	0.000	0	27	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.668				0.671				0.671					0.743				0.746				0.746
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	64	60	3056	995	50
Future Vol, veh/h	5	64	60	3056	995	50
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	67	63	3183	1036	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2461	544	1089	0	-	0
Stage 1	1063	-	-	-	-	-
Stage 2	1398	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	52	414	354	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	43	414	354	-	-	-
Mov Cap-2 Maneuver	43	-	-	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	142	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	354	- 255	-	-
HCM Lane V/C Ratio	0.177	- 0.282	-	-
HCM Control Delay (s)	17.3	- 24.6	-	-
HCM Lane LOS	C	- C	-	-
HCM 95th %tile Q(veh)	0.6	- 1.1	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	76	5	1451	2452	13
Future Vol, veh/h	16	76	5	1451	2452	13
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	78	5	1496	2528	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3144	1271	2541	0	-	0
Stage 1	2535	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	22	136	66	-	-	-
Stage 1	25	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	20	136	66	-	-	-
Mov Cap-2 Maneuver	20	-	-	-	-	-
Stage 1	25	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 349.5	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	66	- 68	-	-
HCM Lane V/C Ratio	0.078	- 1.395	-	-
HCM Control Delay (s)	64.1	-$ 349.5	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.2	- 7.9	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	66	62	3334	1156	52
Future Vol, veh/h	5	66	62	3334	1156	52
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	69	65	3473	1204	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2749	629	1258	0	-	0
Stage 1	1231	-	-	-	-	-
Stage 2	1518	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	36	364	293	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	364	293	-	-	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	116	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.9	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	293	- 197	-	-
HCM Lane V/C Ratio	0.22	- 0.375	-	-
HCM Control Delay (s)	20.7	- 33.9	-	-
HCM Lane LOS	C	- D	-	-
HCM 95th %tile Q(veh)	0.8	- 1.6	-	-

Intersection	
Int Delay, s/veh	16.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	79	5	1700	2793	13
Future Vol, veh/h	16	79	5	1700	2793	13
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	81	5	1753	2879	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3597	1446	2893	0	-	0
Stage 1	2886	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	~ 12	104	43	-	-	-
Stage 1	~ 15	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 11	104	43	-	-	-
Mov Cap-2 Maneuver	~ 11	-	-	-	-	-
Stage 1	~ 15	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 786.6	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	43	- 43	-	-
HCM Lane V/C Ratio	0.12	- 2.278	-	-
HCM Control Delay (s)	99.8	-$ 786.6	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.4	- 10.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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600 S. Lake Avenue, Ste 500, Pasadena 91106
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INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 30th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU14

Pacific Coast Highway @ 30th Street
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	47	1600	0.029	13	60	1600	0.038	0	60	1600	0.038	2	0	49	1600	0.031	13	62	1600	0.039	0	62	1600	0.039
NB Thru	3047	4800	0.635 *	9	3056	4800	0.637 *	0	3056	4800	0.637 *	124	154	3325	4800	0.693 *	9	3334	4800	0.695 *	0	3334	4800	0.695 *
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
SB Thru	929	4800	0.201	66	995	4800	0.218	0	995	4800	0.218	38	123	1090	4800	0.235	66	1156	4800	0.252	0	1156	4800	0.252
SB Right	37	0	0.000	13	50	0	0.000	0	50	0	0.000	2	0	39	0	0.000	13	52	0	0.000	0	52	0	0.000
EB Left	3	0	0.002	2	5	0	0.003	0	5	0	0.003	0	0	3	0	0.002	2	5	0	0.003	0	5	0	0.003
EB Thru	0	1600	0.035 *	0	0	1600	0.043 *	0	0	1600	0.043 *	0	0	0	1600	0.036 *	0	0	1600	0.044 *	0	0	1600	0.044 *
EB Right	53	0	0.000	11	64	0	0.000	0	64	0	0.000	2	0	55	0	0.000	11	66	0	0.000	0	66	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.770				0.780				0.780					0.829				0.839				0.839
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turn 3-7 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 30th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU14

Pacific Coast Highway @ 30th Street
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
NB Thru	1389	4800	0.289	62	1451	4800	0.302	0	1451	4800	0.302	56	193	1638	4800	0.341	62	1700	4800	0.354	0	1700	4800	0.354
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Thru	2438	4800	0.510 *	14	2452	4800	0.514 *	0	2452	4800	0.514 *	99	242	2779	4800	0.581 *	14	2793	4800	0.585 *	0	2793	4800	0.585 *
SB Right	10	0	0.000	3	13	0	0.000	0	13	0	0.000	0	0	10	0	0.000	3	13	0	0.000	0	13	0	0.000
EB Left	4	0	0.003	12	16	0	0.010	0	16	0	0.010	0	0	4	0	0.003	12	16	0	0.010	0	16	0	0.010
EB Thru	0	1600	0.041 *	0	0	1600	0.058 *	0	0	1600	0.058 *	0	0	0	1600	0.043 *	0	0	1600	0.059 *	0	0	1600	0.059 *
EB Right	62	0	0.000	14	76	0	0.000	0	76	0	0.000	3	0	65	0	0.000	14	79	0	0.000	0	79	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.654				0.674				0.674					0.727				0.747				0.747
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turn 3-7 PM

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	22	0	0	67	82	3060	18	49	938	75
Future Vol, veh/h	0	0	22	0	0	67	82	3060	18	49	938	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	70	85	3188	19	51	977	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2525	4456	495	3861	4447	1603	977	0	0	3206	0	0
Stage 1	1079	1079	-	3368	3368	-	-	-	-	-	-	-
Stage 2	1446	3377	-	493	1079	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	30	1	445	4	1	81	402	-	-	~ 29	-	-
Stage 1	175	293	-	4	19	-	-	-	-	-	-	-
Stage 2	123	19	-	481	293	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	1	443	3	1	81	400	-	-	~ 29	-	-
Mov Cap-2 Maneuver	3	1	-	3	1	-	-	-	-	-	-	-
Stage 1	138	293	-	3	15	-	-	-	-	-	-	-
Stage 2	13	15	-	454	293	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	153.2	0.4	30.3
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	400	-	-	443	81	~ 29	-	-
HCM Lane V/C Ratio	0.214	-	-	0.052	0.862	1.76	-	-
HCM Control Delay (s)	16.4	-	-	13.6	153.2	$ 657.3	-	-
HCM Lane LOS	C	-	-	B	F	F	-	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	4.5	6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	148	0	0	52	20	1416	24	3	2523	16
Future Vol, veh/h	0	0	148	0	0	52	20	1416	24	3	2523	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	44	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	50	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	90	98	90	98	98	98	98	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	164	0	0	53	22	1445	24	3	2574	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3203	4095	1331	2538	4083	735	2574	0	0	1469	0	0
Stage 1	2581	2581	-	1502	1502	-	-	-	-	-	-	-
Stage 2	622	1514	-	1036	2581	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	11	2	~ 124	29	2	311	63	-	-	231	-	-
Stage 1	14	52	-	88	183	-	-	-	-	-	-	-
Stage 2	402	181	-	223	52	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	1	~ 119	-	1	311	61	-	-	231	-	-
Mov Cap-2 Maneuver	7	1	-	-	1	-	-	-	-	-	-	-
Stage 1	9	51	-	56	117	-	-	-	-	-	-	-
Stage 2	213	116	-	-	51	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	283		1.4	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	61	-	-	119	-	231	-	-
HCM Lane V/C Ratio	0.364	-	-	1.382	-	0.013	-	-
HCM Control Delay (s)	94.6	-	-	283	-	20.8	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	1.3	-	-	11.2	-	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	15.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	22	0	0	70	82	3337	19	51	1099	75
Future Vol, veh/h	0	0	22	0	0	70	82	3337	19	51	1099	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	73	85	3476	20	53	1145	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2812	4918	578	4221	4908	1748	1145	0	0	3496	0	0
Stage 1	1251	1251	-	3657	3657	-	-	-	-	-	-	-
Stage 2	1561	3667	-	564	1251	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	19	1	393	2	1	~ 64	333	-	-	~ 21	-	-
Stage 1	133	242	-	2	13	-	-	-	-	-	-	-
Stage 2	104	13	-	436	242	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	1	391	2	1	~ 64	331	-	-	~ 21	-	-
Mov Cap-2 Maneuver	-	1	-	2	1	-	-	-	-	-	-	-
Stage 1	99	242	-	1	10	-	-	-	-	-	-	-
Stage 2	-	10	-	408	242	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	265.3	0.5	45
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	331	-	-	391	64	~ 21	-	-
HCM Lane V/C Ratio	0.258	-	-	0.059	1.139	2.53	-	-
HCM Control Delay (s)	19.6	-	-	14.8	265.3	1080.6	-	-
HCM Lane LOS	C	-	-	B	F	F	-	-
HCM 95th %tile Q(veh)	1	-	-	0.2	5.8	6.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	16.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	148	0	0	54	20	1664	25	3	2867	16
Future Vol, veh/h	0	0	148	0	0	54	20	1664	25	3	2867	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	44	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	50	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	90	98	90	98	98	98	98	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	164	0	0	55	22	1698	26	3	2926	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3656	4700	1507	2931	4687	862	2926	0	0	1723	0	0
Stage 1	2932	2932	-	1755	1755	-	-	-	-	-	-	-
Stage 2	724	1768	-	1176	2932	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	5	1	~ 94	16	1	256	41	-	-	173	-	-
Stage 1	8	33	-	58	137	-	-	-	-	-	-	-
Stage 2	348	135	-	182	33	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	2	0	~ 91	-	0	256	39	-	-	173	-	-
Mov Cap-2 Maneuver	2	0	-	-	0	-	-	-	-	-	-	-
Stage 1	3	32	-	25	60	-	-	-	-	-	-	-
Stage 2	119	59	-	-	32	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 481.4		2.3	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	39	-	-	91	-	173	-	-
HCM Lane V/C Ratio	0.57	-	-	1.807	-	0.018	-	-
HCM Control Delay (s)	182.3	-	-	$ 481.4	-	26.2	-	-
HCM Lane LOS	F	-	-	F	-	D	-	-
HCM 95th %tile Q(veh)	2	-	-	13.7	-	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Keats Street
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Keats Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000	82	82	1600	0.051	0	82	1600	0.051	0	0	0	0	0.000	82	82	1600	0.051	0	82	1600	0.051
NB Thru	3038	4800	0.637 *	22	3060	4800	0.641 *	0	3060	4800	0.641 *	123	154	3315	4800	0.695 *	22	3337	4800	0.699 *	0	3337	4800	0.699 *
NB Right	18	0	0.000	0	18	0	0.000	0	18	0	0.000	1	0	19	0	0.000	0	19	0	0.000	0	19	0	0.000
SB Left [3]	49	1600	0.031 *	0	49	1600	0.031 *	0	49	1600	0.031 *	2	0	51	1600	0.032 *	0	51	1600	0.032 *	0	51	1600	0.032 *
SB Thru	936	4800	0.195	2	938	4800	0.195	0	938	4800	0.195	38	123	1097	4800	0.229	2	1099	4800	0.229	0	1099	4800	0.229
SB Right	0	0	0.000	75	75	1600	0.047	0	75	1600	0.047	0	0	0	0	0.000	75	75	1600	0.047	0	75	1600	0.047
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	1600	0.014	0	0	1600	0.014	0	0	0	0	0.000	0	0	1600	0.014	0	0	1600	0.014
EB Right	0	0	0.000	22	22	0	0.000	0	22	0	0.000	0	0	0	0	0.000	22	22	0	0.000	0	22	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	1600	0.042 *	0	0	1600	0.042 *	0	0	1600	0.042 *	0	0	0	1600	0.044 *	0	0	1600	0.044 *	0	0	1600	0.044 *
WB Right	67	0	0.000	0	67	0	0.000	0	67	0	0.000	3	0	70	0	0.000	0	70	0	0.000	0	70	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.809				0.814				0.814					0.870				0.875				0.875
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No southbound left-turn 3-7 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Keats Street
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Keats Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	20	20	1600	0.013 *	0	20	1600	0.013 *	0	0	0	0	0.000 *	20	20	1600	0.013 *	0	20	1600	0.013 *
NB Thru	1354	4800	0.287	62	1416	4800	0.300	0	1416	4800	0.300	55	193	1602	4800	0.339	62	1664	4800	0.352	0	1664	4800	0.352
NB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	1	0	25	0	0.000	0	25	0	0.000	0	25	0	0.000
SB Left [3]	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
SB Thru	2511	4800	0.523 *	12	2523	4800	0.526 *	0	2523	4800	0.526 *	102	242	2855	4800	0.595 *	12	2867	4800	0.597 *	0	2867	4800	0.597 *
SB Right	0	0	0.000	16	16	1600	0.010	0	16	1600	0.010	0	0	0	0	0.000	16	16	1600	0.010	0	16	1600	0.010
EB Left	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000
EB Thru	0	0	0.000	0	0	1600	0.093 *	0	0	1600	0.093 *	0	0	0	0	0.000	0	0	1600	0.093 *	0	0	1600	0.093 *
EB Right	0	0	0.000	148	148	0	0.000	0	148	0	0.000	0	0	0	0	0.000	148	148	0	0.000	0	148	0	0.000
WB Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	1600	0.033 *	0	0	1600	0.033	0	0	1600	0.033	0	0	0	1600	0.034 *	0	0	1600	0.034	0	0	1600	0.034
WB Right	52	0	0.000	0	52	0	0.000	0	52	0	0.000	2	0	54	0	0.000	0	54	0	0.000	0	54	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.656				0.731				0.731					0.729				0.802				0.802
LOS			B				C				C					C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No southbound left-turn 3-7 PM

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	39	3038	6	9	34	969
Future Vol, veh/h	0	39	3038	6	9	34	969
Conflicting Peds, #/hr	0	0	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	40	3132	6	9	35	999

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3623	1569	0	0	2331	3138	0
Stage 1	3135	-	-	-	-	-	-
Stage 2	488	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	11	85	-	-	78	~ 32	-
Stage 1	10	-	-	-	-	-	-
Stage 2	532	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	11	85	-	-	34	~ 34	-
Mov Cap-2 Maneuver	11	-	-	-	-	-	-
Stage 1	10	-	-	-	-	-	-
Stage 2	530	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	80.7	0	18.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	85	~ 34	-
HCM Lane V/C Ratio	-	-	0.473	1.304	-
HCM Control Delay (s)	-	-	80.7	$ 444.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	2	4.8	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	7	50	1317	17	62	58	2545
Future Vol, veh/h	7	50	1317	17	62	58	2545
Conflicting Peds, #/hr	0	0	0	14	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	51	1344	17	63	59	2597

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2637	681	0	0	1045	1361	0
Stage 1	1353	-	-	-	-	-	-
Stage 2	1284	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	42	337	-	-	415	261	-
Stage 1	146	-	-	-	-	-	-
Stage 2	200	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	42	337	-	-	302	302	-
Mov Cap-2 Maneuver	42	-	-	-	-	-	-
Stage 1	146	-	-	-	-	-	-
Stage 2	198	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	181	302	-
HCM Lane V/C Ratio	-	-	0.321	0.405	-
HCM Control Delay (s)	-	-	34	24.9	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	1.9	-

Intersection	
Int Delay, s/veh	14.3

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	5	43	3309	6	9	39	1127
Future Vol, veh/h	5	43	3309	6	9	39	1127
Conflicting Peds, #/hr	0	0	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	5	44	3411	6	9	40	1162

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3978	1709	0	0	2539	3418	0
Stage 1	3414	-	-	-	-	-	-
Stage 2	564	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	7	68	-	-	59	~ 23	-
Stage 1	6	-	-	-	-	-	-
Stage 2	486	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	7	68	-	-	23	~ 23	-
Mov Cap-2 Maneuver	7	-	-	-	-	-	-
Stage 1	6	-	-	-	-	-	-
Stage 2	484	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 451.9	0	36.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	36	~ 23	-
HCM Lane V/C Ratio	-	-	1.375	2.152	-
HCM Control Delay (s)	-	-	$ 451.9	$ 898.7	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.2	6.3	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	24	60	1555	18	62	69	2877
Future Vol, veh/h	24	60	1555	18	62	69	2877
Conflicting Peds, #/hr	0	0	0	14	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	24	61	1587	18	63	70	2936

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3038	803	0	0	1233	1605	0
Stage 1	1596	-	-	-	-	-	-
Stage 2	1442	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	25	280	-	-	326	198	-
Stage 1	103	-	-	-	-	-	-
Stage 2	164	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	25	280	-	-	222	222	-
Mov Cap-2 Maneuver	25	-	-	-	-	-	-
Stage 1	103	-	-	-	-	-	-
Stage 2	162	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	267	0	1.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	72	222	-
HCM Lane V/C Ratio	-	-	1.19	0.602	-
HCM Control Delay (s)	-	-	267	43.2	-
HCM Lane LOS	-	-	F	E	-
HCM 95th %tile Q(veh)	-	-	6.6	3.5	-

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
NB Thru	2299	4800	0.479 *	55	2354	4800	0.490 *	0	2354	4800	0.490 *	93	105	2497	4800	0.520 *	55	2552	4800	0.532 *	0	2552	4800	0.532 *
NB Right	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096	6	42	202	1600	0.126	0	202	1600	0.126	0	202	1600	0.126
SB Left	176	2880	0.061 *	6	182	2880	0.063 *	0	182	2880	0.063 *	7	29	212	2880	0.074 *	6	218	2880	0.076 *	0	218	2880	0.076 *
SB Thru	706	4800	0.156	8	714	4800	0.158	0	714	4800	0.158	29	88	823	4800	0.182	8	831	4800	0.184	0	831	4800	0.184
SB Right	45	0	0.000	1	46	0	0.000	0	46	0	0.000	2	4	51	0	0.000	1	52	0	0.000	0	52	0	0.000
EB Left	92	1600	0.058 *	0	92	1600	0.058 *	0	92	1600	0.058 *	4	9	105	1600	0.066 *	0	105	1600	0.066 *	0	105	1600	0.066 *
EB Thru	363	3200	0.135	0	363	3200	0.135	0	363	3200	0.135	15	19	397	3200	0.147	0	397	3200	0.147	0	397	3200	0.147
EB Right	69	0	0.000	0	69	0	0.000	0	69	0	0.000	3	0	72	0	0.000	0	72	0	0.000	0	72	0	0.000
WB Left	282	2880	0.098	0	282	2880	0.098	0	282	2880	0.098	11	61	354	2880	0.123	0	354	2880	0.123	0	354	2880	0.123
WB Thru	506	3200	0.158	0	506	3200	0.158	0	506	3200	0.158	21	28	555	3200	0.173	0	555	3200	0.173	0	555	3200	0.173
WB Right [3]	592	1600	0.309 *	40	632	1600	0.332 *	0	632	1600	0.332 *	24	44	660	1600	0.339 *	40	700	1600	0.362 *	0	700	1600	0.362 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.006				1.043				1.043					1.098				1.135				1.135
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	2	0	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
NB Thru	993	4800	0.207	11	1004	4800	0.209	0	1004	4800	0.209	40	140	1173	4800	0.244	11	1184	4800	0.247	0	1184	4800	0.247
NB Right	265	1600	0.166	0	265	1600	0.166	0	265	1600	0.166	11	109	385	1600	0.241	0	385	1600	0.241	0	385	1600	0.241
SB Left	481	2880	0.167	38	519	2880	0.180	0	519	2880	0.180	20	58	559	2880	0.194	38	597	2880	0.207	0	597	2880	0.207
SB Thru	1893	4800	0.408 *	52	1945	4800	0.421 *	0	1945	4800	0.421 *	77	177	2147	4800	0.465 *	52	2199	4800	0.477 *	0	2199	4800	0.477 *
SB Right	66	0	0.000	9	75	0	0.000	0	75	0	0.000	3	14	83	0	0.000	9	92	0	0.000	0	92	0	0.000
EB Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	3	15	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
EB Thru	404	3200	0.143 *	0	404	3200	0.143 *	0	404	3200	0.143 *	16	45	465	3200	0.163 *	0	465	3200	0.163 *	0	465	3200	0.163 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	2	0	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	268	2880	0.093 *	0	268	2880	0.093 *	0	268	2880	0.093 *	11	107	386	2880	0.134 *	0	386	2880	0.134 *	0	386	2880	0.134 *
WB Thru	346	3200	0.108	0	346	3200	0.108	0	346	3200	0.108	14	39	399	3200	0.125	0	399	3200	0.125	0	399	3200	0.125
WB Right [3]	274	1600	0.004	8	282	1600	0.000	0	282	1600	0.000	11	48	333	1600	0.014	8	341	1600	0.006	0	341	1600	0.006
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.769				0.782				0.782					0.887				0.900				0.900
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 21st Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU18

Pacific Coast Highway @ 21st Street
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	2	0	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028
NB Thru	2477	4800	0.523 *	55	2532	4800	0.534 *	0	2532	4800	0.534 *	101	147	2725	4800	0.575 *	55	2780	4800	0.586 *	0	2780	4800	0.586 *
NB Right	33	0	0.000	0	33	0	0.000	0	33	0	0.000	1	0	34	0	0.000	0	34	0	0.000	0	34	0	0.000
SB Left	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	1	5	26	1600	0.016 *	0	26	1600	0.016 *	0	26	1600	0.016 *
SB Thru	897	4800	0.190	8	905	4800	0.191	0	905	4800	0.191	36	145	1078	4800	0.228	8	1086	4800	0.229	0	1086	4800	0.229
SB Right	14	0	0.000	0	14	0	0.000	0	14	0	0.000	1	0	15	0	0.000	0	15	0	0.000	0	15	0	0.000
EB Left	54	0	0.034 *	0	54	0	0.034 *	0	54	0	0.034 *	2	0	56	0	0.035 *	0	56	0	0.035 *	0	56	0	0.035 *
EB Thru	84	1600	0.094	0	84	1600	0.094	0	84	1600	0.094	3	0	87	1600	0.098	0	87	1600	0.098	0	87	1600	0.098
EB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
WB Left	75	0	0.047	0	75	0	0.047	0	75	0	0.047	3	0	78	0	0.049	0	78	0	0.049	0	78	0	0.049
WB Thru	92	1600	0.144 *	0	92	1600	0.144 *	0	92	1600	0.144 *	4	0	96	1600	0.154 *	0	96	1600	0.154 *	0	96	1600	0.154 *
WB Right	63	0	0.000	0	63	0	0.000	0	63	0	0.000	3	6	72	0	0.000	0	72	0	0.000	0	72	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.813				0.824				0.824					0.880				0.891				0.891
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 21st Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU18

Pacific Coast Highway @ 21st Street
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	31	1600	0.019 *	0	31	1600	0.019 *	0	31	1600	0.019 *	1	0	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *
NB Thru	1245	4800	0.265	11	1256	4800	0.267	0	1256	4800	0.267	51	240	1536	4800	0.325	11	1547	4800	0.328	0	1547	4800	0.328
NB Right	25	0	0.000	0	25	0	0.000	0	25	0	0.000	1	0	26	0	0.000	0	26	0	0.000	0	26	0	0.000
SB Left	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046	3	20	97	1600	0.061	0	97	1600	0.061	0	97	1600	0.061
SB Thru	2074	4800	0.448 *	52	2126	4800	0.459 *	0	2126	4800	0.459 *	84	270	2428	4800	0.522 *	52	2480	4800	0.533 *	0	2480	4800	0.533 *
SB Right	76	0	0.000	0	76	0	0.000	0	76	0	0.000	3	0	79	0	0.000	0	79	0	0.000	0	79	0	0.000
EB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	0	22	0	0.014 *	0	22	0	0.014 *	0	22	0	0.014 *
EB Thru	47	1600	0.051	0	47	1600	0.051	0	47	1600	0.051	2	0	49	1600	0.053	0	49	1600	0.053	0	49	1600	0.053
EB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
WB Left	33	0	0.021	0	33	0	0.021	0	33	0	0.021	1	0	34	0	0.021	0	34	0	0.021	0	34	0	0.021
WB Thru	56	1600	0.081 *	0	56	1600	0.081 *	0	56	1600	0.081 *	2	0	58	1600	0.099 *	0	58	1600	0.099 *	0	58	1600	0.099 *
WB Right	41	0	0.000	0	41	0	0.000	0	41	0	0.000	2	23	66	0	0.000	0	66	0	0.000	0	66	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.662				0.673				0.673					0.755				0.766				0.766
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 16th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU19

Pacific Coast Highway @ 16th Street
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044	3	0	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
NB Thru	2311	4800	0.488 *	55	2366	4800	0.499 *	0	2366	4800	0.499 *	94	147	2552	4800	0.538 *	55	2607	4800	0.550 *	0	2607	4800	0.550 *
NB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	1	0	31	0	0.000	0	31	0	0.000	0	31	0	0.000
SB Left	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *	0	0	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *
SB Thru	813	4800	0.169	8	821	4800	0.171	0	821	4800	0.171	33	145	991	4800	0.206	8	999	4800	0.208	0	999	4800	0.208
SB Right	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	6	0	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.103
EB Left [3]	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *	3	0	82	1600	0.051 *	0	82	1600	0.051 *	0	82	1600	0.051 *
EB Thru [3]	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
EB Right [3]	52	1600	0.033	0	52	1600	0.033	0	52	1600	0.033	2	0	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
WB Left [3]	29	0	0.018	0	29	0	0.018	0	29	0	0.018	1	0	30	0	0.019	0	30	0	0.019	0	30	0	0.019
WB Thru [3]	2	1600	0.035 *	0	2	1600	0.035 *	0	2	1600	0.035 *	0	0	2	1600	0.036 *	0	2	1600	0.036 *	0	2	1600	0.036 *
WB Right [3]	25	0	0.000	0	25	0	0.000	0	25	0	0.000	1	0	26	0	0.000	0	26	0	0.000	0	26	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.676				0.688				0.688					0.730				0.741				0.741
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 16th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU19

Pacific Coast Highway @ 16th Street
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056 *	0	89	1600	0.056 *	0	89	1600	0.056 *	4	0	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *
NB Thru	1026	4800	0.218	11	1037	4800	0.220	0	1037	4800	0.220	42	240	1308	4800	0.277	11	1319	4800	0.279	0	1319	4800	0.279
NB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
SB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003
SB Thru	1884	4800	0.393 *	52	1936	4800	0.403 *	0	1936	4800	0.403 *	76	270	2230	4800	0.465 *	52	2282	4800	0.475 *	0	2282	4800	0.475 *
SB Right	271	1600	0.169	0	271	1600	0.169	0	271	1600	0.169	11	0	282	1600	0.176	0	282	1600	0.176	0	282	1600	0.176
EB Left [3]	167	1600	0.104 *	0	167	1600	0.104 *	0	167	1600	0.104 *	7	0	174	1600	0.109 *	0	174	1600	0.109 *	0	174	1600	0.109 *
EB Thru [3]	4	0	0.000	0	4	0	0.000	0	4	0	0.000	0	0	4	0	0.000	0	4	0	0.000	0	4	0	0.000
EB Right [3]	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	5	0	117	1600	0.073	0	117	1600	0.073	0	117	1600	0.073
WB Left [3]	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	0	28	0	0.018	0	28	0	0.018	0	28	0	0.018
WB Thru [3]	0	1600	0.019 *	0	0	1600	0.019 *	0	0	1600	0.019 *	0	0	0	1600	0.020 *	0	0	1600	0.020 *	0	0	1600	0.020 *
WB Right [3]	4	0	0.000	0	4	0	0.000	0	4	0	0.000	0	0	4	0	0.000	0	4	0	0.000	0	4	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.672				0.683				0.683					0.751				0.762				0.762
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Pier Avenue-14th Street
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Pacific Coast Highway
E-W St: Pier Avenue-14th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU20

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	329	2880	0.114	0	329	2880	0.114	0	329	2880	0.114	13	19	361	2880	0.125	0	361	2880	0.125	0	361	2880	0.125
NB Thru	2247	4800	0.470 *	51	2298	4800	0.481 *	0	2298	4800	0.481 *	91	134	2472	4800	0.517 *	51	2523	4800	0.528 *	0	2523	4800	0.528 *
NB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	0	9	0	0.000	0	9	0	0.000	0	9	0	0.000
SB Left	0	1600	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *	0	0	0	1600	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *
SB Thru	809	4800	0.195	7	816	4800	0.196	0	816	4800	0.196	33	126	968	4800	0.233	7	975	4800	0.235	0	975	4800	0.235
SB Right	126	0	0.000	1	127	0	0.000	0	127	0	0.000	5	20	151	0	0.000	1	152	0	0.000	0	152	0	0.000
EB Left	247	2880	0.086 *	4	251	2880	0.087 *	0	251	2880	0.087 *	10	13	270	2880	0.094 *	4	274	2880	0.095 *	0	274	2880	0.095 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3,4]	186	1600	0.002	0	186	1600	0.002	0	186	1600	0.002	8	12	206	1600	0.003	0	206	1600	0.003	0	206	1600	0.003
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right [4]	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *	0	0	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.658				0.670				0.670					0.713				0.725				0.725
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.
4 No right-turn on red 6-9 AM and 3-7 PM.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: Pier Avenue-14th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU20

Pacific Coast Highway @ Pier Avenue-14th Street
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	331	2880	0.115 *	0	331	2880	0.115 *	0	331	2880	0.115 *	13	17	361	2880	0.125 *	0	361	2880	0.125 *	0	361	2880	0.125 *
NB Thru	971	4800	0.205	11	982	4800	0.207	0	982	4800	0.207	39	219	1229	4800	0.259	11	1240	4800	0.261	0	1240	4800	0.261
NB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
SB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003
SB Thru	1846	4800	0.414 *	48	1894	4800	0.425 *	0	1894	4800	0.425 *	75	251	2172	4800	0.488 *	48	2220	4800	0.498 *	0	2220	4800	0.498 *
SB Right	143	0	0.000	3	146	0	0.000	0	146	0	0.000	6	20	169	0	0.000	3	172	0	0.000	0	172	0	0.000
EB Left	189	2880	0.066 *	1	190	2880	0.066 *	0	190	2880	0.066 *	8	21	218	2880	0.076 *	1	219	2880	0.076 *	0	219	2880	0.076 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3,4]	286	1600	0.064	0	286	1600	0.064	0	286	1600	0.064	12	18	316	1600	0.072	0	316	1600	0.072	0	316	1600	0.072
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right [4]	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	1	0	21	1600	0.013 *	0	21	1600	0.013 *	0	21	1600	0.013 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.707				0.718				0.718					0.802				0.813				0.813
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.
4 No right-turn on red 6-9 AM and 3-7 PM.

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INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Aviation Boulevard-10th Street
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Pacific Coast Highway
E-W St: Aviation Boulevard-10th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU21

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	0	0	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003
NB Thru	2363	4800	0.492 *	51	2414	4800	0.503 *	0	2414	4800	0.503 *	96	145	2604	4800	0.543 *	51	2655	4800	0.553 *	0	2655	4800	0.553 *
NB Right	767	1600	0.479	0	767	1600	0.479	0	767	1600	0.479	31	16	814	1600	0.509	0	814	1600	0.509	0	814	1600	0.509
SB Left	179	1600	0.112 *	0	179	1600	0.112 *	0	179	1600	0.112 *	7	5	191	1600	0.119 *	0	191	1600	0.119 *	0	191	1600	0.119 *
SB Thru	686	4800	0.143	7	693	4800	0.145	0	693	4800	0.145	28	133	847	4800	0.177	7	854	4800	0.178	0	854	4800	0.178
SB Right	1	0	0.000	0	1	0	0.000	0	1	0	0.000	0	0	1	0	0.000	0	1	0	0.000	0	1	0	0.000
EB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
WB Left	655	0	0.205 *	0	655	0	0.205 *	0	655	0	0.205 *	27	20	702	0	0.219 *	0	702	0	0.219 *	0	702	0	0.219 *
WB Thru	1	3200	0.205	0	1	3200	0.205	0	1	3200	0.205	0	0	1	3200	0.220	0	1	3200	0.220	0	1	3200	0.220
WB Right [3,4]	296	1600	0.073	0	296	1600	0.073	0	296	1600	0.073	12	8	316	1600	0.078	0	316	1600	0.078	0	316	1600	0.078
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.912				0.923				0.923					0.984				0.995				0.995
LOS			E				E				E					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.
4 No right-turn on red.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Aviation Boulevard-10th Street
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Pacific Coast Highway
E-W St: Aviation Boulevard-10th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU21

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	0	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006
NB Thru	1004	4800	0.209	11	1015	4800	0.211	0	1015	4800	0.211	41	229	1274	4800	0.265	11	1285	4800	0.268	0	1285	4800	0.268
NB Right	564	1600	0.353 *	0	564	1600	0.353 *	0	564	1600	0.353 *	23	39	626	1600	0.391 *	0	626	1600	0.391 *	0	626	1600	0.391 *
SB Left	291	1600	0.182 *	0	291	1600	0.182 *	0	291	1600	0.182 *	12	7	310	1600	0.194 *	0	310	1600	0.194 *	0	310	1600	0.194 *
SB Thru	1839	4800	0.383	48	1887	4800	0.393	0	1887	4800	0.393	75	262	2176	4800	0.453	48	2224	4800	0.463	0	2224	4800	0.463
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001
WB Left	622	0	0.194	0	622	0	0.194	0	622	0	0.194	25	35	682	0	0.213	0	682	0	0.213	0	682	0	0.213
WB Thru	18	3200	0.200 *	0	18	3200	0.200 *	0	18	3200	0.200 *	1	0	19	3200	0.219 *	0	19	3200	0.219 *	0	19	3200	0.219 *
WB Right [3,4]	244	1600	0.000	0	244	1600	0.000	0	244	1600	0.000	10	7	261	1600	0.000	0	261	1600	0.000	0	261	1600	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.834				0.834				0.834					0.904				0.904				0.904
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.
4 No right-turn on red.

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Prospect Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU22

Prospect Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	179	0	0.112 *	4	183	0	0.114 *	0	183	0	0.114 *	7	3	189	0	0.118 *	4	193	0	0.121 *	0	193	0	0.121 *
NB Thru	76	1600	0.159	0	76	1600	0.162	0	76	1600	0.162	3	0	79	1600	0.168	0	79	1600	0.170	0	79	1600	0.170
NB Right	224	1600	0.140	0	224	1600	0.140	0	224	1600	0.140	9	5	238	1600	0.149	0	238	1600	0.149	0	238	1600	0.149
SB Left	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	5	33	0	0.021	0	33	0	0.021	0	33	0	0.021
SB Thru	49	1600	0.075 *	0	49	1600	0.075 *	0	49	1600	0.075 *	2	2	53	1600	0.083 *	0	53	1600	0.083 *	0	53	1600	0.083 *
SB Right	44	0	0.000	0	44	0	0.000	0	44	0	0.000	2	0	46	0	0.000	0	46	0	0.000	0	46	0	0.000
EB Left	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *	2	0	44	1600	0.028 *	0	44	1600	0.028 *	0	44	1600	0.028 *
EB Thru	655	3200	0.241	5	660	3200	0.243	0	660	3200	0.243	27	89	771	3200	0.279	5	776	3200	0.281	0	776	3200	0.281
EB Right	116	0	0.000	1	117	0	0.000	0	117	0	0.000	5	0	121	0	0.000	1	122	0	0.000	0	122	0	0.000
WB Left	125	1600	0.078	0	125	1600	0.078	0	125	1600	0.078	5	6	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085
WB Thru	1151	3200	0.386 *	36	1187	3200	0.397 *	0	1187	3200	0.397 *	47	140	1338	3200	0.445 *	36	1374	3200	0.456 *	0	1374	3200	0.456 *
WB Right	83	0	0.000	0	83	0	0.000	0	83	0	0.000	3	0	86	0	0.000	0	86	0	0.000	0	86	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.699				0.713				0.713					0.773				0.787				0.787
LOS			B				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Prospect Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU22

Prospect Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	98	0	0.061 *	1	99	0	0.062 *	0	99	0	0.062 *	4	6	108	0	0.068 *	1	109	0	0.068 *	0	109	0	0.068 *
NB Thru	40	1600	0.086	0	40	1600	0.087	0	40	1600	0.087	2	0	42	1600	0.094	0	42	1600	0.094	0	42	1600	0.094
NB Right	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033	2	20	75	1600	0.047	0	75	1600	0.047	0	75	1600	0.047
SB Left	50	0	0.031	0	50	0	0.031	0	50	0	0.031	2	17	69	0	0.043	0	69	0	0.043	0	69	0	0.043
SB Thru	97	1600	0.105 *	0	97	1600	0.105 *	0	97	1600	0.105 *	4	6	107	1600	0.124 *	0	107	1600	0.124 *	0	107	1600	0.124 *
SB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
EB Left	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	1	0	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021
EB Thru	1072	3200	0.372 *	34	1106	3200	0.384 *	0	1106	3200	0.384 *	44	212	1328	3200	0.454 *	34	1362	3200	0.465 *	0	1362	3200	0.465 *
EB Right	119	0	0.000	3	122	0	0.000	0	122	0	0.000	5	0	124	0	0.000	3	127	0	0.000	0	127	0	0.000
WB Left	167	1600	0.104 *	0	167	1600	0.104 *	0	167	1600	0.104 *	7	23	197	1600	0.123 *	0	197	1600	0.123 *	0	197	1600	0.123 *
WB Thru	696	3200	0.229	8	704	3200	0.232	0	704	3200	0.232	28	210	934	3200	0.304	8	942	3200	0.307	0	942	3200	0.307
WB Right	38	0	0.000	0	38	0	0.000	0	38	0	0.000	2	0	40	0	0.000	0	40	0	0.000	0	40	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.743				0.755				0.755					0.868				0.880				0.880
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Prospect Avenue @ Aviation Boulevard
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Prospect Avenue
E-W St: Aviation Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU23

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	3	0	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055
NB Thru	262	1600	0.164	4	266	1600	0.166	0	266	1600	0.166	11	1	274	1600	0.171	4	278	1600	0.174	0	278	1600	0.174
NB Right	345	1600	0.216 *	0	345	1600	0.216 *	0	345	1600	0.216 *	14	0	359	1600	0.224 *	0	359	1600	0.224 *	0	359	1600	0.224 *
SB Left	45	1600	0.028 *	0	45	1600	0.028 *	0	45	1600	0.028 *	2	0	47	1600	0.029 *	0	47	1600	0.029 *	0	47	1600	0.029 *
SB Thru	132	1600	0.083	1	133	1600	0.083	0	133	1600	0.083	5	1	138	1600	0.086	1	139	1600	0.087	0	139	1600	0.087
SB Right	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
EB Left	68	1600	0.043	0	68	1600	0.043	0	68	1600	0.043	3	0	71	1600	0.044	0	71	1600	0.044	0	71	1600	0.044
EB Thru	765	3200	0.249 *	0	765	3200	0.249 *	0	765	3200	0.249 *	31	21	817	3200	0.266 *	0	817	3200	0.266 *	0	817	3200	0.266 *
EB Right	32	0	0.000	0	32	0	0.000	0	32	0	0.000	1	0	33	0	0.000	0	33	0	0.000	0	33	0	0.000
WB Left	164	1600	0.103 *	0	164	1600	0.103 *	0	164	1600	0.103 *	7	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *
WB Thru	755	3200	0.255	0	755	3200	0.255	0	755	3200	0.255	31	28	814	3200	0.274	0	814	3200	0.274	0	814	3200	0.274
WB Right	60	0	0.000	0	60	0	0.000	0	60	0	0.000	2	0	62	0	0.000	0	62	0	0.000	0	62	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.695				0.695				0.695					0.726				0.726				0.726
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Prospect Avenue
E-W St: Aviation Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU23

Prospect Avenue @ Aviation Boulevard
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *	3	0	82	1600	0.051 *	0	82	1600	0.051 *	0	82	1600	0.051 *
NB Thru	178	1600	0.111	1	179	1600	0.112	0	179	1600	0.112	7	3	188	1600	0.118	1	189	1600	0.118	0	189	1600	0.118
NB Right	231	1600	0.144	0	231	1600	0.144	0	231	1600	0.144	9	0	240	1600	0.150	0	240	1600	0.150	0	240	1600	0.150
SB Left	119	1600	0.074	0	119	1600	0.074	0	119	1600	0.074	5	0	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078
SB Thru	276	1600	0.173 *	3	279	1600	0.174 *	0	279	1600	0.174 *	11	3	290	1600	0.181 *	3	293	1600	0.183 *	0	293	1600	0.183 *
SB Right	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026	2	0	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027
EB Left	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033	2	0	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034
EB Thru	736	3200	0.257 *	0	736	3200	0.257 *	0	736	3200	0.257 *	30	46	812	3200	0.282 *	0	812	3200	0.282 *	0	812	3200	0.282 *
EB Right	87	0	0.000	0	87	0	0.000	0	87	0	0.000	4	0	91	0	0.000	0	91	0	0.000	0	91	0	0.000
WB Left	286	1600	0.179 *	0	286	1600	0.179 *	0	286	1600	0.179 *	12	0	298	1600	0.186 *	0	298	1600	0.186 *	0	298	1600	0.186 *
WB Thru	763	3200	0.253	0	763	3200	0.253	0	763	3200	0.253	31	42	836	3200	0.276	0	836	3200	0.276	0	836	3200	0.276
WB Right	45	0	0.000	0	45	0	0.000	0	45	0	0.000	2	0	47	0	0.000	0	47	0	0.000	0	47	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.758				0.760				0.760					0.801				0.803				0.803
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Meadows Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Meadows Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU24

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	74	0	0.046	0	74	0	0.046	0	74	0	0.046	3	0	77	0	0.048	0	77	0	0.048	0	77	0	0.048
SB Thru	0	1600	0.081 *	0	0	1600	0.081 *	0	0	1600	0.081 *	0	0	0	1600	0.084 *	0	0	1600	0.084 *	0	0	1600	0.084 *
SB Right	56	0	0.000	0	56	0	0.000	0	56	0	0.000	2	0	58	0	0.000	0	58	0	0.000	0	58	0	0.000
EB Left	99	1600	0.062 *	0	99	1600	0.062 *	0	99	1600	0.062 *	4	0	103	1600	0.064 *	0	103	1600	0.064 *	0	103	1600	0.064 *
EB Thru	835	3200	0.261	5	840	3200	0.263	0	840	3200	0.263	34	99	968	3200	0.303	5	973	3200	0.304	0	973	3200	0.304
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	1274	3200	0.447 *	36	1310	3200	0.458 *	0	1310	3200	0.458 *	52	145	1471	3200	0.511 *	36	1507	3200	0.522 *	0	1507	3200	0.522 *
WB Right	157	0	0.000	0	157	0	0.000	0	157	0	0.000	6	0	163	0	0.000	0	163	0	0.000	0	163	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.690				0.702				0.702					0.759				0.771				0.771
LOS			B				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Meadows Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Meadows Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU24

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	152	0	0.095	0	152	0	0.095	0	152	0	0.095	6	0	158	0	0.099	0	158	0	0.099	0	158	0	0.099
SB Thru	0	1600	0.153 *	0	0	1600	0.153 *	0	0	1600	0.153 *	0	0	0	1600	0.159 *	0	0	1600	0.159 *	0	0	1600	0.159 *
SB Right	92	0	0.000	0	92	0	0.000	0	92	0	0.000	4	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000
EB Left	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044	3	0	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
EB Thru	1176	3200	0.368 *	34	1210	3200	0.378 *	0	1210	3200	0.378 *	48	250	1474	3200	0.461 *	34	1508	3200	0.471 *	0	1508	3200	0.471 *
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	909	3200	0.313	8	917	3200	0.315	0	917	3200	0.315	37	233	1179	3200	0.398	8	1187	3200	0.401	0	1187	3200	0.401
WB Right	92	0	0.000	0	92	0	0.000	0	92	0	0.000	4	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.620				0.631				0.631					0.719				0.730				0.730
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Avenue-Ford Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU25

Peck Avenue-Ford Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Hermosa Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	150	0	0.094	0	150	0	0.094	0	150	0	0.094	6	3	159	0	0.099	0	159	0	0.099	0	159	0	0.099
NB Thru	119	1600	0.174 *	0	119	1600	0.174 *	0	119	1600	0.174 *	5	0	124	1600	0.183 *	0	124	1600	0.183 *	0	124	1600	0.183 *
NB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
SB Left	81	0	0.051 *	0	81	0	0.051 *	0	81	0	0.051 *	3	14	98	0	0.061 *	0	98	0	0.061 *	0	98	0	0.061 *
SB Thru	24	1600	0.066	0	24	1600	0.066	0	24	1600	0.066	1	0	25	1600	0.077	0	25	1600	0.077	0	25	1600	0.077
SB Right	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	5	0	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073
EB Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	6	0	151	1600	0.094 *	0	151	1600	0.094 *	0	151	1600	0.094 *
EB Thru	699	3200	0.226	5	704	3200	0.228	0	704	3200	0.228	28	97	824	3200	0.266	5	829	3200	0.268	0	829	3200	0.268
EB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	1	2	27	0	0.000	0	27	0	0.000	0	27	0	0.000
WB Left	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	1	0	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
WB Thru	1175	3200	0.397 *	36	1211	3200	0.408 *	0	1211	3200	0.408 *	48	142	1365	3200	0.464 *	36	1401	3200	0.475 *	0	1401	3200	0.475 *
WB Right	96	0	0.000	0	96	0	0.000	0	96	0	0.000	4	20	120	0	0.000	0	120	0	0.000	0	120	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.813				0.824				0.824					0.903				0.914				0.914
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Peck Avenue-Ford Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Hermosa Beach Project Only

N-S St: Peck Avenue-Ford Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU25

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	55	0	0.034 *	0	55	0	0.034 *	0	55	0	0.034 *	2	6	63	0	0.039 *	0	63	0	0.039 *	0	63	0	0.039 *
NB Thru	34	1600	0.061	0	34	1600	0.061	0	34	1600	0.061	1	0	35	1600	0.066	0	35	1600	0.066	0	35	1600	0.066
NB Right	8	0	0.000	0	8	0	0.000	0	8	0	0.000	0	0	8	0	0.000	0	8	0	0.000	0	8	0	0.000
SB Left	51	0	0.032	0	51	0	0.032	0	51	0	0.032	2	38	91	0	0.057	0	91	0	0.057	0	91	0	0.057
SB Thru	44	1600	0.059 *	0	44	1600	0.059 *	0	44	1600	0.059 *	2	0	46	1600	0.086 *	0	46	1600	0.086 *	0	46	1600	0.086 *
SB Right	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	3	0	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056
EB Left	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	3	0	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053
EB Thru	1094	3200	0.368 *	34	1128	3200	0.378 *	0	1128	3200	0.378 *	44	244	1382	3200	0.460 *	34	1416	3200	0.471 *	0	1416	3200	0.471 *
EB Right	82	0	0.000	0	82	0	0.000	0	82	0	0.000	3	6	91	0	0.000	0	91	0	0.000	0	91	0	0.000
WB Left	62	1600	0.039 *	0	62	1600	0.039 *	0	62	1600	0.039 *	3	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
WB Thru	846	3200	0.280	8	854	3200	0.282	0	854	3200	0.282	34	228	1108	3200	0.372	8	1116	3200	0.375	0	1116	3200	0.375
WB Right	49	0	0.000	0	49	0	0.000	0	49	0	0.000	2	32	83	0	0.000	0	83	0	0.000	0	83	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.600				0.611				0.611					0.726				0.737				0.737
LOS			A				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

APPENDIX E-2

MANHATTAN BEACH PROJECTS ONLY
ICU AND LEVELS OF SERVICE EXPLANATION
HCM AND LEVELS OF SERVICE EXPLANATION
INTERSECTION LEVELS OF SERVICE DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

Intersection	
Intersection Delay, s/veh	18.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	32	231	18	0	116	244	47	0	9	130	114
Future Vol, veh/h	0	32	231	18	0	116	244	47	0	9	130	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	257	20	0	129	271	52	0	10	144	127
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	20.1	18.8	17.4
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	4%	12%	0%	100%	0%	35%
Vol Thru, %	51%	88%	0%	0%	84%	59%
Vol Right, %	45%	0%	100%	0%	16%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	253	263	18	116	291	220
LT Vol	9	32	0	116	0	76
Through Vol	130	231	0	0	244	130
RT Vol	114	0	18	0	47	14
Lane Flow Rate	281	292	20	129	323	244
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.53	0.6	0.037	0.273	0.629	0.487
Departure Headway (Hd)	6.792	7.394	6.61	7.634	7.004	7.171
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	528	485	538	468	514	499
Service Time	4.876	5.177	4.393	5.417	4.786	5.259
HCM Lane V/C Ratio	0.532	0.602	0.037	0.276	0.628	0.489
HCM Control Delay	17.4	20.8	9.7	13.3	21	17
HCM Lane LOS	C	C	A	B	C	C
HCM 95th-tile Q	3.1	3.9	0.1	1.1	4.3	2.6

HCM 2010 AWSC
1: Valley Dr & Gould Ave
Existing with Manhattan Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	76	130	14
Future Vol, veh/h	0	76	130	14
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	84	144	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	17
HCM LOS	C

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/12/2016

Intersection	
Intersection Delay, s/veh	26.9
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	256	24	0	116	237	39	0	21	89	82
Future Vol, veh/h	0	17	256	24	0	116	237	39	0	21	89	82
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	264	25	0	120	244	40	0	22	92	85
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	22.1	19.5	16.1
HCM LOS	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	6%	0%	100%	0%	20%
Vol Thru, %	46%	94%	0%	0%	86%	72%
Vol Right, %	43%	0%	100%	0%	14%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	273	24	116	276	437
LT Vol	21	17	0	116	0	89
Through Vol	89	256	0	0	237	313
RT Vol	82	0	24	0	39	35
Lane Flow Rate	198	281	25	120	285	451
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.418	0.623	0.05	0.276	0.608	0.874
Departure Headway (Hd)	7.597	7.97	7.212	8.311	7.691	6.986
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	453	496	432	469	518
Service Time	5.663	5.727	4.969	6.069	5.449	5.034
HCM Lane V/C Ratio	0.419	0.62	0.05	0.278	0.608	0.871
HCM Control Delay	16.1	23.1	10.4	14.2	21.7	41.4
HCM Lane LOS	C	C	B	B	C	E
HCM 95th-tile Q	2	4.1	0.2	1.1	4	9.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	89	313	35
Future Vol, veh/h	0	89	313	35
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	92	323	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	41.4
HCM LOS	E

Lane

Intersection	
Intersection Delay, s/veh	25.5
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	33	270	19	0	121	288	49	0	9	135	119
Future Vol, veh/h	0	33	270	19	0	121	288	49	0	9	135	119
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	300	21	0	134	320	54	0	10	150	132
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	28.9	28	21.5
HCM LOS	D	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	11%	0%	100%	0%	34%
Vol Thru, %	51%	89%	0%	0%	85%	59%
Vol Right, %	45%	0%	100%	0%	15%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	303	19	121	337	229
LT Vol	9	33	0	121	0	79
Through Vol	135	270	0	0	288	135
RT Vol	119	0	19	0	49	15
Lane Flow Rate	292	337	21	134	374	254
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.607	0.74	0.042	0.305	0.785	0.557
Departure Headway (Hd)	7.475	7.915	7.135	8.167	7.545	7.884
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	482	458	501	440	479	455
Service Time	5.544	5.679	4.898	5.931	5.308	5.957
HCM Lane V/C Ratio	0.606	0.736	0.042	0.305	0.781	0.558
HCM Control Delay	21.5	30.1	10.2	14.5	32.8	20.5
HCM Lane LOS	C	D	B	B	D	C
HCM 95th-tile Q	4	6	0.1	1.3	7	3.3

HCM 2010 AWSC
1: Valley Dr & Gould Ave
Future with Manhattan Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	135	15
Future Vol, veh/h	0	79	135	15
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	88	150	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	20.5
HCM LOS	C

Lane

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Intersection	
Intersection Delay, s/veh	46.1
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	18	334	25	0	121	308	41	0	22	93	85
Future Vol, veh/h	0	18	334	25	0	121	308	41	0	22	93	85
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	344	26	0	125	318	42	0	23	96	88
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	43.5	35	20.2
HCM LOS	E	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	5%	0%	100%	0%	20%
Vol Thru, %	47%	95%	0%	0%	88%	72%
Vol Right, %	42%	0%	100%	0%	12%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	352	25	121	349	455
LT Vol	22	18	0	121	0	93
Through Vol	93	334	0	0	308	326
RT Vol	85	0	25	0	41	36
Lane Flow Rate	206	363	26	125	360	469
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.498	0.863	0.056	0.312	0.838	1
Departure Headway (Hd)	8.692	8.562	7.806	8.991	8.384	8
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	412	428	461	403	435	455
Service Time	6.776	6.244	5.519	6.668	6.086	6
HCM Lane V/C Ratio	0.5	0.848	0.056	0.31	0.828	1.031
HCM Control Delay	20.2	45.8	11	15.7	41.7	71
HCM Lane LOS	C	E	B	C	E	F
HCM 95th-tile Q	2.7	8.6	0.2	1.3	8.1	13

HCM 2010 AWSC
1: Valley Dr & Gould Ave
Future with Manhattan Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	93	326	36
Future Vol, veh/h	0	93	326	36
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	96	336	37
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	71
HCM LOS	F

Lane

Skechers Design Center and Offices Project/1-14-4065-2
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Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	20	36	0	430	34	0	25	106
Future Vol, veh/h	0	20	36	0	430	34	0	25	106
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	40	0	473	37	0	27	116
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	12.9	8.7
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	19%
Vol Thru, %	93%	0%	81%
Vol Right, %	7%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	464	56	131
LT Vol	0	20	25
Through Vol	430	0	106
RT Vol	34	36	0
Lane Flow Rate	510	62	144
Geometry Grp	1	1	1
Degree of Util (X)	0.582	0.086	0.185
Departure Headway (Hd)	4.22	5.031	4.637
Convergence, Y/N	Yes	Yes	Yes
Cap	862	715	777
Service Time	2.22	3.041	2.648
HCM Lane V/C Ratio	0.592	0.087	0.185
HCM Control Delay	12.9	8.5	8.7
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.8	0.3	0.7

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	27	44	0	284	18	0	14	277
Future Vol, veh/h	0	27	44	0	284	18	0	14	277
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	47	0	302	19	0	15	295
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	10.3	10.3
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	5%
Vol Thru, %	94%	0%	95%
Vol Right, %	6%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	302	71	291
LT Vol	0	27	14
Through Vol	284	0	277
RT Vol	18	44	0
Lane Flow Rate	321	76	310
Geometry Grp	1	1	1
Degree of Util (X)	0.394	0.105	0.384
Departure Headway (Hd)	4.417	5.009	4.47
Convergence, Y/N	Yes	Yes	Yes
Cap	816	714	805
Service Time	2.442	3.051	2.497
HCM Lane V/C Ratio	0.393	0.106	0.385
HCM Control Delay	10.3	8.6	10.3
HCM Lane LOS	B	A	B
HCM 95th-tile Q	1.9	0.4	1.8

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	21	37	0	454	35	0	26	114
Future Vol, veh/h	0	21	37	0	454	35	0	26	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	41	0	499	38	0	29	125
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.7	14.2	8.9
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	19%
Vol Thru, %	93%	0%	81%
Vol Right, %	7%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	489	58	140
LT Vol	0	21	26
Through Vol	454	0	114
RT Vol	35	37	0
Lane Flow Rate	537	64	154
Geometry Grp	1	1	1
Degree of Util (X)	0.631	0.091	0.2
Departure Headway (Hd)	4.225	5.116	4.673
Convergence, Y/N	Yes	Yes	Yes
Cap	854	699	768
Service Time	2.245	3.157	2.701
HCM Lane V/C Ratio	0.629	0.092	0.201
HCM Control Delay	14.2	8.7	8.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	4.6	0.3	0.7

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	28	46	0	305	19	0	15	299
Future Vol, veh/h	0	28	46	0	305	19	0	15	299
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	49	0	324	20	0	16	318
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.8	10.8	10.8
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	5%
Vol Thru, %	94%	0%	95%
Vol Right, %	6%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	324	74	314
LT Vol	0	28	15
Through Vol	305	0	299
RT Vol	19	46	0
Lane Flow Rate	345	79	334
Geometry Grp	1	1	1
Degree of Util (X)	0.427	0.112	0.418
Departure Headway (Hd)	4.457	5.11	4.509
Convergence, Y/N	Yes	Yes	Yes
Cap	807	698	798
Service Time	2.488	3.162	2.541
HCM Lane V/C Ratio	0.428	0.113	0.419
HCM Control Delay	10.8	8.8	10.8
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.2	0.4	2.1

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	13	14	0	436	15	0	24	110
Future Vol, veh/h	0	13	14	0	436	15	0	24	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	15	0	454	16	0	25	115
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.2	11.7	8.4
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	18%
Vol Thru, %	97%	0%	82%
Vol Right, %	3%	52%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	451	27	134
LT Vol	0	13	24
Through Vol	436	0	110
RT Vol	15	14	0
Lane Flow Rate	470	28	140
Geometry Grp	1	1	1
Degree of Util (X)	0.531	0.039	0.174
Departure Headway (Hd)	4.068	5.025	4.494
Convergence, Y/N	Yes	Yes	Yes
Cap	879	716	803
Service Time	2.139	3.031	2.498
HCM Lane V/C Ratio	0.535	0.039	0.174
HCM Control Delay	11.7	8.2	8.4
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.2	0.1	0.6

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	12	10	0	302	17	0	13	298
Future Vol, veh/h	0	12	10	0	302	17	0	13	298
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	11	0	321	18	0	14	317
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.4	10.2	10.2
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	55%	4%
Vol Thru, %	95%	0%	96%
Vol Right, %	5%	45%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	319	22	311
LT Vol	0	12	13
Through Vol	302	0	298
RT Vol	17	10	0
Lane Flow Rate	339	23	331
Geometry Grp	1	1	1
Degree of Util (X)	0.405	0.034	0.399
Departure Headway (Hd)	4.294	5.195	4.34
Convergence, Y/N	Yes	Yes	Yes
Cap	842	689	830
Service Time	2.307	3.229	2.353
HCM Lane V/C Ratio	0.403	0.033	0.399
HCM Control Delay	10.2	8.4	10.2
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2	0.1	1.9

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	14	15	0	460	16	0	25	118
Future Vol, veh/h	0	14	15	0	460	16	0	25	118
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	16	0	479	17	0	26	123
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.3	12.4	8.6
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	17%
Vol Thru, %	97%	0%	83%
Vol Right, %	3%	52%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	476	29	143
LT Vol	0	14	25
Through Vol	460	0	118
RT Vol	16	15	0
Lane Flow Rate	496	30	149
Geometry Grp	1	1	1
Degree of Util (X)	0.562	0.043	0.187
Departure Headway (Hd)	4.078	5.101	4.526
Convergence, Y/N	Yes	Yes	Yes
Cap	873	705	797
Service Time	2.158	3.109	2.532
HCM Lane V/C Ratio	0.568	0.043	0.187
HCM Control Delay	12.4	8.3	8.6
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.6	0.1	0.7

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	13	10	0	323	18	0	14	321
Future Vol, veh/h	0	13	10	0	323	18	0	14	321
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	11	0	344	19	0	15	341
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	10.7	10.7
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	4%
Vol Thru, %	95%	0%	96%
Vol Right, %	5%	43%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	341	23	335
LT Vol	0	13	14
Through Vol	323	0	321
RT Vol	18	10	0
Lane Flow Rate	363	24	356
Geometry Grp	1	1	1
Degree of Util (X)	0.436	0.036	0.433
Departure Headway (Hd)	4.326	5.315	4.369
Convergence, Y/N	Yes	Yes	Yes
Cap	834	673	827
Service Time	2.34	3.353	2.383
HCM Lane V/C Ratio	0.435	0.036	0.43
HCM Control Delay	10.7	8.6	10.7
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.2	0.1	2.2

Intersection	
Intersection Delay, s/veh	40.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	31	323	48	0	18	347	143	0	77	267	31
Future Vol, veh/h	0	31	323	48	0	18	347	143	0	77	267	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	33	344	51	0	19	369	152	0	82	284	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	64	17.6	54.3
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	8%	13%	0%	0%	47%
Vol Thru, %	71%	80%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	375	402	134	231	143	131
LT Vol	77	31	18	0	0	62
Through Vol	267	323	116	231	0	61
RT Vol	31	48	0	0	143	8
Lane Flow Rate	399	428	142	246	152	139
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.919	0.968	0.329	0.564	0.318	0.367
Departure Headway (Hd)	8.291	8.149	8.324	8.255	7.53	9.477
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	439	445	431	436	476	379
Service Time	6.047	5.912	6.097	6.028	5.302	7.255
HCM Lane V/C Ratio	0.909	0.962	0.329	0.564	0.319	0.367
HCM Control Delay	54.3	64	15.2	21.3	13.8	17.7
HCM Lane LOS	F	F	C	C	B	C
HCM 95th-tile Q	10.2	11.8	1.4	3.4	1.4	1.6

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
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Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	62	61	8
Future Vol, veh/h	0	62	61	8
Peak Hour Factor	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	66	65	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17.7
HCM LOS	C

Lane

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Intersection	
Intersection Delay, s/veh	39.6
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	24	350	57	0	28	319	121	0	58	176	32
Future Vol, veh/h	0	24	350	57	0	28	319	121	0	58	176	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	25	361	59	0	29	329	125	0	60	181	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	72.8	17.2	28.6
HCM LOS	F	C	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	22%	6%	21%	0%	0%	25%
Vol Thru, %	66%	81%	79%	100%	0%	72%
Vol Right, %	12%	13%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	431	134	213	121	309
LT Vol	58	24	28	0	0	76
Through Vol	176	350	106	213	0	221
RT Vol	32	57	0	0	121	12
Lane Flow Rate	274	444	138	219	125	319
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.682	1	0.334	0.522	0.272	0.782
Departure Headway (Hd)	8.947	8.457	8.679	8.571	7.844	8.837
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	409	431	417	423	459	414
Service Time	6.585	6.157	6.392	6.287	5.585	6.476
HCM Lane V/C Ratio	0.67	1.03	0.331	0.518	0.272	0.771
HCM Control Delay	28.6	72.8	15.7	20.3	13.5	36.5
HCM Lane LOS	D	F	C	C	B	E
HCM 95th-tile Q	4.9	12.6	1.4	2.9	1.1	6.7

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
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Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	76	221	12
Future Vol, veh/h	0	76	221	12
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	78	228	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	36.5
HCM LOS	E

Lane

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Intersection	
Intersection Delay, s/veh	47.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	32	363	53	0	19	393	150	0	82	283	32
Future Vol, veh/h	0	32	363	53	0	19	393	150	0	82	283	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	386	56	0	20	418	160	0	87	301	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	73.2	20.1	67.6
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	7%	13%	0%	0%	47%
Vol Thru, %	71%	81%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	397	448	150	262	150	140
LT Vol	82	32	19	0	0	66
Through Vol	283	363	131	262	0	66
RT Vol	32	53	0	0	150	8
Lane Flow Rate	422	477	160	279	160	149
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.98	1	0.376	0.653	0.342	0.395
Departure Headway (Hd)	8.354	8.506	8.491	8.428	7.726	9.551
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	435	429	426	432	469	377
Service Time	6.096	6.225	6.191	6.128	5.426	7.311
HCM Lane V/C Ratio	0.97	1.112	0.376	0.646	0.341	0.395
HCM Control Delay	67.6	73.2	16.2	25.6	14.4	18.4
HCM Lane LOS	F	F	C	D	B	C
HCM 95th-tile Q	12	12.6	1.7	4.5	1.5	1.8

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
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Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	66	66	8
Future Vol, veh/h	0	66	66	8
Peak Hour Factor	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	70	70	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.4
HCM LOS	C

Lane

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Intersection	
Intersection Delay, s/veh	45.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	25	421	70	0	29	383	129	0	70	189	33
Future Vol, veh/h	0	25	421	70	0	29	383	129	0	70	189	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	434	72	0	30	395	133	0	72	195	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	75.2	21.2	36.5
HCM LOS	F	C	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	24%	5%	19%	0%	0%	25%
Vol Thru, %	65%	82%	81%	100%	0%	72%
Vol Right, %	11%	14%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	516	157	255	129	332
LT Vol	70	25	29	0	0	82
Through Vol	189	421	128	255	0	238
RT Vol	33	70	0	0	129	12
Lane Flow Rate	301	532	162	263	133	342
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.767	1	0.403	0.65	0.302	0.862
Departure Headway (Hd)	9.175	8.884	8.976	8.883	8.181	9.063
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	410	401	405	439	400
Service Time	6.932	6.676	6.747	6.654	5.952	6.816
HCM Lane V/C Ratio	0.764	1.298	0.404	0.649	0.303	0.855
HCM Control Delay	36.5	75.2	17.7	26.8	14.5	47.8
HCM Lane LOS	E	F	C	D	B	E
HCM 95th-tile Q	6.3	12.3	1.9	4.4	1.3	8.4

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
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Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	82	238	12
Future Vol, veh/h	0	82	238	12
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	85	245	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	47.8
HCM LOS	E

Lane

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	37	7	0	3	26	16	0	7	32	2
Future Vol, veh/h	0	11	37	7	0	3	26	16	0	7	32	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	39	7	0	3	27	17	0	7	33	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.2	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	20%	7%	26%
Vol Thru, %	78%	67%	58%	41%
Vol Right, %	5%	13%	36%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	55	45	27
LT Vol	7	11	3	7
Through Vol	32	37	26	11
RT Vol	2	7	16	9
Lane Flow Rate	43	57	47	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.065	0.051	0.031
Departure Headway (Hd)	4.142	4.057	3.9	4
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	879	913	888
Service Time	2.191	2.098	1.946	2.054
HCM Lane V/C Ratio	0.05	0.065	0.051	0.032
HCM Control Delay	7.4	7.4	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
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Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	11	9
Future Vol, veh/h	0	7	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	11	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	25	7	0	10	55	51	0	8	26	3
Future Vol, veh/h	0	7	25	7	0	10	55	51	0	8	26	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	28	8	0	11	62	57	0	9	29	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	18%	9%	20%
Vol Thru, %	70%	64%	47%	69%
Vol Right, %	8%	18%	44%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	39	116	49
LT Vol	8	7	10	10
Through Vol	26	25	55	34
RT Vol	3	7	51	5
Lane Flow Rate	42	44	130	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.05	0.141	0.065
Departure Headway (Hd)	4.274	4.131	3.888	4.248
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	827	856	912	832
Service Time	2.358	2.208	1.952	2.328
HCM Lane V/C Ratio	0.051	0.051	0.143	0.066
HCM Control Delay	7.6	7.4	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.5	0.2

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
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Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	34	5
Future Vol, veh/h	0	10	34	5
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	38	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.6
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	38	7	0	3	27	17	0	7	33	2
Future Vol, veh/h	0	11	38	7	0	3	27	17	0	7	33	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	40	7	0	3	28	18	0	7	34	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.2	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	20%	6%	26%
Vol Thru, %	79%	68%	57%	41%
Vol Right, %	5%	12%	36%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	56	47	27
LT Vol	7	11	3	7
Through Vol	33	38	27	11
RT Vol	2	7	17	9
Lane Flow Rate	44	58	49	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.066	0.053	0.031
Departure Headway (Hd)	4.147	4.061	3.899	4.006
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	879	914	887
Service Time	2.197	2.102	1.944	2.061
HCM Lane V/C Ratio	0.051	0.066	0.054	0.032
HCM Control Delay	7.4	7.4	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
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Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	11	9
Future Vol, veh/h	0	7	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	11	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	26	7	0	10	57	53	0	8	27	3
Future Vol, veh/h	0	7	26	7	0	10	57	53	0	8	27	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	29	8	0	11	64	60	0	9	30	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	17%	8%	20%
Vol Thru, %	71%	65%	48%	70%
Vol Right, %	8%	17%	44%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	40	120	50
LT Vol	8	7	10	10
Through Vol	27	26	57	35
RT Vol	3	7	53	5
Lane Flow Rate	43	45	135	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.052	0.146	0.066
Departure Headway (Hd)	4.284	4.14	3.891	4.259
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	824	854	911	830
Service Time	2.373	2.22	1.958	2.344
HCM Lane V/C Ratio	0.052	0.053	0.148	0.067
HCM Control Delay	7.6	7.5	7.6	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.5	0.2

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
Future with Manhattan Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	35	5
Future Vol, veh/h	0	10	35	5
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	39	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	1	3	0	4	0	14	0	1	26	4
Future Vol, veh/h	0	5	1	3	0	4	0	14	0	1	26	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	1	3	0	4	0	16	0	1	29	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	56%	22%	17%
Vol Thru, %	84%	11%	0%	71%
Vol Right, %	13%	33%	78%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	9	18	24
LT Vol	1	5	4	4
Through Vol	26	1	0	17
RT Vol	4	3	14	3
Lane Flow Rate	35	10	20	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.038	0.011	0.02	0.03
Departure Headway (Hd)	3.936	3.968	3.626	3.971
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	901	986	904
Service Time	1.949	1.995	1.653	1.985
HCM Lane V/C Ratio	0.038	0.011	0.02	0.03
HCM Control Delay	7.1	7	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.1

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl
Existing with Manhattan Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	17	3
Future Vol, veh/h	0	4	17	3
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	19	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	2	3	0	1	2	10	0	3	21	5
Future Vol, veh/h	0	3	2	3	0	1	2	10	0	3	21	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	3	0	1	2	10	0	3	22	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	38%	8%	9%
Vol Thru, %	72%	25%	15%	81%
Vol Right, %	17%	38%	77%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	8	13	47
LT Vol	3	3	1	4
Through Vol	21	2	2	38
RT Vol	5	3	10	5
Lane Flow Rate	30	8	14	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.009	0.014	0.054
Departure Headway (Hd)	3.925	3.933	3.632	3.947
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	914	908	983	910
Service Time	1.942	1.965	1.664	1.96
HCM Lane V/C Ratio	0.033	0.009	0.014	0.054
HCM Control Delay	7.1	7	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl
Existing with Manhattan Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	38	5
Future Vol, veh/h	0	4	38	5
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	40	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Future Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	1	3	0	4	0	17	0	1	30	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	56%	21%	16%
Vol Thru, %	84%	11%	0%	72%
Vol Right, %	12%	33%	79%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	9	19	25
LT Vol	1	5	4	4
Through Vol	27	1	0	18
RT Vol	4	3	15	3
Lane Flow Rate	36	10	21	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.011	0.021	0.031
Departure Headway (Hd)	3.941	3.973	3.621	3.976
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	900	987	903
Service Time	1.954	2	1.648	1.99
HCM Lane V/C Ratio	0.04	0.011	0.021	0.031
HCM Control Delay	7.1	7	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.1

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl
Future with Manhattan Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	18	3
Future Vol, veh/h	0	4	18	3
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	20	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	2	3	0	1	2	10	0	3	22	5
Future Vol, veh/h	0	3	2	3	0	1	2	10	0	3	22	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	3	0	1	2	10	0	3	23	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	38%	8%	8%
Vol Thru, %	73%	25%	15%	82%
Vol Right, %	17%	38%	77%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	8	13	49
LT Vol	3	3	1	4
Through Vol	22	2	2	40
RT Vol	5	3	10	5
Lane Flow Rate	31	8	14	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.009	0.014	0.056
Departure Headway (Hd)	3.929	3.936	3.636	3.95
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	913	907	981	909
Service Time	1.946	1.971	1.67	1.963
HCM Lane V/C Ratio	0.034	0.009	0.014	0.056
HCM Control Delay	7.1	7	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

HCM 2010 AWSC
6: Tennyson Pl/Dianthus St & Boundary Pl
Future with Manhattan Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	40	5
Future Vol, veh/h	0	4	40	5
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	42	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	29	8	0	2	21	17	0	2	16	3
Future Vol, veh/h	0	3	29	8	0	2	21	17	0	2	16	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	37	10	0	3	27	22	0	3	21	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.1	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	7%	5%	38%
Vol Thru, %	76%	72%	53%	46%
Vol Right, %	14%	20%	42%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	40	40	26
LT Vol	2	3	2	10
Through Vol	16	29	21	12
RT Vol	3	8	17	4
Lane Flow Rate	27	51	51	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.057	0.055	0.038
Departure Headway (Hd)	4.072	3.974	3.833	4.118
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	899	931	865
Service Time	2.118	2.009	1.87	2.163
HCM Lane V/C Ratio	0.031	0.057	0.055	0.038
HCM Control Delay	7.2	7.3	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Existing with Manhattan Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	12	4
Future Vol, veh/h	0	10	12	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	15	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	20	3	0	8	26	14	0	2	9	10
Future Vol, veh/h	0	4	20	3	0	8	26	14	0	2	9	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	23	3	0	9	30	16	0	2	10	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.2	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	15%	17%	46%
Vol Thru, %	43%	74%	54%	49%
Vol Right, %	48%	11%	29%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	27	48	39
LT Vol	2	4	8	18
Through Vol	9	20	26	19
RT Vol	10	3	14	2
Lane Flow Rate	24	31	55	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.035	0.06	0.052
Departure Headway (Hd)	3.852	4.058	3.935	4.164
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	924	878	906	857
Service Time	1.897	2.101	1.974	2.203
HCM Lane V/C Ratio	0.026	0.035	0.061	0.053
HCM Control Delay	7	7.2	7.2	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Existing with Manhattan Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	18	19	2
Future Vol, veh/h	0	18	19	2
Peak Hour Factor	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	21	22	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.4
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	30	8	0	2	22	18	0	2	17	3
Future Vol, veh/h	0	3	30	8	0	2	22	18	0	2	17	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	38	10	0	3	28	23	0	3	22	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.1	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	7%	5%	38%
Vol Thru, %	77%	73%	52%	46%
Vol Right, %	14%	20%	43%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	41	42	26
LT Vol	2	3	2	10
Through Vol	17	30	22	12
RT Vol	3	8	18	4
Lane Flow Rate	28	53	54	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.058	0.057	0.038
Departure Headway (Hd)	4.081	3.98	3.834	4.125
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	897	930	864
Service Time	2.127	2.017	1.872	2.17
HCM Lane V/C Ratio	0.032	0.059	0.058	0.038
HCM Control Delay	7.3	7.3	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Future with Manhattan Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	12	4
Future Vol, veh/h	0	10	12	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	15	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	21	3	0	8	27	15	0	2	10	10
Future Vol, veh/h	0	4	21	3	0	8	27	15	0	2	10	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	24	3	0	9	31	17	0	2	11	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.2	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	14%	16%	46%
Vol Thru, %	45%	75%	54%	49%
Vol Right, %	45%	11%	30%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	28	50	41
LT Vol	2	4	8	19
Through Vol	10	21	27	20
RT Vol	10	3	15	2
Lane Flow Rate	25	32	57	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.036	0.063	0.055
Departure Headway (Hd)	3.871	4.067	3.936	4.172
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	919	876	906	855
Service Time	1.92	2.113	1.977	2.214
HCM Lane V/C Ratio	0.027	0.037	0.063	0.055
HCM Control Delay	7	7.3	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	19	20	2
Future Vol, veh/h	0	19	20	2
Peak Hour Factor	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	23	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	25	5	0	6	16	11	0	2	1	2
Future Vol, veh/h	0	6	25	5	0	6	16	11	0	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	26	5	0	6	16	11	0	2	1	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	17%	18%	68%
Vol Thru, %	20%	69%	48%	16%
Vol Right, %	40%	14%	33%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	36	33	19
LT Vol	2	6	6	13
Through Vol	1	25	16	3
RT Vol	2	5	11	3
Lane Flow Rate	5	37	34	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.04	0.036	0.022
Departure Headway (Hd)	3.911	3.952	3.841	4.103
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	914	908	933	872
Service Time	1.941	1.969	1.859	2.129
HCM Lane V/C Ratio	0.005	0.041	0.036	0.022
HCM Control Delay	7	7.1	7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St
Existing with Manhattan Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	13	3	3
Future Vol, veh/h	0	13	3	3
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	3	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/12/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	27	2	0	1	3	8	0	2	3	3
Future Vol, veh/h	0	12	27	2	0	1	3	8	0	2	3	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	30	2	0	1	3	9	0	2	3	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	29%	8%	53%
Vol Thru, %	38%	66%	25%	9%
Vol Right, %	38%	5%	67%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	41	12	32
LT Vol	2	12	1	17
Through Vol	3	27	3	3
RT Vol	3	2	8	12
Lane Flow Rate	9	46	13	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.051	0.014	0.039
Departure Headway (Hd)	3.888	4.052	3.663	3.924
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	919	885	976	912
Service Time	1.919	2.071	1.69	1.951
HCM Lane V/C Ratio	0.01	0.052	0.013	0.039
HCM Control Delay	7	7.3	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St
Existing with Manhattan Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	3	12
Future Vol, veh/h	0	17	3	12
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	19	3	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/12/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	26	5	0	6	17	11	0	2	1	2
Future Vol, veh/h	0	6	26	5	0	6	17	11	0	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	27	5	0	6	17	11	0	2	1	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	16%	18%	70%
Vol Thru, %	20%	70%	50%	15%
Vol Right, %	40%	14%	32%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	37	34	20
LT Vol	2	6	6	14
Through Vol	1	26	17	3
RT Vol	2	5	11	3
Lane Flow Rate	5	38	35	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.041	0.037	0.023
Departure Headway (Hd)	3.916	3.956	3.849	4.115
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	907	932	870
Service Time	1.946	1.973	1.866	2.141
HCM Lane V/C Ratio	0.005	0.042	0.038	0.023
HCM Control Delay	7	7.1	7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St
Future with Manhattan Beach Project Only Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	3	3
Future Vol, veh/h	0	14	3	3
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	3	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/12/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	28	2	0	1	3	9	0	2	3	3
Future Vol, veh/h	0	12	28	2	0	1	3	9	0	2	3	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	31	2	0	1	3	10	0	2	3	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	29%	8%	55%
Vol Thru, %	38%	67%	23%	9%
Vol Right, %	38%	5%	69%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	42	13	33
LT Vol	2	12	1	18
Through Vol	3	28	3	3
RT Vol	3	2	9	12
Lane Flow Rate	9	47	14	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.053	0.015	0.04
Departure Headway (Hd)	3.893	4.054	3.649	3.937
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	917	885	979	908
Service Time	1.926	2.073	1.677	1.966
HCM Lane V/C Ratio	0.01	0.053	0.014	0.041
HCM Control Delay	7	7.3	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0	0.1

HCM 2010 AWSC
8: Tennyson Pl & 30th St
Future with Manhattan Beach Project Only Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	18	3	12
Future Vol, veh/h	0	18	3	12
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	3	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
4/12/2016

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Manhattan Beach Boulevard
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: Manhattan Beach Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU9

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	127	1600	0.079	0	127	1600	0.079	0	127	1600	0.079	5	18	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094
NB Thru	2794	4800	0.602 *	-1	2793	4800	0.602 *	0	2793	4800	0.602 *	113	123	3030	4800	0.657 *	-1	3029	4800	0.657 *	0	3029	4800	0.657 *
NB Right	96	0	0.000	0	96	0	0.000	0	96	0	0.000	4	24	124	0	0.000	0	124	0	0.000	0	124	0	0.000
SB Left	118	2880	0.041 *	0	118	2880	0.041 *	0	118	2880	0.041 *	5	2	125	2880	0.043 *	0	125	2880	0.043 *	0	125	2880	0.043 *
SB Thru	895	4800	0.215	21	916	4800	0.220	0	916	4800	0.220	36	128	1059	4800	0.253	21	1080	4800	0.257	0	1080	4800	0.257
SB Right	138	0	0.000	0	138	0	0.000	0	138	0	0.000	6	10	154	0	0.000	0	154	0	0.000	0	154	0	0.000
EB Left	193	1600	0.121 *	0	193	1600	0.121 *	0	193	1600	0.121 *	8	10	211	1600	0.132 *	0	211	1600	0.132 *	0	211	1600	0.132 *
EB Thru	520	3200	0.163	0	520	3200	0.163	0	520	3200	0.163	21	8	549	3200	0.172	0	549	3200	0.172	0	549	3200	0.172
EB Right	136	1600	0.085	1	137	1600	0.086	0	137	1600	0.086	6	17	159	1600	0.099	1	160	1600	0.100	0	160	1600	0.100
WB Left	149	1600	0.093	5	154	1600	0.096	0	154	1600	0.096	6	32	187	1600	0.117	5	192	1600	0.120	0	192	1600	0.120
WB Thru	563	3200	0.176 *	0	563	3200	0.176 *	0	563	3200	0.176 *	23	12	598	3200	0.187 *	0	598	3200	0.187 *	0	598	3200	0.187 *
WB Right [3]	173	1600	0.067	0	173	1600	0.067	0	173	1600	0.067	7	2	182	1600	0.070	0	182	1600	0.070	0	182	1600	0.070
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.040				1.039				1.039					1.119				1.119				1.119
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Manhattan Beach Boulevard

N-S St: Sepulveda Boulevard
E-W St: Manhattan Beach Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU9

Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	230	1600	0.144 *	3	233	1600	0.146 *	0	233	1600	0.146 *	9	13	252	1600	0.158 *	3	255	1600	0.159 *	0	255	1600	0.159 *
NB Thru	1220	4800	0.288	16	1236	4800	0.292	0	1236	4800	0.292	50	193	1463	4800	0.346	16	1479	4800	0.350	0	1479	4800	0.350
NB Right	162	0	0.000	4	166	0	0.000	0	166	0	0.000	7	27	196	0	0.000	4	200	0	0.000	0	200	0	0.000
SB Left	171	2880	0.059	0	171	2880	0.059	0	171	2880	0.059	7	5	183	2880	0.064	0	183	2880	0.064	0	183	2880	0.064
SB Thru	2141	4800	0.471 *	-2	2139	4800	0.471 *	0	2139	4800	0.471 *	87	218	2446	4800	0.538 *	-2	2444	4800	0.537 *	0	2444	4800	0.537 *
SB Right	121	0	0.000	0	121	0	0.000	0	121	0	0.000	5	9	135	0	0.000	0	135	0	0.000	0	135	0	0.000
EB Left	233	1600	0.146	0	233	1600	0.146	0	233	1600	0.146	9	11	253	1600	0.158	0	253	1600	0.158	0	253	1600	0.158
EB Thru	528	3200	0.165 *	0	528	3200	0.165 *	0	528	3200	0.165 *	21	8	557	3200	0.174 *	0	557	3200	0.174 *	0	557	3200	0.174 *
EB Right	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083	5	12	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094
WB Left	276	1600	0.173 *	0	276	1600	0.173 *	0	276	1600	0.173 *	11	20	307	1600	0.192 *	0	307	1600	0.192 *	0	307	1600	0.192 *
WB Thru	519	3200	0.162	0	519	3200	0.162	0	519	3200	0.162	21	4	544	3200	0.170	0	544	3200	0.170	0	544	3200	0.170
WB Right [3]	140	1600	0.028	0	140	1600	0.028	0	140	1600	0.028	6	7	153	1600	0.032	0	153	1600	0.032	0	153	1600	0.032
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.053				1.054				1.054					1.161				1.163				1.163
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 8th Street
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: 8th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU10

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011	1	35	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
NB Thru	3089	4800	0.645 *	1	3090	4800	0.645 *	0	3090	4800	0.645 *	125	130	3344	4800	0.698 *	1	3345	4800	0.698 *	0	3345	4800	0.698 *
NB Right	7	0	0.000	0	7	0	0.000	0	7	0	0.000	0	0	7	0	0.000	0	7	0	0.000	0	7	0	0.000
SB Left [4]	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	1	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *
SB Thru	1108	4800	0.239	28	1136	4800	0.245	0	1136	4800	0.245	45	132	1285	4800	0.277	28	1313	4800	0.283	0	1313	4800	0.283
SB Right	40	0	0.000	0	40	0	0.000	0	40	0	0.000	2	2	44	0	0.000	0	44	0	0.000	0	44	0	0.000
EB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	19	41	0	0.026 *	0	41	0	0.026 *	0	41	0	0.026 *
EB Thru	46	1600	0.043	0	46	1600	0.044	0	46	1600	0.044	2	6	54	1600	0.061	0	54	1600	0.061	0	54	1600	0.061
EB Right	2	0	0.000	1	3	0	0.000	0	3	0	0.000	0	0	2	0	0.000	1	3	0	0.000	0	3	0	0.000
WB Left	22	0	0.014	0	22	0	0.014	0	22	0	0.014	1	0	23	0	0.014	0	23	0	0.014	0	23	0	0.014
WB Thru	72	1600	0.059 *	0	72	1600	0.059 *	0	72	1600	0.059 *	3	9	84	1600	0.067 *	0	84	1600	0.067 *	0	84	1600	0.067 *
WB Right	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	2	1	58	1600	0.036	0	58	1600	0.036	0	58	1600	0.036
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.821				0.821				0.821					0.895				0.895				0.895
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turns 3-7 PM
4 No southbound left-turns 7-9 AM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 8th Street
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: 8th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU10

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	2	1600	0.001 *	0	2	1600	0.001 *	0	2	1600	0.001 *	0	33	35	1600	0.022 *	0	35	1600	0.022 *	0	35	1600	0.022 *
NB Thru	1481	4800	0.312	20	1501	4800	0.316	0	1501	4800	0.316	60	167	1708	4800	0.359	20	1728	4800	0.364	0	1728	4800	0.364
NB Right	16	0	0.000	0	16	0	0.000	0	16	0	0.000	1	0	17	0	0.000	0	17	0	0.000	0	17	0	0.000
SB Left [4]	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030	2	1	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032
SB Thru	2554	4800	0.534 *	-4	2550	4800	0.533 *	0	2550	4800	0.533 *	104	246	2904	4800	0.607 *	-4	2900	4800	0.606 *	0	2900	4800	0.606 *
SB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	2	11	0	0.000	0	11	0	0.000	0	11	0	0.000
EB Left	34	0	0.021	0	34	0	0.021	0	34	0	0.021	1	21	56	0	0.035	0	56	0	0.035	0	56	0	0.035
EB Thru	28	1600	0.051 *	0	28	1600	0.051 *	0	28	1600	0.051 *	1	7	36	1600	0.071 *	0	36	1600	0.071 *	0	36	1600	0.071 *
EB Right	20	0	0.000	0	20	0	0.000	0	20	0	0.000	1	0	21	0	0.000	0	21	0	0.000	0	21	0	0.000
WB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	0	22	0	0.014 *	0	22	0	0.014 *	0	22	0	0.014 *
WB Thru	18	1600	0.024	0	18	1600	0.024	0	18	1600	0.024	1	9	28	1600	0.031	0	28	1600	0.031	0	28	1600	0.031
WB Right	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012	1	1	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.700				0.699				0.699					0.814				0.813				0.813
LOS			B				B				B					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turns 3-7 PM
4 No southbound left-turns 7-9 AM

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 2nd Street
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: 2nd Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU11

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	20	1600	0.013	0	20	1600	0.013	0	20	1600	0.013	1	1	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014
NB Thru	2903	4800	0.608 *	1	2904	4800	0.609 *	0	2904	4800	0.609 *	118	161	3182	4800	0.667 *	1	3183	4800	0.667 *	0	3183	4800	0.667 *
NB Right	17	0	0.000	0	17	0	0.000	0	17	0	0.000	1	0	18	0	0.000	0	18	0	0.000	0	18	0	0.000
SB Left	43	1600	0.027 *	0	43	1600	0.027 *	0	43	1600	0.027 *	2	5	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *
SB Thru	979	4800	0.218	30	1009	4800	0.224	0	1009	4800	0.224	40	115	1134	4800	0.251	30	1164	4800	0.257	0	1164	4800	0.257
SB Right	65	0	0.000	0	65	0	0.000	0	65	0	0.000	3	2	70	0	0.000	0	70	0	0.000	0	70	0	0.000
EB Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	2	2	59	1600	0.037 *	0	59	1600	0.037 *	0	59	1600	0.037 *
EB Thru	108	1600	0.077	0	108	1600	0.078	0	108	1600	0.078	4	0	112	1600	0.081	0	112	1600	0.081	0	112	1600	0.081
EB Right	15	0	0.000	1	16	0	0.000	0	16	0	0.000	1	1	17	0	0.000	1	18	0	0.000	0	18	0	0.000
WB Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	2	0	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026
WB Thru	93	1600	0.098 *	0	93	1600	0.098 *	0	93	1600	0.098 *	4	3	100	1600	0.108 *	0	100	1600	0.108 *	0	100	1600	0.108 *
WB Right	64	0	0.000	0	64	0	0.000	0	64	0	0.000	3	5	72	0	0.000	0	72	0	0.000	0	72	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.868				0.868				0.868					0.942				0.943				0.943
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 2nd Street
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: 2nd Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU11

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	22	1600	0.014 *	2	24	1600	0.015 *	0	24	1600	0.015 *	1	3	26	1600	0.016 *	2	28	1600	0.018 *	0	28	1600	0.018 *
NB Thru	1368	4800	0.290	20	1388	4800	0.295	0	1388	4800	0.295	56	215	1639	4800	0.347	20	1659	4800	0.351	0	1659	4800	0.351
NB Right	26	0	0.000	0	26	0	0.000	0	26	0	0.000	1	0	27	0	0.000	0	27	0	0.000	0	27	0	0.000
SB Left	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022	1	6	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026
SB Thru	2292	4800	0.483 *	-4	2288	4800	0.482 *	0	2288	4800	0.482 *	93	215	2600	4800	0.548 *	-4	2596	4800	0.547 *	0	2596	4800	0.547 *
SB Right	27	0	0.000	0	27	0	0.000	0	27	0	0.000	1	2	30	0	0.000	0	30	0	0.000	0	30	0	0.000
EB Left	69	1600	0.043	0	69	1600	0.043	0	69	1600	0.043	3	1	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
EB Thru	77	1600	0.091 *	0	77	1600	0.091 *	0	77	1600	0.091 *	3	0	80	1600	0.096 *	0	80	1600	0.096 *	0	80	1600	0.096 *
EB Right	68	0	0.000	0	68	0	0.000	0	68	0	0.000	3	3	74	0	0.000	0	74	0	0.000	0	74	0	0.000
WB Left	39	1600	0.024 *	0	39	1600	0.024 *	0	39	1600	0.024 *	2	0	41	1600	0.026 *	0	41	1600	0.026 *	0	41	1600	0.026 *
WB Thru	52	1600	0.053	0	52	1600	0.053	0	52	1600	0.053	2	3	57	1600	0.059	0	57	1600	0.059	0	57	1600	0.059
WB Right	33	0	0.000	0	33	0	0.000	0	33	0	0.000	1	4	38	0	0.000	0	38	0	0.000	0	38	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.712				0.712				0.712					0.786				0.786				0.786
LOS			C				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	21	0	1	14	117	2940	7	31	991	75
Future Vol, veh/h	8	3	21	0	1	14	117	2940	7	31	991	75
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	22	0	1	15	123	3095	7	33	1043	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2635	4498	565	3831	4534	1591	1124	0	0	3102	0	0
Stage 1	1150	1150	-	3345	3345	-	-	-	-	-	-	-
Stage 2	1485	3348	-	486	1189	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	25	~ 1	401	4	~ 1	82	341	-	-	33	-	-
Stage 1	156	271	-	4	20	-	-	-	-	-	-	-
Stage 2	116	20	-	486	260	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	400	-	~ 1	79	340	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	99	271	-	3	13	-	-	-	-	-	-	-
Stage 2	54	13	-	453	260	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.8	9.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	340	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.362	-	-	-	-	1.02	-	-
HCM Control Delay (s)	21.5	-	-	-	-	-$ 349.2	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.6	-	-	-	-	3.5	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	51.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	0	101	0	0	15	38	1369	3	17	2290	20
Future Vol, veh/h	25	0	101	0	0	15	38	1369	3	17	2290	20
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	103	0	0	15	39	1397	3	17	2337	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3019	3861	1181	2446	3869	727	2358	0	0	1400	0	0
Stage 1	2383	2383	-	1476	1476	-	-	-	-	-	-	-
Stage 2	636	1478	-	970	2393	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 14	4	157	33	3	314	82	-	-	250	-	-
Stage 1	~ 20	65	-	92	189	-	-	-	-	-	-	-
Stage 2	394	188	-	245	65	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 8	2	157	7	1	307	82	-	-	244	-	-
Mov Cap-2 Maneuver	~ 8	2	-	7	1	-	-	-	-	-	-	-
Stage 1	~ 10	60	-	48	99	-	-	-	-	-	-	-
Stage 2	192	99	-	78	60	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1550.5	17.3	2.2	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	33	307	244	-	-
HCM Lane V/C Ratio	0.473	-	-	3.896	0.05	0.071	-	-
HCM Control Delay (s)	83.3	-	-	$ 1550.5	17.3	20.9	-	-
HCM Lane LOS	F	-	-	F	C	C	-	-
HCM 95th %tile Q(veh)	2	-	-	15.1	0.2	0.2	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	22	0	1	15	120	3213	7	32	1155	76
Future Vol, veh/h	8	3	22	0	1	15	120	3213	7	32	1155	76
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	23	0	1	16	126	3382	7	34	1216	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2931	4967	652	4195	5003	1735	1298	0	0	3389	0	0
Stage 1	1325	1325	-	3638	3638	-	-	-	-	-	-	-
Stage 2	1606	3642	-	557	1365	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	16	~ 1	352	2	~ 1	65	280	-	-	~ 23	-	-
Stage 1	118	223	-	2	14	-	-	-	-	-	-	-
Stage 2	97	14	-	440	214	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	351	-	~ 1	63	280	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	65	223	-	1	8	-	-	-	-	-	-	-
Stage 2	34	8	-	404	214	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1	16.3
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	280	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.451	-	-	-	-	1.531	-	-
HCM Control Delay (s)	28	-	-	-	-	-$ 644.5	-	-
HCM Lane LOS	D	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	2.2	-	-	-	-	4.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	178.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	0	103	0	0	16	40	1617	3	18	2625	21
Future Vol, veh/h	25	0	103	0	0	16	40	1617	3	18	2625	21
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	105	0	0	16	41	1650	3	18	2679	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3469	4462	1352	2842	4471	854	2701	0	0	1653	0	0
Stage 1	2727	2727	-	1733	1733	-	-	-	-	-	-	-
Stage 2	742	1735	-	1109	2738	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 7	1	120	19	1	259	54	-	-	187	-	-
Stage 1	~ 11	43	-	60	141	-	-	-	-	-	-	-
Stage 2	339	140	-	201	43	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	120	1	0	253	54	-	-	183	-	-
Mov Cap-2 Maneuver	~ 2	0	-	1	0	-	-	-	-	-	-	-
Stage 1	~ 3	39	-	14	34	-	-	-	-	-	-	-
Stage 2	75	34	-	22	39	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 6157.8	20.2	4.3	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	10	253	183	-	-
HCM Lane V/C Ratio	0.756	-	-	13.061	0.065	0.1	-	-
HCM Control Delay (s)	177	-	-	$ 6157.8	20.2	26.9	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.2	-	-	17.8	0.2	0.3	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: Duncan Avenue-Duncan Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	77	1600	0.048	40	117	1600	0.073	0	117	1600	0.073	3	0	80	1600	0.050	40	120	1600	0.075	0	120	1600	0.075
NB Thru	2938	4800	0.614 *	2	2940	4800	0.614 *	0	2940	4800	0.614 *	119	154	3211	4800	0.671 *	2	3213	4800	0.671 *	0	3213	4800	0.671 *
NB Right	9	0	0.000	-2	7	0	0.000	0	7	0	0.000	0	0	9	0	0.000	-2	7	0	0.000	0	7	0	0.000
SB Left	34	1600	0.021 *	-3	31	1600	0.019 *	0	31	1600	0.019 *	1	0	35	1600	0.022 *	-3	32	1600	0.020 *	0	32	1600	0.020 *
SB Thru	1003	4800	0.216	-12	991	4800	0.222	0	991	4800	0.222	41	123	1167	4800	0.250	-12	1155	4800	0.256	0	1155	4800	0.256
SB Right	32	0	0.000	43	75	0	0.000	0	75	0	0.000	1	0	33	0	0.000	43	76	0	0.000	0	76	0	0.000
EB Left	5	0	0.003	3	8	0	0.005	0	8	0	0.005	0	0	5	0	0.003	3	8	0	0.005	0	8	0	0.005
EB Thru	3	1600	0.016	0	3	1600	0.020 *	0	3	1600	0.020 *	0	0	3	1600	0.016	0	3	1600	0.021 *	0	3	1600	0.021 *
EB Right	17	0	0.000	4	21	0	0.000	0	21	0	0.000	1	0	18	0	0.000	4	22	0	0.000	0	22	0	0.000
WB Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	1	1600	0.013	0	1	1600	0.009	0	1	1600	0.009	0	0	1	1600	0.013	0	1	1600	0.010	0	1	1600	0.010
WB Right	19	0	0.000	-5	14	0	0.000	0	14	0	0.000	1	0	20	0	0.000	-5	15	0	0.000	0	15	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.751				0.753				0.753					0.809				0.811				0.811
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard
E-W St: Duncan Avenue-Duncan Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	-2	38	1600	0.024 *	0	38	1600	0.024 *	2	0	42	1600	0.026 *	-2	40	1600	0.025 *	0	40	1600	0.025 *
NB Thru	1356	4800	0.284	13	1369	4800	0.286	0	1369	4800	0.286	55	193	1604	4800	0.336	13	1617	4800	0.338	0	1617	4800	0.338
NB Right	8	0	0.000	-5	3	0	0.000	0	3	0	0.000	0	0	8	0	0.000	-5	3	0	0.000	0	3	0	0.000
SB Left	25	1600	0.016	-8	17	1600	0.011	0	17	1600	0.011	1	0	26	1600	0.016	-8	18	1600	0.011	0	18	1600	0.011
SB Thru	2292	4800	0.481 *	-2	2290	4800	0.481 *	0	2290	4800	0.481 *	93	242	2627	4800	0.551 *	-2	2625	4800	0.551 *	0	2625	4800	0.551 *
SB Right	18	0	0.000	2	20	0	0.000	0	20	0	0.000	1	0	19	0	0.000	2	21	0	0.000	0	21	0	0.000
EB Left	5	0	0.003	20	25	0	0.016	0	25	0	0.016	0	0	5	0	0.003	20	25	0	0.016	0	25	0	0.016
EB Thru	1	1600	0.033 *	-1	0	1600	0.079 *	0	0	1600	0.079 *	0	0	1	1600	0.034 *	-1	0	1600	0.080 *	0	0	1600	0.080 *
EB Right	46	0	0.000	55	101	0	0.000	0	101	0	0.000	2	0	48	0	0.000	55	103	0	0.000	0	103	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	1600	0.019	0	0	1600	0.009	0	0	1600	0.009	0	0	0	1600	0.019	0	0	1600	0.010	0	0	1600	0.010
WB Right	30	0	0.000	-15	15	0	0.000	0	15	0	0.000	1	0	31	0	0.000	-15	16	0	0.000	0	16	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.639				0.684				0.684					0.711				0.756				0.756
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
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LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004
NB Thru	3038	4800	0.637 *	42	3080	4800	0.648 *	0	3080	4800	0.648 *	123	154	3315	4800	0.695 *	42	3357	4800	0.706 *	0	3357	4800	0.706 *
NB Right	21	0	0.000	11	32	0	0.000	0	32	0	0.000	1	0	22	0	0.000	11	33	0	0.000	0	33	0	0.000
SB Left	47	1600	0.029 *	12	59	1600	0.037 *	0	59	1600	0.037 *	2	0	49	1600	0.031 *	12	61	1600	0.038 *	0	61	1600	0.038 *
SB Thru	963	4800	0.203	-20	943	4800	0.199	0	943	4800	0.199	39	123	1125	4800	0.237	-20	1105	4800	0.233	0	1105	4800	0.233
SB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	0	0	11	0	0.000	0	11	0	0.000	0	11	0	0.000
EB Left	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *	0	0	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *
EB Thru	25	1600	0.029	2	27	1600	0.030	0	27	1600	0.030	1	0	26	1600	0.029	2	28	1600	0.031	0	28	1600	0.031
EB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
WB Left	15	1600	0.009	-2	13	1600	0.008	0	13	1600	0.008	1	0	16	1600	0.010	-2	14	1600	0.009	0	14	1600	0.009
WB Thru	18	1600	0.041 *	0	18	1600	0.041 *	0	18	1600	0.041 *	1	0	19	1600	0.043 *	0	19	1600	0.043 *	0	19	1600	0.043 *
WB Right	47	0	0.000	1	48	0	0.000	0	48	0	0.000	2	0	49	0	0.000	1	50	0	0.000	0	50	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.814				0.833				0.833					0.875				0.894				0.894
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	24	1600	0.015 *	0	24	1600	0.015 *	0	24	1600	0.015 *	1	0	25	1600	0.016 *	0	25	1600	0.016 *	0	25	1600	0.016 *
NB Thru	1338	4800	0.283	-6	1332	4800	0.281	0	1332	4800	0.281	54	193	1585	4800	0.335	-6	1579	4800	0.333	0	1579	4800	0.333
NB Right	21	0	0.000	-3	18	0	0.000	0	18	0	0.000	1	0	22	0	0.000	-3	19	0	0.000	0	19	0	0.000
SB Left	20	1600	0.013	-4	16	1600	0.010	0	16	1600	0.010	1	0	21	1600	0.013	-4	17	1600	0.011	0	17	1600	0.011
SB Thru	2398	4800	0.502 *	45	2443	4800	0.512 *	0	2443	4800	0.512 *	97	242	2737	4800	0.573 *	45	2782	4800	0.583 *	0	2782	4800	0.583 *
SB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
EB Left	13	0	0.008	0	13	0	0.008	0	13	0	0.008	1	0	14	0	0.009	0	14	0	0.009	0	14	0	0.009
EB Thru	14	1600	0.026 *	0	14	1600	0.026 *	0	14	1600	0.026 *	1	0	15	1600	0.028 *	0	15	1600	0.028 *	0	15	1600	0.028 *
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	1	0	16	0	0.000	0	16	0	0.000	0	16	0	0.000
WB Left	39	1600	0.024 *	7	46	1600	0.029 *	0	46	1600	0.029 *	2	0	41	1600	0.026 *	7	48	1600	0.030 *	0	48	1600	0.030 *
WB Thru	17	1600	0.027	0	17	1600	0.028	0	17	1600	0.028	1	0	18	1600	0.028	0	18	1600	0.029	0	18	1600	0.029
WB Right	26	0	0.000	1	27	0	0.000	0	27	0	0.000	1	0	27	0	0.000	1	28	0	0.000	0	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.668				0.682				0.682					0.743				0.756				0.756
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	53	29	3102	926	22
Future Vol, veh/h	3	53	29	3102	926	22
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	55	30	3231	965	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2329	494	988	0	-	0
Stage 1	976	-	-	-	-	-
Stage 2	1353	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	62	446	397	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	446	397	-	-	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	169	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	397	-	327	-	-
HCM Lane V/C Ratio	0.076	-	0.178	-	-
HCM Control Delay (s)	14.8	-	18.4	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	43	5	1385	2493	10
Future Vol, veh/h	4	43	5	1385	2493	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	44	5	1428	2570	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3156	1290	2580	0	-	0
Stage 1	2575	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	21	132	63	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	19	132	63	-	-	-
Mov Cap-2 Maneuver	19	-	-	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	87.5	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	63	-	88	-	-
HCM Lane V/C Ratio	0.082	-	0.551	-	-
HCM Control Delay (s)	67.2	-	87.5	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	2.5	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	55	31	3380	1087	24
Future Vol, veh/h	3	55	31	3380	1087	24
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	32	3521	1132	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2618	579	1157	0	-	0
Stage 1	1145	-	-	-	-	-
Stage 2	1473	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	43	393	328	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	393	328	-	-	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	142	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	328	-	267	-	-
HCM Lane V/C Ratio	0.098	-	0.226	-	-
HCM Control Delay (s)	17.2	-	22.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	46	5	1634	2834	10
Future Vol, veh/h	4	46	5	1634	2834	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	47	5	1685	2922	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3611	1466	2932	0	-	0
Stage 1	2927	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	12	100	41	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	100	41	-	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	183	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	41	-	61	-	-
HCM Lane V/C Ratio	0.126	-	0.845	-	-
HCM Control Delay (s)	105	-	183	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	3.8	-	-

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 30th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU14

Pacific Coast Highway @ 30th Street
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	47	1600	0.029	-18	29	1600	0.018	0	29	1600	0.018	2	0	49	1600	0.031	-18	31	1600	0.019	0	31	1600	0.019
NB Thru	3047	4800	0.635 *	55	3102	4800	0.646 *	0	3102	4800	0.646 *	124	154	3325	4800	0.693 *	55	3380	4800	0.704 *	0	3380	4800	0.704 *
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
SB Thru	929	4800	0.201	-3	926	4800	0.198	0	926	4800	0.198	38	123	1090	4800	0.235	-3	1087	4800	0.231	0	1087	4800	0.231
SB Right	37	0	0.000	-15	22	0	0.000	0	22	0	0.000	2	0	39	0	0.000	-15	24	0	0.000	0	24	0	0.000
EB Left	3	0	0.002	0	3	0	0.002	0	3	0	0.002	0	0	3	0	0.002	0	3	0	0.002	0	3	0	0.002
EB Thru	0	1600	0.035 *	0	0	1600	0.035 *	0	0	1600	0.035 *	0	0	0	1600	0.036 *	0	0	1600	0.036 *	0	0	1600	0.036 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	2	0	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.770				0.781				0.781					0.829				0.840				0.840
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turn 3-7 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 30th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU14

Pacific Coast Highway @ 30th Street
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
NB Thru	1389	4800	0.289	-4	1385	4800	0.289	0	1385	4800	0.289	56	193	1638	4800	0.341	-4	1634	4800	0.340	0	1634	4800	0.340
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Thru	2438	4800	0.510 *	55	2493	4800	0.521 *	0	2493	4800	0.521 *	99	242	2779	4800	0.581 *	55	2834	4800	0.593 *	0	2834	4800	0.593 *
SB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
EB Left	4	0	0.003	0	4	0	0.003	0	4	0	0.003	0	0	4	0	0.003	0	4	0	0.003	0	4	0	0.003
EB Thru	0	1600	0.041 *	0	0	1600	0.029 *	0	0	1600	0.029 *	0	0	0	1600	0.043 *	0	0	1600	0.031 *	0	0	1600	0.031 *
EB Right	62	0	0.000	-19	43	0	0.000	0	43	0	0.000	3	0	65	0	0.000	-19	46	0	0.000	0	46	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.654				0.654				0.654					0.727				0.727				0.727
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
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Intersection	
Int Delay, s/veh	10.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	67	3075	18	49	933
Future Vol, veh/h	0	67	3075	18	49	933
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	3203	19	51	972

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3704	1611	0	0	3222	0
Stage 1	3213	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	10	80	-	-	~ 29	-
Stage 1	9	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	10	80	-	-	~ 29	-
Mov Cap-2 Maneuver	10	-	-	-	-	-
Stage 1	9	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	157.3	0	32.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	80	~ 29	-
HCM Lane V/C Ratio	-	-	0.872	1.76	-
HCM Control Delay (s)	-	-	157.3	$ 657.3	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.5	6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	52	1350	24	3	2547
Future Vol, veh/h	0	52	1350	24	3	2547
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	1378	24	3	2599

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2436	701	0	0	1402	0
Stage 1	1390	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	54	327	-	-	249	-
Stage 1	139	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	51	327	-	-	249	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	257	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	249	-
HCM Lane V/C Ratio	-	-	0.162	0.012	-
HCM Control Delay (s)	-	-	18.1	19.6	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	17

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	3352	19	51	1094
Future Vol, veh/h	0	70	3352	19	51	1094
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	3492	20	53	1140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4064	1756	0	0	3511	0
Stage 1	3502	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	6	~ 63	-	-	~ 20	-
Stage 1	6	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	6	~ 63	-	-	~ 20	-
Mov Cap-2 Maneuver	6	-	-	-	-	-
Stage 1	6	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	273.7	0	51.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	63	~ 20	-
HCM Lane V/C Ratio	-	-	1.157	2.656	-
HCM Control Delay (s)	-	-	273.7	$ 1152.7	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.9	7	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	54	1598	25	3	2891
Future Vol, veh/h	0	54	1598	25	3	2891
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1631	26	3	2950

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2829	828	0	0	1656	0
Stage 1	1643	-	-	-	-	-
Stage 2	1186	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	33	270	-	-	186	-
Stage 1	96	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	31	270	-	-	186	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	270	186	-
HCM Lane V/C Ratio	-	-	0.204	0.016	-
HCM Control Delay (s)	-	-	21.7	24.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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600 S. Lake Avenue, Ste 500, Pasadena 91106
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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Keats Street
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Keats Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Thru	3038	4800	0.637 *	37	3075	4800	0.644 *	0	3075	4800	0.644 *	123	154	3315	4800	0.695 *	37	3352	4800	0.702 *	0	3352	4800	0.702 *
NB Right	18	0	0.000	0	18	0	0.000	0	18	0	0.000	1	0	19	0	0.000	0	19	0	0.000	0	19	0	0.000
SB Left [3]	49	1600	0.031 *	0	49	1600	0.031 *	0	49	1600	0.031 *	2	0	51	1600	0.032 *	0	51	1600	0.032 *	0	51	1600	0.032 *
SB Thru	936	4800	0.195	-3	933	4800	0.194	0	933	4800	0.194	38	123	1097	4800	0.229	-3	1094	4800	0.228	0	1094	4800	0.228
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	1600	0.000	0	0	1600	0.000
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	1600	0.042 *	0	0	1600	0.042 *	0	0	1600	0.042 *	0	0	0	1600	0.044 *	0	0	1600	0.044 *	0	0	1600	0.044 *
WB Right	67	0	0.000	0	67	0	0.000	0	67	0	0.000	3	0	70	0	0.000	0	70	0	0.000	0	70	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.809				0.817				0.817					0.870				0.878				0.878
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
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3 No southbound left-turn 3-7 PM

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Keats Street
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Keats Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	1354	4800	0.287	-4	1350	4800	0.286	0	1350	4800	0.286	55	193	1602	4800	0.339	-4	1598	4800	0.338	0	1598	4800	0.338
NB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	1	0	25	0	0.000	0	25	0	0.000	0	25	0	0.000
SB Left [3]	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
SB Thru	2511	4800	0.523 *	36	2547	4800	0.531 *	0	2547	4800	0.531 *	102	242	2855	4800	0.595 *	36	2891	4800	0.602 *	0	2891	4800	0.602 *
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	1600	0.000	0	0	1600	0.000
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	1600	0.033 *	0	0	1600	0.033 *	0	0	1600	0.033 *	0	0	0	1600	0.034 *	0	0	1600	0.034 *	0	0	1600	0.034 *
WB Right	52	0	0.000	0	52	0	0.000	0	52	0	0.000	2	0	54	0	0.000	0	54	0	0.000	0	54	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.656				0.663				0.663					0.729				0.736				0.736
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No southbound left-turn 3-7 PM

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	39	2980	6	34	954
Future Vol, veh/h	0	39	2980	6	34	954
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	3072	6	35	984

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3539	1539	0	0	3078	0
Stage 1	3075	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	13	89	-	-	~ 34	-
Stage 1	11	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	89	-	-	~ 34	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	11	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	75.2	0	11.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	89	~ 34	-
HCM Lane V/C Ratio	-	-	0.452	1.031	-
HCM Control Delay (s)	-	-	75.2	$ 339.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	1.9	3.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	7	50	1293	17	58	2476
Future Vol, veh/h	7	50	1293	17	58	2476
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	51	1319	17	59	2527

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2457	668	0	0	1337	0
Stage 1	1328	-	-	-	-	-
Stage 2	1129	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	53	344	-	-	268	-
Stage 1	152	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	344	-	-	268	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	152	-	-	-	-	-
Stage 2	187	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	268	-
HCM Lane V/C Ratio	-	-	0.323	0.221	-
HCM Control Delay (s)	-	-	34.3	22.2	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	0.8	-

Intersection	
Int Delay, s/veh	10.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	43	3251	6	39	1112
Future Vol, veh/h	5	43	3251	6	39	1112
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	44	3352	6	40	1146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3894	1679	0	0	3358	0
Stage 1	3355	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	8	72	-	-	~ 24	-
Stage 1	7	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	72	-	-	~ 24	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	7	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 395.2	0	22.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	39	~ 24	-
HCM Lane V/C Ratio	-	-	1.269	1.675	-
HCM Control Delay (s)	-	-	$ 395.2	$ 675.9	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5	5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	24	60	1531	18	69	2808
Future Vol, veh/h	24	60	1531	18	69	2808
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	61	1562	18	70	2865

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2858	790	0	0	1581	0
Stage 1	1571	-	-	-	-	-
Stage 2	1287	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	32	286	-	-	203	-
Stage 1	107	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	286	-	-	203	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	107	-	-	-	-	-
Stage 2	129	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 357.8	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	62	203	-
HCM Lane V/C Ratio	-	-	1.382	0.347	-
HCM Control Delay (s)	-	-	$ 357.8	31.9	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	7.3	1.5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
NB Thru	2299	4800	0.479 *	21	2320	4800	0.483 *	0	2320	4800	0.483 *	93	105	2497	4800	0.520 *	21	2518	4800	0.525 *	0	2518	4800	0.525 *
NB Right	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096	6	42	202	1600	0.126	0	202	1600	0.126	0	202	1600	0.126
SB Left	176	2880	0.061 *	1	177	2880	0.061 *	0	177	2880	0.061 *	7	29	212	2880	0.074 *	1	213	2880	0.074 *	0	213	2880	0.074 *
SB Thru	706	4800	0.156	-1	705	4800	0.156	0	705	4800	0.156	29	88	823	4800	0.182	-1	822	4800	0.182	0	822	4800	0.182
SB Right	45	0	0.000	0	45	0	0.000	0	45	0	0.000	2	4	51	0	0.000	0	51	0	0.000	0	51	0	0.000
EB Left	92	1600	0.058 *	0	92	1600	0.058 *	0	92	1600	0.058 *	4	9	105	1600	0.066 *	0	105	1600	0.066 *	0	105	1600	0.066 *
EB Thru	363	3200	0.135	0	363	3200	0.135	0	363	3200	0.135	15	19	397	3200	0.147	0	397	3200	0.147	0	397	3200	0.147
EB Right	69	0	0.000	0	69	0	0.000	0	69	0	0.000	3	0	72	0	0.000	0	72	0	0.000	0	72	0	0.000
WB Left	282	2880	0.098	0	282	2880	0.098	0	282	2880	0.098	11	61	354	2880	0.123	0	354	2880	0.123	0	354	2880	0.123
WB Thru	506	3200	0.158	0	506	3200	0.158	0	506	3200	0.158	21	28	555	3200	0.173	0	555	3200	0.173	0	555	3200	0.173
WB Right [3]	592	1600	0.309 *	15	607	1600	0.318 *	0	607	1600	0.318 *	24	44	660	1600	0.339 *	15	675	1600	0.348 *	0	675	1600	0.348 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.006				1.020				1.020					1.098				1.112				1.112
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	2	0	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
NB Thru	993	4800	0.207	-2	991	4800	0.206	0	991	4800	0.206	40	140	1173	4800	0.244	-2	1171	4800	0.244	0	1171	4800	0.244
NB Right	265	1600	0.166	0	265	1600	0.166	0	265	1600	0.166	11	109	385	1600	0.241	0	385	1600	0.241	0	385	1600	0.241
SB Left	481	2880	0.167	12	493	2880	0.171	0	493	2880	0.171	20	58	559	2880	0.194	12	571	2880	0.198	0	571	2880	0.198
SB Thru	1893	4800	0.408 *	16	1909	4800	0.412 *	0	1909	4800	0.412 *	77	177	2147	4800	0.465 *	16	2163	4800	0.468 *	0	2163	4800	0.468 *
SB Right	66	0	0.000	1	67	0	0.000	0	67	0	0.000	3	14	83	0	0.000	1	84	0	0.000	0	84	0	0.000
EB Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	3	15	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
EB Thru	404	3200	0.143 *	0	404	3200	0.143 *	0	404	3200	0.143 *	16	45	465	3200	0.163 *	0	465	3200	0.163 *	0	465	3200	0.163 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	2	0	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	268	2880	0.093 *	0	268	2880	0.093 *	0	268	2880	0.093 *	11	107	386	2880	0.134 *	0	386	2880	0.134 *	0	386	2880	0.134 *
WB Thru	346	3200	0.108	0	346	3200	0.108	0	346	3200	0.108	14	39	399	3200	0.125	0	399	3200	0.125	0	399	3200	0.125
WB Right [3]	274	1600	0.004	-2	272	1600	0.000	0	272	1600	0.000	11	48	333	1600	0.014	-2	331	1600	0.009	0	331	1600	0.009
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.769				0.773				0.773					0.887				0.891				0.891
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 21st Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU18

Pacific Coast Highway @ 21st Street
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	2	0	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028
NB Thru	2477	4800	0.523 *	21	2498	4800	0.527 *	0	2498	4800	0.527 *	101	147	2725	4800	0.575 *	21	2746	4800	0.579 *	0	2746	4800	0.579 *
NB Right	33	0	0.000	0	33	0	0.000	0	33	0	0.000	1	0	34	0	0.000	0	34	0	0.000	0	34	0	0.000
SB Left	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	1	5	26	1600	0.016 *	0	26	1600	0.016 *	0	26	1600	0.016 *
SB Thru	897	4800	0.190	-1	896	4800	0.190	0	896	4800	0.190	36	145	1078	4800	0.228	-1	1077	4800	0.228	0	1077	4800	0.228
SB Right	14	0	0.000	0	14	0	0.000	0	14	0	0.000	1	0	15	0	0.000	0	15	0	0.000	0	15	0	0.000
EB Left	54	0	0.034 *	0	54	0	0.034 *	0	54	0	0.034 *	2	0	56	0	0.035 *	0	56	0	0.035 *	0	56	0	0.035 *
EB Thru	84	1600	0.094	0	84	1600	0.094	0	84	1600	0.094	3	0	87	1600	0.098	0	87	1600	0.098	0	87	1600	0.098
EB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
WB Left	75	0	0.047	0	75	0	0.047	0	75	0	0.047	3	0	78	0	0.049	0	78	0	0.049	0	78	0	0.049
WB Thru	92	1600	0.144 *	0	92	1600	0.144 *	0	92	1600	0.144 *	4	0	96	1600	0.154 *	0	96	1600	0.154 *	0	96	1600	0.154 *
WB Right	63	0	0.000	0	63	0	0.000	0	63	0	0.000	3	6	72	0	0.000	0	72	0	0.000	0	72	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.813				0.817				0.817					0.880				0.884				0.884
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 21st Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU18

Pacific Coast Highway @ 21st Street
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	31	1600	0.019 *	0	31	1600	0.019 *	0	31	1600	0.019 *	1	0	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *
NB Thru	1245	4800	0.265	-2	1243	4800	0.264	0	1243	4800	0.264	51	240	1536	4800	0.325	-2	1534	4800	0.325	0	1534	4800	0.325
NB Right	25	0	0.000	0	25	0	0.000	0	25	0	0.000	1	0	26	0	0.000	0	26	0	0.000	0	26	0	0.000
SB Left	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046	3	20	97	1600	0.061	0	97	1600	0.061	0	97	1600	0.061
SB Thru	2074	4800	0.448 *	16	2090	4800	0.451 *	0	2090	4800	0.451 *	84	270	2428	4800	0.522 *	16	2444	4800	0.526 *	0	2444	4800	0.526 *
SB Right	76	0	0.000	0	76	0	0.000	0	76	0	0.000	3	0	79	0	0.000	0	79	0	0.000	0	79	0	0.000
EB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	0	22	0	0.014 *	0	22	0	0.014 *	0	22	0	0.014 *
EB Thru	47	1600	0.051	0	47	1600	0.051	0	47	1600	0.051	2	0	49	1600	0.053	0	49	1600	0.053	0	49	1600	0.053
EB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
WB Left	33	0	0.021	0	33	0	0.021	0	33	0	0.021	1	0	34	0	0.021	0	34	0	0.021	0	34	0	0.021
WB Thru	56	1600	0.081 *	0	56	1600	0.081 *	0	56	1600	0.081 *	2	0	58	1600	0.099 *	0	58	1600	0.099 *	0	58	1600	0.099 *
WB Right	41	0	0.000	0	41	0	0.000	0	41	0	0.000	2	23	66	0	0.000	0	66	0	0.000	0	66	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.662				0.665				0.665					0.755				0.758				0.758
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 16th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU19

Pacific Coast Highway @ 16th Street
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044	3	0	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
NB Thru	2311	4800	0.488 *	21	2332	4800	0.492 *	0	2332	4800	0.492 *	94	147	2552	4800	0.538 *	21	2573	4800	0.543 *	0	2573	4800	0.543 *
NB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	1	0	31	0	0.000	0	31	0	0.000	0	31	0	0.000
SB Left	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *	0	0	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *
SB Thru	813	4800	0.169	-1	812	4800	0.169	0	812	4800	0.169	33	145	991	4800	0.206	-1	990	4800	0.206	0	990	4800	0.206
SB Right	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	6	0	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.103
EB Left [3]	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *	3	0	82	1600	0.051 *	0	82	1600	0.051 *	0	82	1600	0.051 *
EB Thru [3]	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
EB Right [3]	52	1600	0.033	0	52	1600	0.033	0	52	1600	0.033	2	0	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
WB Left [3]	29	0	0.018	0	29	0	0.018	0	29	0	0.018	1	0	30	0	0.019	0	30	0	0.019	0	30	0	0.019
WB Thru [3]	2	1600	0.035 *	0	2	1600	0.035 *	0	2	1600	0.035 *	0	0	2	1600	0.036 *	0	2	1600	0.036 *	0	2	1600	0.036 *
WB Right [3]	25	0	0.000	0	25	0	0.000	0	25	0	0.000	1	0	26	0	0.000	0	26	0	0.000	0	26	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.676				0.681				0.681					0.730				0.734				0.734
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 16th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU19

Pacific Coast Highway @ 16th Street
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056 *	0	89	1600	0.056 *	0	89	1600	0.056 *	4	0	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *
NB Thru	1026	4800	0.218	-2	1024	4800	0.218	0	1024	4800	0.218	42	240	1308	4800	0.277	-2	1306	4800	0.277	0	1306	4800	0.277
NB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
SB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003
SB Thru	1884	4800	0.393 *	16	1900	4800	0.396 *	0	1900	4800	0.396 *	76	270	2230	4800	0.465 *	16	2246	4800	0.468 *	0	2246	4800	0.468 *
SB Right	271	1600	0.169	0	271	1600	0.169	0	271	1600	0.169	11	0	282	1600	0.176	0	282	1600	0.176	0	282	1600	0.176
EB Left [3]	167	1600	0.104 *	0	167	1600	0.104 *	0	167	1600	0.104 *	7	0	174	1600	0.109 *	0	174	1600	0.109 *	0	174	1600	0.109 *
EB Thru [3]	4	0	0.000	0	4	0	0.000	0	4	0	0.000	0	0	4	0	0.000	0	4	0	0.000	0	4	0	0.000
EB Right [3]	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	5	0	117	1600	0.073	0	117	1600	0.073	0	117	1600	0.073
WB Left [3]	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	0	28	0	0.018	0	28	0	0.018	0	28	0	0.018
WB Thru [3]	0	1600	0.019 *	0	0	1600	0.019 *	0	0	1600	0.019 *	0	0	0	1600	0.020 *	0	0	1600	0.020 *	0	0	1600	0.020 *
WB Right [3]	4	0	0.000	0	4	0	0.000	0	4	0	0.000	0	0	4	0	0.000	0	4	0	0.000	0	4	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.672				0.675				0.675					0.751				0.755				0.755
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: Pier Avenue-14th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU20

Pacific Coast Highway @ Pier Avenue-14th Street
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	329	2880	0.114	0	329	2880	0.114	0	329	2880	0.114	13	19	361	2880	0.125	0	361	2880	0.125	0	361	2880	0.125
NB Thru	2247	4800	0.470 *	20	2267	4800	0.474 *	0	2267	4800	0.474 *	91	134	2472	4800	0.517 *	20	2492	4800	0.521 *	0	2492	4800	0.521 *
NB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	0	9	0	0.000	0	9	0	0.000	0	9	0	0.000
SB Left	0	1600	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *	0	0	0	1600	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *
SB Thru	809	4800	0.195	-1	808	4800	0.195	0	808	4800	0.195	33	126	968	4800	0.233	-1	967	4800	0.233	0	967	4800	0.233
SB Right	126	0	0.000	0	126	0	0.000	0	126	0	0.000	5	20	151	0	0.000	0	151	0	0.000	0	151	0	0.000
EB Left	247	2880	0.086 *	2	249	2880	0.086 *	0	249	2880	0.086 *	10	13	270	2880	0.094 *	2	272	2880	0.094 *	0	272	2880	0.094 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3,4]	186	1600	0.002	0	186	1600	0.002	0	186	1600	0.002	8	12	206	1600	0.003	0	206	1600	0.003	0	206	1600	0.003
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right [4]	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *	0	0	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.658				0.663				0.663					0.713				0.717				0.717
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.
4 No right-turn on red 6-9 AM and 3-7 PM.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: Pier Avenue-14th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU20

Pacific Coast Highway @ Pier Avenue-14th Street
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	331	2880	0.115 *	0	331	2880	0.115 *	0	331	2880	0.115 *	13	17	361	2880	0.125 *	0	361	2880	0.125 *	0	361	2880	0.125 *
NB Thru	971	4800	0.205	-2	969	4800	0.205	0	969	4800	0.205	39	219	1229	4800	0.259	-2	1227	4800	0.259	0	1227	4800	0.259
NB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
SB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003
SB Thru	1846	4800	0.414 *	14	1860	4800	0.418 *	0	1860	4800	0.418 *	75	251	2172	4800	0.488 *	14	2186	4800	0.491 *	0	2186	4800	0.491 *
SB Right	143	0	0.000	2	145	0	0.000	0	145	0	0.000	6	20	169	0	0.000	2	171	0	0.000	0	171	0	0.000
EB Left	189	2880	0.066 *	0	189	2880	0.066 *	0	189	2880	0.066 *	8	21	218	2880	0.076 *	0	218	2880	0.076 *	0	218	2880	0.076 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3,4]	286	1600	0.064	0	286	1600	0.064	0	286	1600	0.064	12	18	316	1600	0.072	0	316	1600	0.072	0	316	1600	0.072
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right [4]	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	1	0	21	1600	0.013 *	0	21	1600	0.013 *	0	21	1600	0.013 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.707				0.711				0.711					0.802				0.805				0.805
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.
4 No right-turn on red 6-9 AM and 3-7 PM.

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INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Aviation Boulevard-10th Street
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Pacific Coast Highway
E-W St: Aviation Boulevard-10th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU21

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	0	0	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003
NB Thru	2363	4800	0.492 *	20	2383	4800	0.496 *	0	2383	4800	0.496 *	96	145	2604	4800	0.543 *	20	2624	4800	0.547 *	0	2624	4800	0.547 *
NB Right	767	1600	0.479	0	767	1600	0.479	0	767	1600	0.479	31	16	814	1600	0.509	0	814	1600	0.509	0	814	1600	0.509
SB Left	179	1600	0.112 *	0	179	1600	0.112 *	0	179	1600	0.112 *	7	5	191	1600	0.119 *	0	191	1600	0.119 *	0	191	1600	0.119 *
SB Thru	686	4800	0.143	-1	685	4800	0.143	0	685	4800	0.143	28	133	847	4800	0.177	-1	846	4800	0.176	0	846	4800	0.176
SB Right	1	0	0.000	0	1	0	0.000	0	1	0	0.000	0	0	1	0	0.000	0	1	0	0.000	0	1	0	0.000
EB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
WB Left	655	0	0.205 *	0	655	0	0.205 *	0	655	0	0.205 *	27	20	702	0	0.219 *	0	702	0	0.219 *	0	702	0	0.219 *
WB Thru	1	3200	0.205	0	1	3200	0.205	0	1	3200	0.205	0	0	1	3200	0.220	0	1	3200	0.220	0	1	3200	0.220
WB Right [3,4]	296	1600	0.073	0	296	1600	0.073	0	296	1600	0.073	12	8	316	1600	0.078	0	316	1600	0.078	0	316	1600	0.078
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.912				0.916				0.916					0.984				0.989				0.989
LOS			E				E				E					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.
4 No right-turn on red.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Aviation Boulevard-10th Street
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Pacific Coast Highway
E-W St: Aviation Boulevard-10th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU21

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	0	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006
NB Thru	1004	4800	0.209	-2	1002	4800	0.209	0	1002	4800	0.209	41	229	1274	4800	0.265	-2	1272	4800	0.265	0	1272	4800	0.265
NB Right	564	1600	0.353 *	0	564	1600	0.353 *	0	564	1600	0.353 *	23	39	626	1600	0.391 *	0	626	1600	0.391 *	0	626	1600	0.391 *
SB Left	291	1600	0.182 *	0	291	1600	0.182 *	0	291	1600	0.182 *	12	7	310	1600	0.194 *	0	310	1600	0.194 *	0	310	1600	0.194 *
SB Thru	1839	4800	0.383	14	1853	4800	0.386	0	1853	4800	0.386	75	262	2176	4800	0.453	14	2190	4800	0.456	0	2190	4800	0.456
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001
WB Left	622	0	0.194	0	622	0	0.194	0	622	0	0.194	25	35	682	0	0.213	0	682	0	0.213	0	682	0	0.213
WB Thru	18	3200	0.200 *	0	18	3200	0.200 *	0	18	3200	0.200 *	1	0	19	3200	0.219 *	0	19	3200	0.219 *	0	19	3200	0.219 *
WB Right [3,4]	244	1600	0.000	0	244	1600	0.000	0	244	1600	0.000	10	7	261	1600	0.000	0	261	1600	0.000	0	261	1600	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.834				0.834				0.834					0.904				0.904				0.904
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.
4 No right-turn on red.

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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Prospect Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU22

Prospect Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	179	0	0.112 *	2	181	0	0.113 *	0	181	0	0.113 *	7	3	189	0	0.118 *	2	191	0	0.119 *	0	191	0	0.119 *
NB Thru	76	1600	0.159	0	76	1600	0.161	0	76	1600	0.161	3	0	79	1600	0.168	0	79	1600	0.169	0	79	1600	0.169
NB Right	224	1600	0.140	0	224	1600	0.140	0	224	1600	0.140	9	5	238	1600	0.149	0	238	1600	0.149	0	238	1600	0.149
SB Left	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	5	33	0	0.021	0	33	0	0.021	0	33	0	0.021
SB Thru	49	1600	0.075 *	0	49	1600	0.075 *	0	49	1600	0.075 *	2	2	53	1600	0.083 *	0	53	1600	0.083 *	0	53	1600	0.083 *
SB Right	44	0	0.000	0	44	0	0.000	0	44	0	0.000	2	0	46	0	0.000	0	46	0	0.000	0	46	0	0.000
EB Left	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *	2	0	44	1600	0.028 *	0	44	1600	0.028 *	0	44	1600	0.028 *
EB Thru	655	3200	0.241	0	655	3200	0.241	0	655	3200	0.241	27	89	771	3200	0.279	0	771	3200	0.279	0	771	3200	0.279
EB Right	116	0	0.000	0	116	0	0.000	0	116	0	0.000	5	0	121	0	0.000	0	121	0	0.000	0	121	0	0.000
WB Left	125	1600	0.078	0	125	1600	0.078	0	125	1600	0.078	5	6	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085
WB Thru	1151	3200	0.386 *	15	1166	3200	0.390 *	0	1166	3200	0.390 *	47	140	1338	3200	0.445 *	15	1353	3200	0.450 *	0	1353	3200	0.450 *
WB Right	83	0	0.000	0	83	0	0.000	0	83	0	0.000	3	0	86	0	0.000	0	86	0	0.000	0	86	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.699				0.705				0.705					0.773				0.779				0.779
LOS			B				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Prospect Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU22

Prospect Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	98	0	0.061 *	0	98	0	0.061 *	0	98	0	0.061 *	4	6	108	0	0.068 *	0	108	0	0.068 *	0	108	0	0.068 *
NB Thru	40	1600	0.086	0	40	1600	0.086	0	40	1600	0.086	2	0	42	1600	0.094	0	42	1600	0.094	0	42	1600	0.094
NB Right	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033	2	20	75	1600	0.047	0	75	1600	0.047	0	75	1600	0.047
SB Left	50	0	0.031	0	50	0	0.031	0	50	0	0.031	2	17	69	0	0.043	0	69	0	0.043	0	69	0	0.043
SB Thru	97	1600	0.105 *	0	97	1600	0.105 *	0	97	1600	0.105 *	4	6	107	1600	0.124 *	0	107	1600	0.124 *	0	107	1600	0.124 *
SB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
EB Left	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	1	0	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021
EB Thru	1072	3200	0.372 *	10	1082	3200	0.376 *	0	1082	3200	0.376 *	44	212	1328	3200	0.454 *	10	1338	3200	0.458 *	0	1338	3200	0.458 *
EB Right	119	0	0.000	2	121	0	0.000	0	121	0	0.000	5	0	124	0	0.000	2	126	0	0.000	0	126	0	0.000
WB Left	167	1600	0.104 *	0	167	1600	0.104 *	0	167	1600	0.104 *	7	23	197	1600	0.123 *	0	197	1600	0.123 *	0	197	1600	0.123 *
WB Thru	696	3200	0.229	-2	694	3200	0.229	0	694	3200	0.229	28	210	934	3200	0.304	-2	932	3200	0.304	0	932	3200	0.304
WB Right	38	0	0.000	0	38	0	0.000	0	38	0	0.000	2	0	40	0	0.000	0	40	0	0.000	0	40	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.743				0.747				0.747					0.868				0.872				0.872
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Prospect Avenue @ Aviation Boulevard
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Prospect Avenue
E-W St: Aviation Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU23

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	3	0	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055
NB Thru	262	1600	0.164	2	264	1600	0.165	0	264	1600	0.165	11	1	274	1600	0.171	2	276	1600	0.173	0	276	1600	0.173
NB Right	345	1600	0.216 *	0	345	1600	0.216 *	0	345	1600	0.216 *	14	0	359	1600	0.224 *	0	359	1600	0.224 *	0	359	1600	0.224 *
SB Left	45	1600	0.028 *	0	45	1600	0.028 *	0	45	1600	0.028 *	2	0	47	1600	0.029 *	0	47	1600	0.029 *	0	47	1600	0.029 *
SB Thru	132	1600	0.083	0	132	1600	0.083	0	132	1600	0.083	5	1	138	1600	0.086	0	138	1600	0.086	0	138	1600	0.086
SB Right	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
EB Left	68	1600	0.043	0	68	1600	0.043	0	68	1600	0.043	3	0	71	1600	0.044	0	71	1600	0.044	0	71	1600	0.044
EB Thru	765	3200	0.249 *	0	765	3200	0.249 *	0	765	3200	0.249 *	31	21	817	3200	0.266 *	0	817	3200	0.266 *	0	817	3200	0.266 *
EB Right	32	0	0.000	0	32	0	0.000	0	32	0	0.000	1	0	33	0	0.000	0	33	0	0.000	0	33	0	0.000
WB Left	164	1600	0.103 *	0	164	1600	0.103 *	0	164	1600	0.103 *	7	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *
WB Thru	755	3200	0.255	0	755	3200	0.255	0	755	3200	0.255	31	28	814	3200	0.274	0	814	3200	0.274	0	814	3200	0.274
WB Right	60	0	0.000	0	60	0	0.000	0	60	0	0.000	2	0	62	0	0.000	0	62	0	0.000	0	62	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.695				0.695				0.695					0.726				0.726				0.726
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Prospect Avenue @ Aviation Boulevard
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Prospect Avenue
E-W St: Aviation Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU23

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *	3	0	82	1600	0.051 *	0	82	1600	0.051 *	0	82	1600	0.051 *
NB Thru	178	1600	0.111	0	178	1600	0.111	0	178	1600	0.111	7	3	188	1600	0.118	0	188	1600	0.118	0	188	1600	0.118
NB Right	231	1600	0.144	0	231	1600	0.144	0	231	1600	0.144	9	0	240	1600	0.150	0	240	1600	0.150	0	240	1600	0.150
SB Left	119	1600	0.074	0	119	1600	0.074	0	119	1600	0.074	5	0	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078
SB Thru	276	1600	0.173 *	2	278	1600	0.174 *	0	278	1600	0.174 *	11	3	290	1600	0.181 *	2	292	1600	0.183 *	0	292	1600	0.183 *
SB Right	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026	2	0	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027
EB Left	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033	2	0	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034
EB Thru	736	3200	0.257 *	0	736	3200	0.257 *	0	736	3200	0.257 *	30	46	812	3200	0.282 *	0	812	3200	0.282 *	0	812	3200	0.282 *
EB Right	87	0	0.000	0	87	0	0.000	0	87	0	0.000	4	0	91	0	0.000	0	91	0	0.000	0	91	0	0.000
WB Left	286	1600	0.179 *	0	286	1600	0.179 *	0	286	1600	0.179 *	12	0	298	1600	0.186 *	0	298	1600	0.186 *	0	298	1600	0.186 *
WB Thru	763	3200	0.253	0	763	3200	0.253	0	763	3200	0.253	31	42	836	3200	0.276	0	836	3200	0.276	0	836	3200	0.276
WB Right	45	0	0.000	0	45	0	0.000	0	45	0	0.000	2	0	47	0	0.000	0	47	0	0.000	0	47	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.758				0.759				0.759					0.801				0.802				0.802
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Meadows Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Meadows Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU24

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	74	0	0.046	0	74	0	0.046	0	74	0	0.046	3	0	77	0	0.048	0	77	0	0.048	0	77	0	0.048
SB Thru	0	1600	0.081 *	0	0	1600	0.081 *	0	0	1600	0.081 *	0	0	0	1600	0.084 *	0	0	1600	0.084 *	0	0	1600	0.084 *
SB Right	56	0	0.000	0	56	0	0.000	0	56	0	0.000	2	0	58	0	0.000	0	58	0	0.000	0	58	0	0.000
EB Left	99	1600	0.062 *	0	99	1600	0.062 *	0	99	1600	0.062 *	4	0	103	1600	0.064 *	0	103	1600	0.064 *	0	103	1600	0.064 *
EB Thru	835	3200	0.261	0	835	3200	0.261	0	835	3200	0.261	34	99	968	3200	0.303	0	968	3200	0.303	0	968	3200	0.303
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	1274	3200	0.447 *	15	1289	3200	0.452 *	0	1289	3200	0.452 *	52	145	1471	3200	0.511 *	15	1486	3200	0.515 *	0	1486	3200	0.515 *
WB Right	157	0	0.000	0	157	0	0.000	0	157	0	0.000	6	0	163	0	0.000	0	163	0	0.000	0	163	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.690				0.695				0.695					0.759				0.764				0.764
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Meadows Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

N-S St: Meadows Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU24

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	152	0	0.095	0	152	0	0.095	0	152	0	0.095	6	0	158	0	0.099	0	158	0	0.099	0	158	0	0.099
SB Thru	0	1600	0.153 *	0	0	1600	0.153 *	0	0	1600	0.153 *	0	0	0	1600	0.159 *	0	0	1600	0.159 *	0	0	1600	0.159 *
SB Right	92	0	0.000	0	92	0	0.000	0	92	0	0.000	4	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000
EB Left	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044	3	0	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
EB Thru	1176	3200	0.368 *	10	1186	3200	0.371 *	0	1186	3200	0.371 *	48	250	1474	3200	0.461 *	10	1484	3200	0.464 *	0	1484	3200	0.464 *
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	909	3200	0.313	-2	907	3200	0.312	0	907	3200	0.312	37	233	1179	3200	0.398	-2	1177	3200	0.398	0	1177	3200	0.398
WB Right	92	0	0.000	0	92	0	0.000	0	92	0	0.000	4	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.620				0.623				0.623					0.719				0.723				0.723
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Avenue-Ford Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU25

Peck Avenue-Ford Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	150	0	0.094	0	150	0	0.094	0	150	0	0.094	6	3	159	0	0.099	0	159	0	0.099	0	159	0	0.099
NB Thru	119	1600	0.174 *	0	119	1600	0.174 *	0	119	1600	0.174 *	5	0	124	1600	0.183 *	0	124	1600	0.183 *	0	124	1600	0.183 *
NB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
SB Left	81	0	0.051 *	0	81	0	0.051 *	0	81	0	0.051 *	3	14	98	0	0.061 *	0	98	0	0.061 *	0	98	0	0.061 *
SB Thru	24	1600	0.066	0	24	1600	0.066	0	24	1600	0.066	1	0	25	1600	0.077	0	25	1600	0.077	0	25	1600	0.077
SB Right	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	5	0	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073
EB Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	6	0	151	1600	0.094 *	0	151	1600	0.094 *	0	151	1600	0.094 *
EB Thru	699	3200	0.226	0	699	3200	0.226	0	699	3200	0.226	28	97	824	3200	0.266	0	824	3200	0.266	0	824	3200	0.266
EB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	1	2	27	0	0.000	0	27	0	0.000	0	27	0	0.000
WB Left	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	1	0	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
WB Thru	1175	3200	0.397 *	15	1190	3200	0.402 *	0	1190	3200	0.402 *	48	142	1365	3200	0.464 *	15	1380	3200	0.469 *	0	1380	3200	0.469 *
WB Right	96	0	0.000	0	96	0	0.000	0	96	0	0.000	4	20	120	0	0.000	0	120	0	0.000	0	120	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.813				0.818				0.818					0.903				0.908				0.908
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Peck Avenue-Ford Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU25

Peck Avenue-Ford Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Manhattan Beach Project Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

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NB Left	55	0	0.034 *	0	55	0	0.034 *	0	55	0	0.034 *	2	6	63	0	0.039 *	0	63	0	0.039 *	0	63	0	0.039 *
NB Thru	34	1600	0.061	0	34	1600	0.061	0	34	1600	0.061	1	0	35	1600	0.066	0	35	1600	0.066	0	35	1600	0.066
NB Right	8	0	0.000	0	8	0	0.000	0	8	0	0.000	0	0	8	0	0.000	0	8	0	0.000	0	8	0	0.000
SB Left	51	0	0.032	0	51	0	0.032	0	51	0	0.032	2	38	91	0	0.057	0	91	0	0.057	0	91	0	0.057
SB Thru	44	1600	0.059 *	0	44	1600	0.059 *	0	44	1600	0.059 *	2	0	46	1600	0.086 *	0	46	1600	0.086 *	0	46	1600	0.086 *
SB Right	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	3	0	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056
EB Left	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	3	0	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053
EB Thru	1094	3200	0.368 *	10	1104	3200	0.371 *	0	1104	3200	0.371 *	44	244	1382	3200	0.460 *	10	1392	3200	0.463 *	0	1392	3200	0.463 *
EB Right	82	0	0.000	0	82	0	0.000	0	82	0	0.000	3	6	91	0	0.000	0	91	0	0.000	0	91	0	0.000
WB Left	62	1600	0.039 *	0	62	1600	0.039 *	0	62	1600	0.039 *	3	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
WB Thru	846	3200	0.280	-2	844	3200	0.279	0	844	3200	0.279	34	228	1108	3200	0.372	-2	1106	3200	0.372	0	1106	3200	0.372
WB Right	49	0	0.000	0	49	0	0.000	0	49	0	0.000	2	32	83	0	0.000	0	83	0	0.000	0	83	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.600				0.603				0.603					0.726				0.729				0.729
LOS			A				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

APPENDIX E-3

305 S. SEPULVEDA BOULEVARD PROJECT ONLY
ICU AND LEVELS OF SERVICE EXPLANATION
HCM AND LEVELS OF SERVICE EXPLANATION
INTERSECTION LEVELS OF SERVICE DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	21	0	1	17	117	2938	9	34	977	75
Future Vol, veh/h	8	3	21	0	1	17	117	2938	9	34	977	75
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	22	0	1	18	123	3093	9	36	1028	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2625	4489	558	3831	4525	1591	1109	0	0	3102	0	0
Stage 1	1141	1141	-	3344	3344	-	-	-	-	-	-	-
Stage 2	1484	3348	-	487	1181	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	26	~ 1	405	4	~ 1	82	347	-	-	~ 33	-	-
Stage 1	159	274	-	4	20	-	-	-	-	-	-	-
Stage 2	116	20	-	485	262	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	404	-	~ 1	79	346	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	102	274	-	3	13	-	-	-	-	-	-	-
Stage 2	51	13	-	452	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.8	12
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	346	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.356	-	-	-	-	1.118	-	-
HCM Control Delay (s)	21	-	-	-	-	-$ 383.6	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.6	-	-	-	-	3.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	76.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	1	101	0	0	23	38	1356	8	25	2288	20
Future Vol, veh/h	25	1	101	0	0	23	38	1356	8	25	2288	20
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	103	0	0	23	39	1384	8	26	2335	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3028	3866	1180	2451	3872	723	2356	0	0	1392	0	0
Stage 1	2397	2397	-	1465	1465	-	-	-	-	-	-	-
Stage 2	631	1469	-	986	2407	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 14	3	157	33	3	316	82	-	-	252	-	-
Stage 1	~ 20	64	-	94	191	-	-	-	-	-	-	-
Stage 2	397	190	-	240	64	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	~ 1	157	-	1	309	82	-	-	246	-	-
Mov Cap-2 Maneuver	~ 7	~ 1	-	-	1	-	-	-	-	-	-	-
Stage 1	~ 10	57	-	49	100	-	-	-	-	-	-	-
Stage 2	188	100	-	72	57	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 2304.4		2.3	0.2
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	24	-	246	-	-
HCM Lane V/C Ratio	0.473	-	-	5.4	-	0.104	-	-
HCM Control Delay (s)	83.3	-	-	$ 2304.4	-	21.3	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	2	-	-	16.2	-	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	22	0	1	18	120	3211	9	35	1141	76
Future Vol, veh/h	8	3	22	0	1	18	120	3211	9	35	1141	76
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	23	0	1	19	126	3380	9	37	1201	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2922	4959	645	4195	4994	1735	1283	0	0	3389	0	0
Stage 1	1317	1317	-	3637	3637	-	-	-	-	-	-	-
Stage 2	1605	3642	-	558	1357	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	16	~ 1	356	2	~ 1	65	285	-	-	~ 23	-	-
Stage 1	119	225	-	2	14	-	-	-	-	-	-	-
Stage 2	97	14	-	439	215	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	355	-	~ 1	63	285	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	66	225	-	1	8	-	-	-	-	-	-	-
Stage 2	32	8	-	404	215	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1	19.7
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	285	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.443	-	-	-	-	1.675	-	-
HCM Control Delay (s)	27.3	-	-	-	-	$ 703	-	-
HCM Lane LOS	D	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	2.2	-	-	-	-	4.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	180.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	1	103	0	0	24	40	1604	8	26	2623	21
Future Vol, veh/h	25	1	103	0	0	24	40	1604	8	26	2623	21
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	105	0	0	24	41	1637	8	27	2677	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3477	4468	1351	2847	4474	849	2699	0	0	1645	0	0
Stage 1	2741	2741	-	1722	1722	-	-	-	-	-	-	-
Stage 2	736	1727	-	1125	2752	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 7	~ 1	120	18	1	261	55	-	-	189	-	-
Stage 1	~ 11	42	-	61	142	-	-	-	-	-	-	-
Stage 2	342	142	-	196	42	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	120	1	0	255	55	-	-	185	-	-
Mov Cap-2 Maneuver	~ 2	0	-	1	0	-	-	-	-	-	-	-
Stage 1	~ 3	36	-	16	36	-	-	-	-	-	-	-
Stage 2	77	36	-	20	36	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 6203.7	20.6	4.1	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	55	-	-	10	255	185	-	-
HCM Lane V/C Ratio	0.742	-	-	13.163	0.096	0.143	-	-
HCM Control Delay (s)	171.3	-	-	$ 6203.7	20.6	27.7	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.1	-	-	18	0.3	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Sepulveda Boulevard
E-W St: Duncan Avenue-Duncan Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive
Peak hr: AM
Annual Growth: 1.00%

305 S. Sepulveda Boulevard Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	77	1600	0.048	40	117	1600	0.073	0	117	1600	0.073	3	0	80	1600	0.050	40	120	1600	0.075	0	120	1600	0.075
NB Thru	2938	4800	0.614 *	0	2938	4800	0.614 *	0	2938	4800	0.614 *	119	154	3211	4800	0.671 *	0	3211	4800	0.671 *	0	3211	4800	0.671 *
NB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	0	9	0	0.000	0	9	0	0.000	0	9	0	0.000
SB Left	34	1600	0.021 *	0	34	1600	0.021 *	0	34	1600	0.021 *	1	0	35	1600	0.022 *	0	35	1600	0.022 *	0	35	1600	0.022 *
SB Thru	1003	4800	0.216	-26	977	4800	0.219	0	977	4800	0.219	41	123	1167	4800	0.250	-26	1141	4800	0.254	0	1141	4800	0.254
SB Right	32	0	0.000	43	75	0	0.000	0	75	0	0.000	1	0	33	0	0.000	43	76	0	0.000	0	76	0	0.000
EB Left	5	0	0.003	3	8	0	0.005	0	8	0	0.005	0	0	5	0	0.003	3	8	0	0.005	0	8	0	0.005
EB Thru	3	1600	0.016	0	3	1600	0.020 *	0	3	1600	0.020 *	0	0	3	1600	0.016	0	3	1600	0.021 *	0	3	1600	0.021 *
EB Right	17	0	0.000	4	21	0	0.000	0	21	0	0.000	1	0	18	0	0.000	4	22	0	0.000	0	22	0	0.000
WB Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	1	1600	0.013	0	1	1600	0.011	0	1	1600	0.011	0	0	1	1600	0.013	0	1	1600	0.012	0	1	1600	0.012
WB Right	19	0	0.000	-2	17	0	0.000	0	17	0	0.000	1	0	20	0	0.000	-2	18	0	0.000	0	18	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.751				0.755				0.755					0.809				0.813				0.813
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Sepulveda Boulevard
E-W St: Duncan Avenue-Duncan Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive
Peak hr: PM
Annual Growth: 1.00%

305 S. Sepulveda Boulevard Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	-2	38	1600	0.024 *	0	38	1600	0.024 *	2	0	42	1600	0.026 *	-2	40	1600	0.025 *	0	40	1600	0.025 *
NB Thru	1356	4800	0.284	0	1356	4800	0.284	0	1356	4800	0.284	55	193	1604	4800	0.336	0	1604	4800	0.336	0	1604	4800	0.336
NB Right	8	0	0.000	0	8	0	0.000	0	8	0	0.000	0	0	8	0	0.000	0	8	0	0.000	0	8	0	0.000
SB Left	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016	1	0	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016
SB Thru	2292	4800	0.481 *	-4	2288	4800	0.481 *	0	2288	4800	0.481 *	93	242	2627	4800	0.551 *	-4	2623	4800	0.551 *	0	2623	4800	0.551 *
SB Right	18	0	0.000	2	20	0	0.000	0	20	0	0.000	1	0	19	0	0.000	2	21	0	0.000	0	21	0	0.000
EB Left	5	0	0.003	20	25	0	0.016	0	25	0	0.016	0	0	5	0	0.003	20	25	0	0.016	0	25	0	0.016
EB Thru	1	1600	0.033 *	0	1	1600	0.079 *	0	1	1600	0.079 *	0	0	1	1600	0.034 *	0	1	1600	0.081 *	0	1	1600	0.081 *
EB Right	46	0	0.000	55	101	0	0.000	0	101	0	0.000	2	0	48	0	0.000	55	103	0	0.000	0	103	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	1600	0.019	0	0	1600	0.014	0	0	1600	0.014	0	0	0	1600	0.019	0	0	1600	0.015	0	0	1600	0.015
WB Right	30	0	0.000	-7	23	0	0.000	0	23	0	0.000	1	0	31	0	0.000	-7	24	0	0.000	0	24	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.639				0.684				0.684					0.711				0.756				0.756
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
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LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: AM
Annual Growth: 1.00%

305 S. Sepulveda Boulevard Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004
NB Thru	3038	4800	0.637 *	39	3077	4800	0.645 *	0	3077	4800	0.645 *	123	154	3315	4800	0.695 *	39	3354	4800	0.703 *	0	3354	4800	0.703 *
NB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
SB Left	47	1600	0.029 *	-2	45	1600	0.028 *	0	45	1600	0.028 *	2	0	49	1600	0.031 *	-2	47	1600	0.029 *	0	47	1600	0.029 *
SB Thru	963	4800	0.203	-20	943	4800	0.199	0	943	4800	0.199	39	123	1125	4800	0.237	-20	1105	4800	0.233	0	1105	4800	0.233
SB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	0	0	11	0	0.000	0	11	0	0.000	0	11	0	0.000
EB Left	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *	0	0	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *
EB Thru	25	1600	0.029	0	25	1600	0.029	0	25	1600	0.029	1	0	26	1600	0.029	0	26	1600	0.029	0	26	1600	0.029
EB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
WB Left	15	1600	0.009	0	15	1600	0.009	0	15	1600	0.009	1	0	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010
WB Thru	18	1600	0.041 *	0	18	1600	0.041 *	0	18	1600	0.041 *	1	0	19	1600	0.043 *	0	19	1600	0.043 *	0	19	1600	0.043 *
WB Right	47	0	0.000	1	48	0	0.000	0	48	0	0.000	2	0	49	0	0.000	1	50	0	0.000	0	50	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.814				0.822				0.822					0.875				0.883				0.883
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: PM
Annual Growth: 1.00%

305 S. Sepulveda Boulevard Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	24	1600	0.015 *	0	24	1600	0.015 *	0	24	1600	0.015 *	1	0	25	1600	0.016 *	0	25	1600	0.016 *	0	25	1600	0.016 *
NB Thru	1338	4800	0.283	-2	1336	4800	0.283	0	1336	4800	0.283	54	193	1585	4800	0.335	-2	1583	4800	0.334	0	1583	4800	0.334
NB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
SB Left	20	1600	0.013	-6	14	1600	0.009	0	14	1600	0.009	1	0	21	1600	0.013	-6	15	1600	0.009	0	15	1600	0.009
SB Thru	2398	4800	0.502 *	45	2443	4800	0.512 *	0	2443	4800	0.512 *	97	242	2737	4800	0.573 *	45	2782	4800	0.583 *	0	2782	4800	0.583 *
SB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
EB Left	13	0	0.008	0	13	0	0.008	0	13	0	0.008	1	0	14	0	0.009	0	14	0	0.009	0	14	0	0.009
EB Thru	14	1600	0.026 *	0	14	1600	0.026 *	0	14	1600	0.026 *	1	0	15	1600	0.028 *	0	15	1600	0.028 *	0	15	1600	0.028 *
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	1	0	16	0	0.000	0	16	0	0.000	0	16	0	0.000
WB Left	39	1600	0.024 *	0	39	1600	0.024 *	0	39	1600	0.024 *	2	0	41	1600	0.026 *	0	41	1600	0.026 *	0	41	1600	0.026 *
WB Thru	17	1600	0.027	0	17	1600	0.027	0	17	1600	0.027	1	0	18	1600	0.028	0	18	1600	0.028	0	18	1600	0.028
WB Right	26	0	0.000	0	26	0	0.000	0	26	0	0.000	1	0	27	0	0.000	0	27	0	0.000	0	27	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.668				0.677				0.677					0.743				0.752				0.752
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	53	29	3088	927	22
Future Vol, veh/h	3	53	29	3088	927	22
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	55	30	3217	966	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2324	494	989	0	-	0
Stage 1	977	-	-	-	-	-
Stage 2	1347	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	62	446	396	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	446	396	-	-	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	171	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	396	- 327	-	-
HCM Lane V/C Ratio	0.076	- 0.178	-	-
HCM Control Delay (s)	14.8	- 18.4	-	-
HCM Lane LOS	B	- C	-	-
HCM 95th %tile Q(veh)	0.2	- 0.6	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	43	5	1389	2484	10
Future Vol, veh/h	4	43	5	1389	2484	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	44	5	1432	2561	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3149	1286	2571	0	-	0
Stage 1	2566	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	22	133	64	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	20	133	64	-	-	-
Mov Cap-2 Maneuver	20	-	-	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	84.2	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	64	- 90	-	-
HCM Lane V/C Ratio	0.081	- 0.538	-	-
HCM Control Delay (s)	66.1	- 84.2	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.3	- 2.4	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	55	31	3366	1088	24
Future Vol, veh/h	3	55	31	3366	1088	24
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	32	3506	1133	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2613	579	1158	0	-	0
Stage 1	1146	-	-	-	-	-
Stage 2	1467	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	43	393	328	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	393	328	-	-	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	143	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	328	-	267	-	-
HCM Lane V/C Ratio	0.098	-	0.226	-	-
HCM Control Delay (s)	17.2	-	22.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	46	5	1638	2825	10
Future Vol, veh/h	4	46	5	1638	2825	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	47	5	1689	2912	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3604	1461	2923	0	-	0
Stage 1	2918	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	12	101	42	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	101	42	-	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	183	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	42	-	61	-	-
HCM Lane V/C Ratio	0.123	-	0.845	-	-
HCM Control Delay (s)	102.4	-	183	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	3.8	-	-

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 30th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU14

Pacific Coast Highway @ 30th Street
Peak hr: AM
Annual Growth: 1.00%

305 S. Sepulveda Boulevard Only

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	47	1600	0.029	-18	29	1600	0.018	0	29	1600	0.018	2	0	49	1600	0.031	-18	31	1600	0.019	0	31	1600	0.019
NB Thru	3047	4800	0.635 *	41	3088	4800	0.643 *	0	3088	4800	0.643 *	124	154	3325	4800	0.693 *	41	3366	4800	0.701 *	0	3366	4800	0.701 *
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
SB Thru	929	4800	0.201	-2	927	4800	0.198	0	927	4800	0.198	38	123	1090	4800	0.235	-2	1088	4800	0.232	0	1088	4800	0.232
SB Right	37	0	0.000	-15	22	0	0.000	0	22	0	0.000	2	0	39	0	0.000	-15	24	0	0.000	0	24	0	0.000
EB Left	3	0	0.002	0	3	0	0.002	0	3	0	0.002	0	0	3	0	0.002	0	3	0	0.002	0	3	0	0.002
EB Thru	0	1600	0.035 *	0	0	1600	0.035 *	0	0	1600	0.035 *	0	0	0	1600	0.036 *	0	0	1600	0.036 *	0	0	1600	0.036 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	2	0	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.770				0.778				0.778					0.829				0.838				0.838
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turn 3-7 PM

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 30th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
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Pacific Coast Highway @ 30th Street
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305 S. Sepulveda Boulevard Only

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	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
NB Thru	1389	4800	0.289	0	1389	4800	0.289	0	1389	4800	0.289	56	193	1638	4800	0.341	0	1638	4800	0.341	0	1638	4800	0.341
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Thru	2438	4800	0.510 *	46	2484	4800	0.520 *	0	2484	4800	0.520 *	99	242	2779	4800	0.581 *	46	2825	4800	0.591 *	0	2825	4800	0.591 *
SB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
EB Left	4	0	0.003	0	4	0	0.003	0	4	0	0.003	0	0	4	0	0.003	0	4	0	0.003	0	4	0	0.003
EB Thru	0	1600	0.041 *	0	0	1600	0.029 *	0	0	1600	0.029 *	0	0	0	1600	0.043 *	0	0	1600	0.031 *	0	0	1600	0.031 *
EB Right	62	0	0.000	-19	43	0	0.000	0	43	0	0.000	3	0	65	0	0.000	-19	46	0	0.000	0	46	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.654				0.652				0.652					0.727				0.725				0.725
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turn 3-7 PM

Intersection	
Int Delay, s/veh	10.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	67	3061	18	49	934
Future Vol, veh/h	0	67	3061	18	49	934
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	3189	19	51	973

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3689	1604	0	0	3207	0
Stage 1	3198	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	10	81	-	-	~ 29	-
Stage 1	9	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	10	81	-	-	~ 29	-
Mov Cap-2 Maneuver	10	-	-	-	-	-
Stage 1	9	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	153.2	0	32.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	81	~ 29	-
HCM Lane V/C Ratio	-	-	0.862	1.76	-
HCM Control Delay (s)	-	-	153.2	$ 657.3	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.5	6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	52	1354	24	3	2538
Future Vol, veh/h	0	52	1354	24	3	2538
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	1382	24	3	2590

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2436	703	0	0	1406	0
Stage 1	1394	-	-	-	-	-
Stage 2	1042	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	54	326	-	-	248	-
Stage 1	138	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	51	326	-	-	248	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	326	248	-
HCM Lane V/C Ratio	-	-	0.163	0.012	-
HCM Control Delay (s)	-	-	18.2	19.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	16.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	3338	19	51	1095
Future Vol, veh/h	0	70	3338	19	51	1095
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	3477	20	53	1141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4050	1748	0	0	3497	0
Stage 1	3487	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	6	~ 64	-	-	~ 21	-
Stage 1	6	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	6	~ 64	-	-	~ 21	-
Mov Cap-2 Maneuver	6	-	-	-	-	-
Stage 1	6	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	265.3	0	48.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	64	~ 21	-
HCM Lane V/C Ratio	-	-	1.139	2.53	-
HCM Control Delay (s)	-	-	265.3	$ 1080.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.8	6.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	54	1602	25	3	2882
Future Vol, veh/h	0	54	1602	25	3	2882
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1635	26	3	2941

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2829	830	0	0	1660	0
Stage 1	1647	-	-	-	-	-
Stage 2	1182	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	33	269	-	-	186	-
Stage 1	96	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	31	269	-	-	186	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	216	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	269	186	-
HCM Lane V/C Ratio	-	-	0.205	0.016	-
HCM Control Delay (s)	-	-	21.8	24.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

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INTERSECTION CAPACITY UTILIZATION

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305 S. Sepulveda Boulevard Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
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Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Thru	3038	4800	0.637 *	23	3061	4800	0.641 *	0	3061	4800	0.641 *	123	154	3315	4800	0.695 *	23	3338	4800	0.699 *	0	3338	4800	0.699 *
NB Right	18	0	0.000	0	18	0	0.000	0	18	0	0.000	1	0	19	0	0.000	0	19	0	0.000	0	19	0	0.000
SB Left [3]	49	1600	0.031 *	0	49	1600	0.031 *	0	49	1600	0.031 *	2	0	51	1600	0.032 *	0	51	1600	0.032 *	0	51	1600	0.032 *
SB Thru	936	4800	0.195	-2	934	4800	0.195	0	934	4800	0.195	38	123	1097	4800	0.229	-2	1095	4800	0.228	0	1095	4800	0.228
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	1600	0.000	0	0	1600	0.000
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	1600	0.042 *	0	0	1600	0.042 *	0	0	1600	0.042 *	0	0	0	1600	0.044 *	0	0	1600	0.044 *	0	0	1600	0.044 *
WB Right	67	0	0.000	0	67	0	0.000	0	67	0	0.000	3	0	70	0	0.000	0	70	0	0.000	0	70	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.809				0.814				0.814					0.870				0.875				0.875
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No southbound left-turn 3-7 PM

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Keats Street
Peak hr: PM
Annual Growth: 1.00%

305 S. Sepulveda Boulevard Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Keats Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	1354	4800	0.287	0	1354	4800	0.287	0	1354	4800	0.287	55	193	1602	4800	0.339	0	1602	4800	0.339	0	1602	4800	0.339
NB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	1	0	25	0	0.000	0	25	0	0.000	0	25	0	0.000
SB Left [3]	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
SB Thru	2511	4800	0.523 *	27	2538	4800	0.529 *	0	2538	4800	0.529 *	102	242	2855	4800	0.595 *	27	2882	4800	0.600 *	0	2882	4800	0.600 *
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	1600	0.000	0	0	1600	0.000
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	1600	0.033 *	0	0	1600	0.033 *	0	0	1600	0.033 *	0	0	0	1600	0.034 *	0	0	1600	0.034 *	0	0	1600	0.034 *
WB Right	52	0	0.000	0	52	0	0.000	0	52	0	0.000	2	0	54	0	0.000	0	54	0	0.000	0	54	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.656				0.661				0.661					0.729				0.734				0.734
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No southbound left-turn 3-7 PM

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	39	2966	6	34	955
Future Vol, veh/h	0	39	2966	6	34	955
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	3058	6	35	985

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3525	1532	0	0	3064	0
Stage 1	3061	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	13	90	-	-	~ 35	-
Stage 1	11	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	90	-	-	~ 35	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	11	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	73.9	0	11.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	90	~ 35	-
HCM Lane V/C Ratio	-	-	0.447	1.001	-
HCM Control Delay (s)	-	-	73.9	$ 323.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	1.9	3.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	7	50	1297	17	58	2467
Future Vol, veh/h	7	50	1297	17	58	2467
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	51	1323	17	59	2517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2457	670	0	0	1341	0
Stage 1	1332	-	-	-	-	-
Stage 2	1125	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	53	343	-	-	267	-
Stage 1	151	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	343	-	-	267	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	151	-	-	-	-	-
Stage 2	188	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	267	-
HCM Lane V/C Ratio	-	-	0.323	0.222	-
HCM Control Delay (s)	-	-	34.3	22.3	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	0.8	-

Intersection	
Int Delay, s/veh	9.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	43	3237	6	39	1113
Future Vol, veh/h	5	43	3237	6	39	1113
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	44	3337	6	40	1147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3879	1672	0	0	3343	0
Stage 1	3340	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	8	72	-	-	~ 25	-
Stage 1	7	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	72	-	-	~ 25	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	7	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 395.2	0	21.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	39	~ 25	-
HCM Lane V/C Ratio	-	-	1.269	1.608	-
HCM Control Delay (s)	-	-	$ 395.2	$ 636.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5	4.9	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	24	60	1535	18	69	2799
Future Vol, veh/h	24	60	1535	18	69	2799
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	61	1566	18	70	2856

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2859	792	0	0	1585	0
Stage 1	1576	-	-	-	-	-
Stage 2	1283	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	31	285	-	-	202	-
Stage 1	106	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 20	285	-	-	202	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-
Stage 1	106	-	-	-	-	-
Stage 2	129	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 380.2	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	60	202	-
HCM Lane V/C Ratio	-	-	1.429	0.349	-
HCM Control Delay (s)	-	-	$ 380.2	32.1	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	7.5	1.5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

305 S. Sepulveda Boulevard Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
NB Thru	2299	4800	0.479 *	13	2312	4800	0.482 *	0	2312	4800	0.482 *	93	105	2497	4800	0.520 *	13	2510	4800	0.523 *	0	2510	4800	0.523 *
NB Right	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096	6	42	202	1600	0.126	0	202	1600	0.126	0	202	1600	0.126
SB Left	176	2880	0.061 *	1	177	2880	0.061 *	0	177	2880	0.061 *	7	29	212	2880	0.074 *	1	213	2880	0.074 *	0	213	2880	0.074 *
SB Thru	706	4800	0.156	0	706	4800	0.156	0	706	4800	0.156	29	88	823	4800	0.182	0	823	4800	0.182	0	823	4800	0.182
SB Right	45	0	0.000	0	45	0	0.000	0	45	0	0.000	2	4	51	0	0.000	0	51	0	0.000	0	51	0	0.000
EB Left	92	1600	0.058 *	0	92	1600	0.058 *	0	92	1600	0.058 *	4	9	105	1600	0.066 *	0	105	1600	0.066 *	0	105	1600	0.066 *
EB Thru	363	3200	0.135	0	363	3200	0.135	0	363	3200	0.135	15	19	397	3200	0.147	0	397	3200	0.147	0	397	3200	0.147
EB Right	69	0	0.000	0	69	0	0.000	0	69	0	0.000	3	0	72	0	0.000	0	72	0	0.000	0	72	0	0.000
WB Left	282	2880	0.098	0	282	2880	0.098	0	282	2880	0.098	11	61	354	2880	0.123	0	354	2880	0.123	0	354	2880	0.123
WB Thru	506	3200	0.158	0	506	3200	0.158	0	506	3200	0.158	21	28	555	3200	0.173	0	555	3200	0.173	0	555	3200	0.173
WB Right [3]	592	1600	0.309 *	9	601	1600	0.314 *	0	601	1600	0.314 *	24	44	660	1600	0.339 *	9	669	1600	0.344 *	0	669	1600	0.344 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.006				1.015				1.015					1.098				1.107				1.107
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

305 S. Sepulveda Boulevard Only

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E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

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Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	2	0	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
NB Thru	993	4800	0.207	0	993	4800	0.207	0	993	4800	0.207	40	140	1173	4800	0.244	0	1173	4800	0.244	0	1173	4800	0.244
NB Right	265	1600	0.166	0	265	1600	0.166	0	265	1600	0.166	11	109	385	1600	0.241	0	385	1600	0.241	0	385	1600	0.241
SB Left	481	2880	0.167	8	489	2880	0.170	0	489	2880	0.170	20	58	559	2880	0.194	8	567	2880	0.197	0	567	2880	0.197
SB Thru	1893	4800	0.408 *	11	1904	4800	0.411 *	0	1904	4800	0.411 *	77	177	2147	4800	0.465 *	11	2158	4800	0.467 *	0	2158	4800	0.467 *
SB Right	66	0	0.000	1	67	0	0.000	0	67	0	0.000	3	14	83	0	0.000	1	84	0	0.000	0	84	0	0.000
EB Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	3	15	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
EB Thru	404	3200	0.143 *	0	404	3200	0.143 *	0	404	3200	0.143 *	16	45	465	3200	0.163 *	0	465	3200	0.163 *	0	465	3200	0.163 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	2	0	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	268	2880	0.093 *	0	268	2880	0.093 *	0	268	2880	0.093 *	11	107	386	2880	0.134 *	0	386	2880	0.134 *	0	386	2880	0.134 *
WB Thru	346	3200	0.108	0	346	3200	0.108	0	346	3200	0.108	14	39	399	3200	0.125	0	399	3200	0.125	0	399	3200	0.125
WB Right [3]	274	1600	0.004	0	274	1600	0.001	0	274	1600	0.001	11	48	333	1600	0.014	0	333	1600	0.011	0	333	1600	0.011
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.769				0.771				0.771					0.887				0.890				0.890
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

APPENDIX E-4

330 S. SEPULVEDA BOULEVARD PROJECT ONLY
ICU AND LEVELS OF SERVICE EXPLANATION
HCM AND LEVELS OF SERVICE EXPLANATION
INTERSECTION LEVELS OF SERVICE DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	17	0	1	16	77	2940	7	31	1017	32
Future Vol, veh/h	5	3	17	0	1	16	77	2940	7	31	1017	32
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	18	0	1	17	81	3095	7	33	1071	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2556	4419	556	3758	4432	1591	1106	0	0	3102	0	0
Stage 1	1155	1155	-	3261	3261	-	-	-	-	-	-	-
Stage 2	1401	3264	-	497	1171	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	28	~ 1	406	5	~ 1	82	348	-	-	33	-	-
Stage 1	155	269	-	4	22	-	-	-	-	-	-	-
Stage 2	131	22	-	478	265	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	405	-	~ 1	79	347	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	119	269	-	3	17	-	-	-	-	-	-	-
Stage 2	72	17	-	451	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	10
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	347	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.234	-	-	-	-	1.02	-	-
HCM Control Delay (s)	18.5	-	-	-	-	-$ 349.2	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-	3.5	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	0	46	0	0	22	40	1369	3	17	2294	18
Future Vol, veh/h	5	0	46	0	0	22	40	1369	3	17	2294	18
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	47	0	0	22	41	1397	3	17	2341	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3026	3868	1182	2452	3875	727	2360	0	0	1400	0	0
Stage 1	2386	2386	-	1480	1480	-	-	-	-	-	-	-
Stage 2	640	1482	-	972	2395	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	14	3	157	33	3	314	82	-	-	250	-	-
Stage 1	20	65	-	91	188	-	-	-	-	-	-	-
Stage 2	392	187	-	245	65	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	1	157	13	1	307	82	-	-	244	-	-
Mov Cap-2 Maneuver	7	1	-	13	1	-	-	-	-	-	-	-
Stage 1	10	60	-	46	94	-	-	-	-	-	-	-
Stage 2	178	94	-	160	60	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	260.3	17.6	2.4	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	51	307	244	-	-
HCM Lane V/C Ratio	0.498	-	-	1.02	0.073	0.071	-	-
HCM Control Delay (s)	86.2	-	-	260.3	17.6	20.9	-	-
HCM Lane LOS	F	-	-	F	C	C	-	-
HCM 95th %tile Q(veh)	2.1	-	-	4.5	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	18	0	1	17	80	3213	7	32	1181	33
Future Vol, veh/h	5	3	18	0	1	17	80	3213	7	32	1181	33
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	19	0	1	18	84	3382	7	34	1243	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2852	4888	643	4122	4901	1735	1280	0	0	3389	0	0
Stage 1	1330	1330	-	3554	3554	-	-	-	-	-	-	-
Stage 2	1522	3558	-	568	1347	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	18	~ 1	357	3	~ 1	65	286	-	-	~ 23	-	-
Stage 1	117	222	-	3	15	-	-	-	-	-	-	-
Stage 2	110	15	-	433	218	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	356	-	~ 1	63	286	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	82	222	-	2	11	-	-	-	-	-	-	-
Stage 2	49	11	-	403	218	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.6	16.6
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	286	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.294	-	-	-	-	1.531	-	-
HCM Control Delay (s)	22.8	-	-	-	-	-$ 644.5	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-	-	4.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	18.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	0	48	0	0	23	42	1617	3	18	2629	19
Future Vol, veh/h	5	0	48	0	0	23	42	1617	3	18	2629	19
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	49	0	0	23	43	1650	3	18	2683	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3476	4469	1353	2848	4477	854	2703	0	0	1653	0	0
Stage 1	2730	2730	-	1737	1737	-	-	-	-	-	-	-
Stage 2	746	1739	-	1111	2740	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	7	1	120	18	1	259	54	-	-	187	-	-
Stage 1	11	43	-	60	140	-	-	-	-	-	-	-
Stage 2	338	140	-	200	42	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	120	3	0	253	54	-	-	183	-	-
Mov Cap-2 Maneuver	~ 2	0	-	3	0	-	-	-	-	-	-	-
Stage 1	~ 2	39	-	12	29	-	-	-	-	-	-	-
Stage 2	61	29	-	107	38	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1344.4	20.7	4.7	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	18	253	183	-	-
HCM Lane V/C Ratio	0.794	-	-	3.005	0.093	0.1	-	-
HCM Control Delay (s)	186.4	-	-	$ 1344.4	20.7	26.9	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.4	-	-	7.3	0.3	0.3	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive
Peak hr: AM
Annual Growth: 1.00%

330 S. Sepulveda Boulevard Only

N-S St: Sepulveda Boulevard
E-W St: Duncan Avenue-Duncan Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Date: 6/7/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	3	0	80	1600	0.050	0	80	1600	0.050	0	80	1600	0.050
NB Thru	2938	4800	0.614 *	2	2940	4800	0.614 *	0	2940	4800	0.614 *	119	154	3211	4800	0.671 *	2	3213	4800	0.671 *	0	3213	4800	0.671 *
NB Right	9	0	0.000	-2	7	0	0.000	0	7	0	0.000	0	0	9	0	0.000	-2	7	0	0.000	0	7	0	0.000
SB Left	34	1600	0.021 *	-3	31	1600	0.019 *	0	31	1600	0.019 *	1	0	35	1600	0.022 *	-3	32	1600	0.020 *	0	32	1600	0.020 *
SB Thru	1003	4800	0.216	14	1017	4800	0.219	0	1017	4800	0.219	41	123	1167	4800	0.250	14	1181	4800	0.253	0	1181	4800	0.253
SB Right	32	0	0.000	0	32	0	0.000	0	32	0	0.000	1	0	33	0	0.000	0	33	0	0.000	0	33	0	0.000
EB Left	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
EB Thru	3	1600	0.016	0	3	1600	0.016 *	0	3	1600	0.016 *	0	0	3	1600	0.016	0	3	1600	0.016 *	0	3	1600	0.016 *
EB Right	17	0	0.000	0	17	0	0.000	0	17	0	0.000	1	0	18	0	0.000	0	18	0	0.000	0	18	0	0.000
WB Left	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	1	1600	0.013	0	1	1600	0.011	0	1	1600	0.011	0	0	1	1600	0.013	0	1	1600	0.011	0	1	1600	0.011
WB Right	19	0	0.000	-3	16	0	0.000	0	16	0	0.000	1	0	20	0	0.000	-3	17	0	0.000	0	17	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.751				0.749				0.749					0.809				0.807				0.807
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Duncan Avenue-Duncan Drive
Peak hr: PM
Annual Growth: 1.00%

330 S. Sepulveda Boulevard Only

N-S St: Sepulveda Boulevard
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Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU12

Date: 6/7/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	2	0	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
NB Thru	1356	4800	0.284	13	1369	4800	0.286	0	1369	4800	0.286	55	193	1604	4800	0.336	13	1617	4800	0.338	0	1617	4800	0.338
NB Right	8	0	0.000	-5	3	0	0.000	0	3	0	0.000	0	0	8	0	0.000	-5	3	0	0.000	0	3	0	0.000
SB Left	25	1600	0.016	-8	17	1600	0.011	0	17	1600	0.011	1	0	26	1600	0.016	-8	18	1600	0.011	0	18	1600	0.011
SB Thru	2292	4800	0.481 *	2	2294	4800	0.482 *	0	2294	4800	0.482 *	93	242	2627	4800	0.551 *	2	2629	4800	0.552 *	0	2629	4800	0.552 *
SB Right	18	0	0.000	0	18	0	0.000	0	18	0	0.000	1	0	19	0	0.000	0	19	0	0.000	0	19	0	0.000
EB Left	5	0	0.003	0	5	0	0.003	0	5	0	0.003	0	0	5	0	0.003	0	5	0	0.003	0	5	0	0.003
EB Thru	1	1600	0.033 *	-1	0	1600	0.032 *	0	0	1600	0.032 *	0	0	1	1600	0.034 *	-1	0	1600	0.033 *	0	0	1600	0.033 *
EB Right	46	0	0.000	0	46	0	0.000	0	46	0	0.000	2	0	48	0	0.000	0	48	0	0.000	0	48	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	1600	0.019	0	0	1600	0.014	0	0	1600	0.014	0	0	0	1600	0.019	0	0	1600	0.014	0	0	1600	0.014
WB Right	30	0	0.000	-8	22	0	0.000	0	22	0	0.000	1	0	31	0	0.000	-8	23	0	0.000	0	23	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.639				0.639				0.639					0.711				0.711				0.711
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: AM
Annual Growth: 1.00%

330 S. Sepulveda Boulevard Only

Date: 6/7/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004
NB Thru	3038	4800	0.637 *	3	3041	4800	0.640 *	0	3041	4800	0.640 *	123	154	3315	4800	0.695 *	3	3318	4800	0.698 *	0	3318	4800	0.698 *
NB Right	21	0	0.000	11	32	0	0.000	0	32	0	0.000	1	0	22	0	0.000	11	33	0	0.000	0	33	0	0.000
SB Left	47	1600	0.029 *	14	61	1600	0.038 *	0	61	1600	0.038 *	2	0	49	1600	0.031 *	14	63	1600	0.039 *	0	63	1600	0.039 *
SB Thru	963	4800	0.203	0	963	4800	0.203	0	963	4800	0.203	39	123	1125	4800	0.237	0	1125	4800	0.237	0	1125	4800	0.237
SB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	0	0	11	0	0.000	0	11	0	0.000	0	11	0	0.000
EB Left	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *	0	0	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *
EB Thru	25	1600	0.029	2	27	1600	0.030	0	27	1600	0.030	1	0	26	1600	0.029	2	28	1600	0.031	0	28	1600	0.031
EB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
WB Left	15	1600	0.009	-2	13	1600	0.008	0	13	1600	0.008	1	0	16	1600	0.010	-2	14	1600	0.009	0	14	1600	0.009
WB Thru	18	1600	0.041 *	0	18	1600	0.041 *	0	18	1600	0.041 *	1	0	19	1600	0.043 *	0	19	1600	0.043 *	0	19	1600	0.043 *
WB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	2	0	49	0	0.000	0	49	0	0.000	0	49	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.814				0.826				0.826					0.875				0.887				0.887
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: PM
Annual Growth: 1.00%

330 S. Sepulveda Boulevard Only

Date: 6/7/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	24	1600	0.015 *	0	24	1600	0.015 *	0	24	1600	0.015 *	1	0	25	1600	0.016 *	0	25	1600	0.016 *	0	25	1600	0.016 *
NB Thru	1338	4800	0.283	-4	1334	4800	0.282	0	1334	4800	0.282	54	193	1585	4800	0.335	-4	1581	4800	0.333	0	1581	4800	0.333
NB Right	21	0	0.000	-3	18	0	0.000	0	18	0	0.000	1	0	22	0	0.000	-3	19	0	0.000	0	19	0	0.000
SB Left	20	1600	0.013	2	22	1600	0.014	0	22	1600	0.014	1	0	21	1600	0.013	2	23	1600	0.014	0	23	1600	0.014
SB Thru	2398	4800	0.502 *	0	2398	4800	0.502 *	0	2398	4800	0.502 *	97	242	2737	4800	0.573 *	0	2737	4800	0.573 *	0	2737	4800	0.573 *
SB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
EB Left	13	0	0.008	0	13	0	0.008	0	13	0	0.008	1	0	14	0	0.009	0	14	0	0.009	0	14	0	0.009
EB Thru	14	1600	0.026 *	0	14	1600	0.026 *	0	14	1600	0.026 *	1	0	15	1600	0.028 *	0	15	1600	0.028 *	0	15	1600	0.028 *
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	1	0	16	0	0.000	0	16	0	0.000	0	16	0	0.000
WB Left	39	1600	0.024 *	7	46	1600	0.029 *	0	46	1600	0.029 *	2	0	41	1600	0.026 *	7	48	1600	0.030 *	0	48	1600	0.030 *
WB Thru	17	1600	0.027	0	17	1600	0.028	0	17	1600	0.028	1	0	18	1600	0.028	0	18	1600	0.029	0	18	1600	0.029
WB Right	26	0	0.000	1	27	0	0.000	0	27	0	0.000	1	0	27	0	0.000	1	28	0	0.000	0	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.668				0.672				0.672					0.743				0.747				0.747
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	53	47	3061	928	37
Future Vol, veh/h	3	53	47	3061	928	37
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	55	49	3189	967	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2359	503	1005	0	-	0
Stage 1	986	-	-	-	-	-
Stage 2	1373	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	60	440	389	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	440	389	-	-	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	156	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	389	- 314	-	-
HCM Lane V/C Ratio	0.126	- 0.186	-	-
HCM Control Delay (s)	15.6	- 19.1	-	-
HCM Lane LOS	C	- C	-	-
HCM 95th %tile Q(veh)	0.4	- 0.7	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	62	5	1385	2447	10
Future Vol, veh/h	4	62	5	1385	2447	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	64	5	1428	2523	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3109	1266	2533	0	-	0
Stage 1	2528	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	23	137	67	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	137	67	-	-	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	91	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	67	- 103	-	-
HCM Lane V/C Ratio	0.077	- 0.661	-	-
HCM Control Delay (s)	63.2	- 91	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.2	- 3.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	55	49	3339	1089	39
Future Vol, veh/h	3	55	49	3339	1089	39
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	51	3478	1134	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2648	588	1175	0	-	0
Stage 1	1155	-	-	-	-	-
Stage 2	1493	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	41	387	322	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	35	387	322	-	-	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	129	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	322	-	255	-	-
HCM Lane V/C Ratio	0.159	-	0.237	-	-
HCM Control Delay (s)	18.3	-	23.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.9	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	65	5	1634	2788	10
Future Vol, veh/h	4	65	5	1634	2788	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	67	5	1685	2874	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3563	1442	2885	0	-	0
Stage 1	2879	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	12	104	44	-	-	-
Stage 1	15	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	104	44	-	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	15	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	213.5	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	44	-	70	-	-
HCM Lane V/C Ratio	0.117	-	1.016	-	-
HCM Control Delay (s)	97.4	-	213.5	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	5.2	-	-

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INTERSECTION CAPACITY UTILIZATION

N-S St: Pacific Coast Highway
E-W St: 30th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU14

Pacific Coast Highway @ 30th Street
Peak hr: AM
Annual Growth: 1.00%

330 S. Sepulveda Boulevard Only

Date: 6/7/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	47	1600	0.029	0	47	1600	0.029	0	47	1600	0.029	2	0	49	1600	0.031	0	49	1600	0.031	0	49	1600	0.031
NB Thru	3047	4800	0.635 *	14	3061	4800	0.638 *	0	3061	4800	0.638 *	124	154	3325	4800	0.693 *	14	3339	4800	0.696 *	0	3339	4800	0.696 *
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
SB Thru	929	4800	0.201	-1	928	4800	0.201	0	928	4800	0.201	38	123	1090	4800	0.235	-1	1089	4800	0.235	0	1089	4800	0.235
SB Right	37	0	0.000	0	37	0	0.000	0	37	0	0.000	2	0	39	0	0.000	0	39	0	0.000	0	39	0	0.000
EB Left	3	0	0.002	0	3	0	0.002	0	3	0	0.002	0	0	3	0	0.002	0	3	0	0.002	0	3	0	0.002
EB Thru	0	1600	0.035 *	0	0	1600	0.035 *	0	0	1600	0.035 *	0	0	0	1600	0.036 *	0	0	1600	0.036 *	0	0	1600	0.036 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	2	0	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.770				0.773				0.773					0.829				0.832				0.832
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turn 3-7 PM

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File: ICU14

Pacific Coast Highway @ 30th Street
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Date: 6/7/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
NB Thru	1389	4800	0.289	-4	1385	4800	0.289	0	1385	4800	0.289	56	193	1638	4800	0.341	-4	1634	4800	0.340	0	1634	4800	0.340
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Thru	2438	4800	0.510 *	9	2447	4800	0.512 *	0	2447	4800	0.512 *	99	242	2779	4800	0.581 *	9	2788	4800	0.583 *	0	2788	4800	0.583 *
SB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
EB Left	4	0	0.003	0	4	0	0.003	0	4	0	0.003	0	0	4	0	0.003	0	4	0	0.003	0	4	0	0.003
EB Thru	0	1600	0.041 *	0	0	1600	0.041 *	0	0	1600	0.041 *	0	0	0	1600	0.043 *	0	0	1600	0.043 *	0	0	1600	0.043 *
EB Right	62	0	0.000	0	62	0	0.000	0	62	0	0.000	3	0	65	0	0.000	0	65	0	0.000	0	65	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.654				0.656				0.656					0.727				0.729				0.729
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turn 3-7 PM

Intersection	
Int Delay, s/veh	9.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	67	3052	18	49	932
Future Vol, veh/h	0	67	3052	18	49	932
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	3179	19	51	971

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3679	1599	0	0	3198	0
Stage 1	3189	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	11	81	-	-	~ 30	-
Stage 1	9	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	11	81	-	-	~ 30	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	9	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	153.2	0	31.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	81	~ 30	-
HCM Lane V/C Ratio	-	-	0.862	1.701	-
HCM Control Delay (s)	-	-	153.2	$ 624.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.5	5.9	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	52	1350	24	3	2527
Future Vol, veh/h	0	52	1350	24	3	2527
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	1378	24	3	2579

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2428	701	0	0	1402	0
Stage 1	1390	-	-	-	-	-
Stage 2	1038	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	55	327	-	-	249	-
Stage 1	139	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	52	327	-	-	249	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	249	-
HCM Lane V/C Ratio	-	-	0.162	0.012	-
HCM Control Delay (s)	-	-	18.1	19.6	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	16

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	3329	19	51	1093
Future Vol, veh/h	0	70	3329	19	51	1093
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	3468	20	53	1139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4040	1744	0	0	3488	0
Stage 1	3478	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	7	~ 65	-	-	~ 21	-
Stage 1	6	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	7	~ 65	-	-	~ 21	-
Mov Cap-2 Maneuver	7	-	-	-	-	-
Stage 1	6	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	257.2	0	48.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	65	~ 21	-
HCM Lane V/C Ratio	-	-	1.122	2.53	-
HCM Control Delay (s)	-	-	257.2	$ 1080.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.7	6.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	54	1598	25	3	2871
Future Vol, veh/h	0	54	1598	25	3	2871
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1631	26	3	2930

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2821	828	0	0	1656	0
Stage 1	1643	-	-	-	-	-
Stage 2	1178	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	33	270	-	-	186	-
Stage 1	96	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	31	270	-	-	186	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	217	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	270	186	-
HCM Lane V/C Ratio	-	-	0.204	0.016	-
HCM Control Delay (s)	-	-	21.7	24.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Keats Street
Peak hr: AM
Annual Growth: 1.00%

330 S. Sepulveda Boulevard Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Keats Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Date: 6/7/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Thru	3038	4800	0.637 *	14	3052	4800	0.640 *	0	3052	4800	0.640 *	123	154	3315	4800	0.695 *	14	3329	4800	0.698 *	0	3329	4800	0.698 *
NB Right	18	0	0.000	0	18	0	0.000	0	18	0	0.000	1	0	19	0	0.000	0	19	0	0.000	0	19	0	0.000
SB Left [3]	49	1600	0.031 *	0	49	1600	0.031 *	0	49	1600	0.031 *	2	0	51	1600	0.032 *	0	51	1600	0.032 *	0	51	1600	0.032 *
SB Thru	936	4800	0.195	-4	932	4800	0.194	0	932	4800	0.194	38	123	1097	4800	0.229	-4	1093	4800	0.228	0	1093	4800	0.228
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	1600	0.000	0	0	1600	0.000
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	1600	0.042 *	0	0	1600	0.042 *	0	0	1600	0.042 *	0	0	0	1600	0.044 *	0	0	1600	0.044 *	0	0	1600	0.044 *
WB Right	67	0	0.000	0	67	0	0.000	0	67	0	0.000	3	0	70	0	0.000	0	70	0	0.000	0	70	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.809				0.812				0.812					0.870				0.873				0.873
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No southbound left-turn 3-7 PM

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Keats Street
Peak hr: PM
Annual Growth: 1.00%

330 S. Sepulveda Boulevard Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Keats Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU15

Date: 6/7/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	1354	4800	0.287	-4	1350	4800	0.286	0	1350	4800	0.286	55	193	1602	4800	0.339	-4	1598	4800	0.338	0	1598	4800	0.338
NB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	1	0	25	0	0.000	0	25	0	0.000	0	25	0	0.000
SB Left [3]	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	0	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002
SB Thru	2511	4800	0.523 *	16	2527	4800	0.526 *	0	2527	4800	0.526 *	102	242	2855	4800	0.595 *	16	2871	4800	0.598 *	0	2871	4800	0.598 *
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	1600	0.000	0	0	1600	0.000
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	1600	0.033 *	0	0	1600	0.033 *	0	0	1600	0.033 *	0	0	0	1600	0.034 *	0	0	1600	0.034 *	0	0	1600	0.034 *
WB Right	52	0	0.000	0	52	0	0.000	0	52	0	0.000	2	0	54	0	0.000	0	54	0	0.000	0	54	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.656				0.659				0.659					0.729				0.732				0.732
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No southbound left-turn 3-7 PM

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	39	2957	6	34	953
Future Vol, veh/h	0	39	2957	6	34	953
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	3048	6	35	982

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3515	1527	0	0	3055	0
Stage 1	3052	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	13	91	-	-	~ 35	-
Stage 1	11	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	91	-	-	~ 35	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	11	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	72.7	0	11.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	91	~ 35	-
HCM Lane V/C Ratio	-	-	0.442	1.001	-
HCM Control Delay (s)	-	-	72.7	$ 323.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	1.8	3.6	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	7	50	1293	17	58	2456
Future Vol, veh/h	7	50	1293	17	58	2456
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	51	1319	17	59	2506

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2449	668	0	0	1337	0
Stage 1	1328	-	-	-	-	-
Stage 2	1121	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	53	344	-	-	268	-
Stage 1	152	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	344	-	-	268	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	152	-	-	-	-	-
Stage 2	190	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	268	-
HCM Lane V/C Ratio	-	-	0.323	0.221	-
HCM Control Delay (s)	-	-	34.3	22.2	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	0.8	-

Intersection	
Int Delay, s/veh	9.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	43	3228	6	39	1111
Future Vol, veh/h	5	43	3228	6	39	1111
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	44	3328	6	40	1145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3870	1667	0	0	3334	0
Stage 1	3331	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	8	73	-	-	~ 25	-
Stage 1	7	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	73	-	-	~ 25	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	7	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 378.5	0	21.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	40	~ 25	-
HCM Lane V/C Ratio	-	-	1.237	1.608	-
HCM Control Delay (s)	-	-	$ 378.5	$ 636.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.9	4.9	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	24	60	1531	18	69	2788
Future Vol, veh/h	24	60	1531	18	69	2788
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	61	1562	18	70	2845

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2850	790	0	0	1581	0
Stage 1	1571	-	-	-	-	-
Stage 2	1279	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	32	286	-	-	203	-
Stage 1	107	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	286	-	-	203	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	107	-	-	-	-	-
Stage 2	130	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 357.8	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	62	203	-
HCM Lane V/C Ratio	-	-	1.382	0.347	-
HCM Control Delay (s)	-	-	$ 357.8	31.9	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	7.3	1.5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

330 S. Sepulveda Boulevard Only

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Date: 6/7/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
NB Thru	2299	4800	0.479 *	8	2307	4800	0.481 *	0	2307	4800	0.481 *	93	105	2497	4800	0.520 *	8	2505	4800	0.522 *	0	2505	4800	0.522 *
NB Right	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096	6	42	202	1600	0.126	0	202	1600	0.126	0	202	1600	0.126
SB Left	176	2880	0.061 *	0	176	2880	0.061 *	0	176	2880	0.061 *	7	29	212	2880	0.074 *	0	212	2880	0.074 *	0	212	2880	0.074 *
SB Thru	706	4800	0.156	-1	705	4800	0.156	0	705	4800	0.156	29	88	823	4800	0.182	-1	822	4800	0.182	0	822	4800	0.182
SB Right	45	0	0.000	0	45	0	0.000	0	45	0	0.000	2	4	51	0	0.000	0	51	0	0.000	0	51	0	0.000
EB Left	92	1600	0.058 *	0	92	1600	0.058 *	0	92	1600	0.058 *	4	9	105	1600	0.066 *	0	105	1600	0.066 *	0	105	1600	0.066 *
EB Thru	363	3200	0.135	0	363	3200	0.135	0	363	3200	0.135	15	19	397	3200	0.147	0	397	3200	0.147	0	397	3200	0.147
EB Right	69	0	0.000	0	69	0	0.000	0	69	0	0.000	3	0	72	0	0.000	0	72	0	0.000	0	72	0	0.000
WB Left	282	2880	0.098	0	282	2880	0.098	0	282	2880	0.098	11	61	354	2880	0.123	0	354	2880	0.123	0	354	2880	0.123
WB Thru	506	3200	0.158	0	506	3200	0.158	0	506	3200	0.158	21	28	555	3200	0.173	0	555	3200	0.173	0	555	3200	0.173
WB Right [3]	592	1600	0.309 *	6	598	1600	0.313 *	0	598	1600	0.313 *	24	44	660	1600	0.339 *	6	666	1600	0.343 *	0	666	1600	0.343 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.006				1.012				1.012					1.098				1.104				1.104
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	2	0	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
NB Thru	993	4800	0.207	-2	991	4800	0.206	0	991	4800	0.206	40	140	1173	4800	0.244	-2	1171	4800	0.244	0	1171	4800	0.244
NB Right	265	1600	0.166	0	265	1600	0.166	0	265	1600	0.166	11	109	385	1600	0.241	0	385	1600	0.241	0	385	1600	0.241
SB Left	481	2880	0.167	4	485	2880	0.168	0	485	2880	0.168	20	58	559	2880	0.194	4	563	2880	0.195	0	563	2880	0.195
SB Thru	1893	4800	0.408 *	5	1898	4800	0.409 *	0	1898	4800	0.409 *	77	177	2147	4800	0.465 *	5	2152	4800	0.466 *	0	2152	4800	0.466 *
SB Right	66	0	0.000	0	66	0	0.000	0	66	0	0.000	3	14	83	0	0.000	0	83	0	0.000	0	83	0	0.000
EB Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	3	15	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
EB Thru	404	3200	0.143 *	0	404	3200	0.143 *	0	404	3200	0.143 *	16	45	465	3200	0.163 *	0	465	3200	0.163 *	0	465	3200	0.163 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	2	0	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	268	2880	0.093 *	0	268	2880	0.093 *	0	268	2880	0.093 *	11	107	386	2880	0.134 *	0	386	2880	0.134 *	0	386	2880	0.134 *
WB Thru	346	3200	0.108	0	346	3200	0.108	0	346	3200	0.108	14	39	399	3200	0.125	0	399	3200	0.125	0	399	3200	0.125
WB Right [3]	274	1600	0.004	-2	272	1600	0.002	0	272	1600	0.002	11	48	333	1600	0.014	-2	331	1600	0.011	0	331	1600	0.011
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.769				0.770				0.770					0.887				0.888				0.888
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

APPENDIX F

ACCIDENT HISTORY DATA

Appendix Table F
COLLISION DATA SUMMARY [a]

NO.	DATE OF COLLISION	DIRECTION OF TRAVEL	PRIMARY COLLISION FACTOR	TYPE OF COLLISION	NUMBER KILLED	NUMBER INJURED
Sepulveda Boulevard/Duncan Place-Ronda Drive						
1	11/11/2015	N	Driver Alcohol/Drug	Sideswipe	0	1
2	12/19/2014	S	Unsafe Speed	Rear End	0	0
3	07/24/2013	N	Unsafe Speed	Rear End	0	0
Sepulveda Boulevard/Duncan Avenue-Duncan Drive						
4	10/31/2015	S	Driver Alcohol/Drug	Overturned	0	1
5	09/01/2011	S/N	Improper Turn	Broadside	0	1
6	07/09/2011	N	Driver Alcohol/Drug	Rear End	0	0
7	09/01/2010	Unknown	Unsafe Speed	Rear-End	0	0
Sepulveda Boulevard-Pacific Coast Highway/Longfellow Avenue-Longfellow Drive						
8	09/15/2015	N	Improper Turn	Sideswipe	0	0
9	07/23/2013	S	Driver Alcohol/Drug	Hit Object	0	0
10	03/10/2011	S	Improper Turn	Overturned	0	1
Pacific Coast Highway/30th Street						
11	06/23/2015	S	Unsafe Speed	Rear End	0	1
12	02/11/2015	N	Unsafe Speed	Rear End	0	0
13	01/16/2015	S	Unsafe Speed	Rear End	0	1
14	03/09/2014	S	Unknown	Rear End	0	0
15	10/04/2013	N	Unsafe Speed	Rear End	0	0
16	08/31/2013	N	Lane Change	Sideswipe	0	0
17	05/04/2012	N	Unsafe Speed	Rear End	0	0
18	04/25/2012	S	Unsafe Speed	Rear End	0	1
19	03/15/2012	S/E	"Not Driver"	Broadside	0	0
20	01/29/2012	N	Unsafe Speed	Rear End	0	2
21	11/06/2011	N	Unsafe Speed	Rear End	0	4
22	08/23/2011	S	Unsafe Speed	Rear End	0	2
Sepulveda Boulevard-Pacific Coast Highway/Keats Street						
23	10/14/2015	W/S	ROW Auto	Broadside	0	0
24	08/24/2015	S/N	ROW Auto	Broadside	0	1
25	07/27/2015	N	Unsafe Speed	Rear End	0	1
26	04/27/2015	E/N	ROW Auto	Broadside	0	0
27	01/30/2015	S/W	Wrong Side [b]	Broadside	0	1
28	10/21/2012	N	Driver Alcohol/Drug	Rear End	0	1
29	02/06/2012	S/W	Wrong Side [b]	Sideswipe	0	1
30	12/14/2011	N	Unsafe Speed	Rear End	0	0
Sepulveda Boulevard/Tennyson Street						
31	07/31/2015	N	Improper Turn	Broadside	0	2
32	06/18/2015	N	Unsafe Speed	Rear End	0	1
33	04/22/2015	S/E	Starting/Backing	Rear End	0	0
34	06/16/2013	N	Driver Alcohol/Drug	Overturned	0	1
35	01/17/2013	N	Driver Alcohol/Drug	[Hit Object]	0	0
36	11/22/2012	N	Improper Turn	Hit Object	0	0
37	11/01/2012	S/N	ROW Auto	Broadside	0	1
38	02/07/2012	N	Improper Turn	Hit Object	0	0
39	01/18/2011	S/N	ROW Auto	Broadside	0	1

Appendix Table F (Continued)
COLLISION DATA SUMMARY [a]

NO.		DIRECTION OF TRAVEL	PRIMARY COLLISION FACTOR	TYPE OF COLLISION	NUMBER KILLED	NUMBER INJURED
Sepulveda Boulevard-Pacific Coast Highway/Gould Avenue-Artesia Boulevard						
40	12/29/2015	N	Improper Turn	Sideswipe	0	0
41	10/14/2015	N	Unsafe Speed	Rear End	0	0
42	10/08/2015	E	Driver Alcohol/Drug	Head-On	0	1
43	08/17/2015	E	Driver Alcohol/Drug	Overturned	0	0
44	08/17/2015	N	Improper Turn	Sideswipe	0	0
45	07/31/2015	E	Not Stated	Sideswipe	0	0
46	05/14/2015	S	Pedestrian Violation	Auto/Ped	0	1
47	03/20/2015	E/N/W	Improper Turn	Broadside	0	0
48	08/10/2014	E/S	Stop Sign/Signal	Broadside	0	0
49	06/17/2014	N	Driver Alcohol/Drug	Rear End	0	0
50	02/13/2014	S	Not Stated	[Blank]	0	0
51	01/01/2014	N	Unsafe Speed	Rear End	0	1
52	12/25/2013	W/S	ROW Pedestrian	Auto/Ped	0	1
53	12/20/2013	N	Not Stated	Sideswipe	0	0
54	11/15/2013	S	Driver Alcohol/Drug	Rear End	0	0
55	07/31/2013	N	Improper Turn	Sideswipe	0	0
56	05/26/2013	N	Driver Alcohol/Drug	Sideswipe	0	0
57	05/25/2013	S	Driver Alcohol/Drug	Hit Object	0	0
58	04/01/2013	S	Unsafe Speed	Rear End	0	1
59	02/16/2013	N	Improper Turn	Broadside	0	0
60	12/30/2012	N/W	Improper Turn	Broadside	0	0
61	10/13/2012	N	Driver Alcohol/Drug	Rear End	0	0
62	08/25/2012	S	Unsafe Speed	Rear End	0	0
63	05/28/2012	E/N	Driver Alcohol/Drug	Broadside	0	1
64	05/24/2012	W	Improper Turn	Sideswipe	0	3
65	03/07/2012	S	Driver Alcohol/Drug	Rear End	0	0
66	03/02/2012	S	Driver Alcohol/Drug	Sideswipe	0	0
67	01/08/2012	N	Driver Alcohol/Drug	Hit Object	0	1
68	11/27/2011	E	Driver Alcohol/Drug	Hit Object	0	0
69	07/24/2011	E/N	Stop Sign/Signal	Broadside	0	1
70	02/26/2011	E	Driver Alcohol/Drug	Sideswipe	0	0
71	02/09/2011	S	Driver Alcohol/Drug	Hit Object	0	1
72	01/06/2011	E	Starting/Backing	Rear End	0	1
73	11/10/2010	[None]	Driver Alcohol/Drug	Hit Object	0	0
74	10/14/2010	S	Other Hazard	Hit Object	0	0
75	09/17/2010	N	ROW Auto	Broadside	0	0
76	08/10/2010	N	Driver Alcohol/Drug	Hit Object	0	0

[a] Collision data for the Cities of Hermosa Beach and Manhattan Beach were obtained from the California Highway Patrol's (CHP) online Statewide Integrated Traffic Records System (SWITRS) database. Records for years 2010-2013 were requested May 14, 2015, and records for years 2014-2016 were requested February 24, 2016. According to the SWITRS website, data from seven months prior to the date of request should be considered incomplete due to a collision records processing backlog. Therefore, based on the date of request, records for the period of August 2015 to February 2016, while included in this table, are not considered part of the most recent reporting period. The most recent five year reporting period includes records from August 2010 through July 2015.

[b] Vehicle involved with bicycle.

APPENDIX G

CONSTRUCTION ANALYSIS DATA WORKSHEETS

2016
2017
2018
2019
Jan Feb Mar April May June July Aug Sept Oct Nov Dec Jan Feb Mar April May June July Aug Sept Oct Nov Dec Jan Feb Mar April May June July Aug Sept Oct Nov Dec Jan Feb Mar April May June July Aug Sept Oct Nov Dec
EIR
MB - 2 buildings
Design
Permitting
Construction
Site clearing, shoring, excavation
Structure
Core Build-out
Testing/Inp sections
Manpower - MB
15 15 20 20 20 20 50 100 100 100 100 140 140 140 80 80 80 80 80 80 20 20
HB - 2 buildings
Design
Permitting
Construction
Site clearing, shoring, excavation
Structure
Core Build-out
Testing/In psections
Manpower - HB
15 15 20 20 20 20 20 50 100 100 100 100 140 140 140 80 80 80 80 80 80 20 20
Manpower - Total
15 15 20 20 35 35 70 120 120 120 120 190 240 240 180 180 220 220 220 160 100 100 80 80 80 20 20

Intersection	
Intersection Delay, s/veh	25.3
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	33	267	19	0	121	288	49	0	9	135	119
Future Vol, veh/h	0	33	267	19	0	121	288	49	0	9	135	119
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	297	21	0	134	320	54	0	10	150	132
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	28.4	27.8	21.4
HCM LOS	D	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	11%	0%	100%	0%	34%
Vol Thru, %	51%	89%	0%	0%	85%	59%
Vol Right, %	45%	0%	100%	0%	15%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	300	19	121	337	229
LT Vol	9	33	0	121	0	79
Through Vol	135	267	0	0	288	135
RT Vol	119	0	19	0	49	15
Lane Flow Rate	292	333	21	134	374	254
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.605	0.732	0.042	0.304	0.783	0.556
Departure Headway (Hd)	7.455	7.908	7.127	8.149	7.527	7.862
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	482	457	501	441	479	458
Service Time	5.522	5.671	4.889	5.913	5.291	5.932
HCM Lane V/C Ratio	0.606	0.729	0.042	0.304	0.781	0.555
HCM Control Delay	21.4	29.5	10.2	14.5	32.6	20.4
HCM Lane LOS	C	D	B	B	D	C
HCM 95th-tile Q	3.9	5.9	0.1	1.3	7	3.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	79	135	15
Future Vol, veh/h	0	79	135	15
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	88	150	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	20.4
HCM LOS	C

Lane

Intersection	
Intersection Delay, s/veh	45.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	18	334	25	0	121	305	41	0	22	93	85
Future Vol, veh/h	0	18	334	25	0	121	305	41	0	22	93	85
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	344	26	0	125	314	42	0	23	96	88
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	43.3	34.1	20.1
HCM LOS	E	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	11%	5%	0%	100%	0%	20%
Vol Thru, %	47%	95%	0%	0%	88%	72%
Vol Right, %	42%	0%	100%	0%	12%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	352	25	121	346	455
LT Vol	22	18	0	121	0	93
Through Vol	93	334	0	0	305	326
RT Vol	85	0	25	0	41	36
Lane Flow Rate	206	363	26	125	357	469
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.497	0.862	0.056	0.311	0.83	1
Departure Headway (Hd)	8.674	8.549	7.793	8.985	8.378	7.985
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	414	428	462	403	435	460
Service Time	6.759	6.233	5.507	6.664	6.081	5.985
HCM Lane V/C Ratio	0.498	0.848	0.056	0.31	0.821	1.02
HCM Control Delay	20.1	45.6	11	15.7	40.6	70.9
HCM Lane LOS	C	E	B	C	E	F
HCM 95th-tile Q	2.7	8.6	0.2	1.3	7.9	13

HCM 2010 AWSC
1: Valley Dr & Gould Ave
Future with Construction Traffic Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	93	326	36
Future Vol, veh/h	0	93	326	36
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	96	336	37
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	70.9
HCM LOS	F

Lane

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Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	21	37	0	454	31	0	25	114
Future Vol, veh/h	0	21	37	0	454	31	0	25	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	41	0	499	34	0	27	125
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.7	14.1	8.8
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	18%
Vol Thru, %	94%	0%	82%
Vol Right, %	6%	64%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	485	58	139
LT Vol	0	21	25
Through Vol	454	0	114
RT Vol	31	37	0
Lane Flow Rate	533	64	153
Geometry Grp	1	1	1
Degree of Util (X)	0.626	0.09	0.198
Departure Headway (Hd)	4.226	5.105	4.667
Convergence, Y/N	Yes	Yes	Yes
Cap	858	700	770
Service Time	2.246	3.145	2.693
HCM Lane V/C Ratio	0.621	0.091	0.199
HCM Control Delay	14.1	8.7	8.8
HCM Lane LOS	B	A	A
HCM 95th-tile Q	4.5	0.3	0.7

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	26	43	0	307	19	0	15	299
Future Vol, veh/h	0	26	43	0	307	19	0	15	299
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	46	0	327	20	0	16	318
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.8	10.8	10.7
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	5%
Vol Thru, %	94%	0%	95%
Vol Right, %	6%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	326	69	314
LT Vol	0	26	15
Through Vol	307	0	299
RT Vol	19	43	0
Lane Flow Rate	347	73	334
Geometry Grp	1	1	1
Degree of Util (X)	0.428	0.104	0.417
Departure Headway (Hd)	4.442	5.11	4.496
Convergence, Y/N	Yes	Yes	Yes
Cap	812	699	802
Service Time	2.47	3.16	2.524
HCM Lane V/C Ratio	0.427	0.104	0.416
HCM Control Delay	10.8	8.8	10.7
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.2	0.3	2.1

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	14	15	0	457	16	0	25	118
Future Vol, veh/h	0	14	15	0	457	16	0	25	118
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	16	0	476	17	0	26	123
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.3	12.3	8.6
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	48%	17%
Vol Thru, %	97%	0%	83%
Vol Right, %	3%	52%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	473	29	143
LT Vol	0	14	25
Through Vol	457	0	118
RT Vol	16	15	0
Lane Flow Rate	493	30	149
Geometry Grp	1	1	1
Degree of Util (X)	0.558	0.043	0.187
Departure Headway (Hd)	4.078	5.094	4.522
Convergence, Y/N	Yes	Yes	Yes
Cap	872	706	797
Service Time	2.158	3.102	2.529
HCM Lane V/C Ratio	0.565	0.042	0.187
HCM Control Delay	12.3	8.3	8.6
HCM Lane LOS	B	A	A
HCM 95th-tile Q	3.5	0.1	0.7

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	13	10	0	323	18	0	14	321
Future Vol, veh/h	0	13	10	0	323	18	0	14	321
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	11	0	344	19	0	15	341
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.6	10.7	10.7
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	4%
Vol Thru, %	95%	0%	96%
Vol Right, %	5%	43%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	341	23	335
LT Vol	0	13	14
Through Vol	323	0	321
RT Vol	18	10	0
Lane Flow Rate	363	24	356
Geometry Grp	1	1	1
Degree of Util (X)	0.436	0.036	0.433
Departure Headway (Hd)	4.326	5.315	4.369
Convergence, Y/N	Yes	Yes	Yes
Cap	834	673	827
Service Time	2.34	3.353	2.383
HCM Lane V/C Ratio	0.435	0.036	0.43
HCM Control Delay	10.7	8.6	10.7
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.2	0.1	2.2

Intersection	
Intersection Delay, s/veh	47.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	29	363	53	0	19	393	150	0	82	282	32
Future Vol, veh/h	0	29	363	53	0	19	393	150	0	82	282	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	386	56	0	20	418	160	0	87	300	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	73.1	20.1	66.6
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	7%	13%	0%	0%	47%
Vol Thru, %	71%	82%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	445	150	262	150	140
LT Vol	82	29	19	0	0	66
Through Vol	282	363	131	262	0	66
RT Vol	32	53	0	0	150	8
Lane Flow Rate	421	473	160	279	160	149
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.976	1	0.376	0.652	0.342	0.394
Departure Headway (Hd)	8.337	8.488	8.48	8.416	7.714	9.526
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	434	431	428	432	469	377
Service Time	6.093	6.209	6.18	6.116	5.414	7.302
HCM Lane V/C Ratio	0.97	1.097	0.374	0.646	0.341	0.395
HCM Control Delay	66.6	73.1	16.2	25.6	14.4	18.4
HCM Lane LOS	F	F	C	D	B	C
HCM 95th-tile Q	11.9	12.6	1.7	4.5	1.5	1.8

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Future with Construction Traffic Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	66	66	8
Future Vol, veh/h	0	66	66	8
Peak Hour Factor	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	70	70	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.4
HCM LOS	C

Lane

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Intersection	
Intersection Delay, s/veh	45.7
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	25	421	70	0	28	380	129	0	70	189	33
Future Vol, veh/h	0	25	421	70	0	28	380	129	0	70	189	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	434	72	0	29	392	133	0	72	195	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	75.2	21.1	36.4
HCM LOS	F	C	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	24%	5%	18%	0%	0%	25%
Vol Thru, %	65%	82%	82%	100%	0%	72%
Vol Right, %	11%	14%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	516	155	253	129	332
LT Vol	70	25	28	0	0	82
Through Vol	189	421	127	253	0	238
RT Vol	33	70	0	0	129	12
Lane Flow Rate	301	532	159	261	133	342
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.766	1	0.397	0.644	0.302	0.861
Departure Headway (Hd)	9.165	8.872	8.97	8.879	8.177	9.053
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	410	400	407	439	400
Service Time	6.921	6.663	6.741	6.65	5.947	6.805
HCM Lane V/C Ratio	0.764	1.298	0.398	0.641	0.303	0.855
HCM Control Delay	36.4	75.2	17.6	26.5	14.5	47.7
HCM Lane LOS	E	F	C	D	B	E
HCM 95th-tile Q	6.3	12.3	1.9	4.4	1.3	8.4

HCM 2010 AWSC
4: Ardmore Ave & Gould Ave
Future with Construction Traffic Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	82	238	12
Future Vol, veh/h	0	82	238	12
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	85	245	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	47.7
HCM LOS	E

Lane

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Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	11	33	7	0	3	27	17	0	7	33	2
Future Vol, veh/h	0	11	33	7	0	3	27	17	0	7	33	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	34	7	0	3	28	18	0	7	34	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.2	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	22%	6%	26%
Vol Thru, %	79%	65%	57%	41%
Vol Right, %	5%	14%	36%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	51	47	27
LT Vol	7	11	3	7
Through Vol	33	33	27	11
RT Vol	2	7	17	9
Lane Flow Rate	44	53	49	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.06	0.053	0.031
Departure Headway (Hd)	4.138	4.057	3.895	3.997
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	879	915	890
Service Time	2.186	2.099	1.939	2.049
HCM Lane V/C Ratio	0.051	0.06	0.054	0.031
HCM Control Delay	7.4	7.4	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
Future with Construction Traffic Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	11	9
Future Vol, veh/h	0	7	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	11	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	25	7	0	10	52	48	0	8	27	3
Future Vol, veh/h	0	7	25	7	0	10	52	48	0	8	27	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	28	8	0	11	58	54	0	9	30	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	18%	9%	20%
Vol Thru, %	71%	64%	47%	70%
Vol Right, %	8%	18%	44%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	39	110	50
LT Vol	8	7	10	10
Through Vol	27	25	52	35
RT Vol	3	7	48	5
Lane Flow Rate	43	44	124	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.05	0.134	0.066
Departure Headway (Hd)	4.263	4.129	3.895	4.237
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	856	911	835
Service Time	2.346	2.208	1.961	2.317
HCM Lane V/C Ratio	0.052	0.051	0.136	0.067
HCM Control Delay	7.6	7.4	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.5	0.2

HCM 2010 AWSC
5: Dianthus St & Duncan Ave
Future with Construction Traffic Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	35	5
Future Vol, veh/h	0	10	35	5
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	39	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.6
HCM LOS	A

Lane

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Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Future Vol, veh/h	0	5	1	3	0	4	0	15	0	1	27	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	1	3	0	4	0	17	0	1	30	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	56%	21%	16%
Vol Thru, %	84%	11%	0%	72%
Vol Right, %	12%	33%	79%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	9	19	25
LT Vol	1	5	4	4
Through Vol	27	1	0	18
RT Vol	4	3	15	3
Lane Flow Rate	36	10	21	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.011	0.021	0.031
Departure Headway (Hd)	3.941	3.973	3.621	3.976
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	900	987	903
Service Time	1.954	2	1.648	1.99
HCM Lane V/C Ratio	0.04	0.011	0.021	0.031
HCM Control Delay	7.1	7	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	18	3
Future Vol, veh/h	0	4	18	3
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	20	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	2	3	0	1	2	10	0	3	22	5
Future Vol, veh/h	0	3	2	3	0	1	2	10	0	3	22	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	3	0	1	2	10	0	3	23	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7	6.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	38%	8%	8%
Vol Thru, %	73%	25%	15%	82%
Vol Right, %	17%	38%	77%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	8	13	49
LT Vol	3	3	1	4
Through Vol	22	2	2	40
RT Vol	5	3	10	5
Lane Flow Rate	31	8	14	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.009	0.014	0.056
Departure Headway (Hd)	3.929	3.936	3.636	3.95
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	913	907	981	909
Service Time	1.946	1.971	1.67	1.963
HCM Lane V/C Ratio	0.034	0.009	0.014	0.056
HCM Control Delay	7.1	7	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	40	5
Future Vol, veh/h	0	4	40	5
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	42	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	30	8	0	2	22	18	0	2	17	3
Future Vol, veh/h	0	3	30	8	0	2	22	18	0	2	17	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	38	10	0	3	28	23	0	3	22	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.1	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	7%	5%	38%
Vol Thru, %	77%	73%	52%	46%
Vol Right, %	14%	20%	43%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	41	42	26
LT Vol	2	3	2	10
Through Vol	17	30	22	12
RT Vol	3	8	18	4
Lane Flow Rate	28	53	54	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.058	0.057	0.038
Departure Headway (Hd)	4.081	3.98	3.834	4.125
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	897	930	864
Service Time	2.127	2.017	1.872	2.17
HCM Lane V/C Ratio	0.032	0.059	0.058	0.038
HCM Control Delay	7.3	7.3	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Future with Construction Traffic Conditions
Weekday AM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	12	4
Future Vol, veh/h	0	10	12	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	13	15	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
5/16/2016

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	21	3	0	8	31	15	0	2	10	10
Future Vol, veh/h	0	4	21	3	0	8	31	15	0	2	10	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	24	3	0	9	36	17	0	2	11	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.3	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	14%	15%	46%
Vol Thru, %	45%	75%	57%	49%
Vol Right, %	45%	11%	28%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	28	54	41
LT Vol	2	4	8	19
Through Vol	10	21	31	20
RT Vol	10	3	15	2
Lane Flow Rate	25	32	62	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.036	0.068	0.055
Departure Headway (Hd)	3.879	4.07	3.947	4.18
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	917	875	904	853
Service Time	1.929	2.117	1.988	2.224
HCM Lane V/C Ratio	0.027	0.037	0.069	0.055
HCM Control Delay	7	7.3	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

HCM 2010 AWSC
7: Tennyson Pl & Longfellow Ave
Future with Construction Traffic Conditions
Weekday PM Peak Hour

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	19	20	2
Future Vol, veh/h	0	19	20	2
Peak Hour Factor	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	23	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Lane

Skechers Design Center and Offices Project/1-14-4065-2
LLG Engineers
Synchro 9 Report
5/16/2016

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	26	5	0	6	17	11	0	2	1	2
Future Vol, veh/h	0	6	26	5	0	6	17	11	0	2	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	27	5	0	6	17	11	0	2	1	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	16%	18%	70%
Vol Thru, %	20%	70%	50%	15%
Vol Right, %	40%	14%	32%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	37	34	20
LT Vol	2	6	6	14
Through Vol	1	26	17	3
RT Vol	2	5	11	3
Lane Flow Rate	5	38	35	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.006	0.041	0.037	0.023
Departure Headway (Hd)	3.916	3.956	3.849	4.115
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	907	932	870
Service Time	1.946	1.973	1.866	2.141
HCM Lane V/C Ratio	0.005	0.042	0.038	0.023
HCM Control Delay	7	7.1	7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	3	3
Future Vol, veh/h	0	14	3	3
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	3	3
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Lane

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	12	28	2	0	1	3	9	0	2	3	3
Future Vol, veh/h	0	12	28	2	0	1	3	9	0	2	3	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	31	2	0	1	3	10	0	2	3	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	6.7	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	29%	8%	55%
Vol Thru, %	38%	67%	23%	9%
Vol Right, %	38%	5%	69%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	42	13	33
LT Vol	2	12	1	18
Through Vol	3	28	3	3
RT Vol	3	2	9	12
Lane Flow Rate	9	47	14	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.053	0.015	0.04
Departure Headway (Hd)	3.893	4.054	3.649	3.937
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	917	885	979	908
Service Time	1.926	2.073	1.677	1.966
HCM Lane V/C Ratio	0.01	0.053	0.014	0.041
HCM Control Delay	7	7.3	6.7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	18	3	12
Future Vol, veh/h	0	18	3	12
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	3	13
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Manhattan Beach Boulevard
Peak hr: AM
Annual Growth: 1.00%

N-S St: Sepulveda Boulevard
E-W St: Manhattan Beach Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU9

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

Construction Analysis

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	127	1600	0.079	0	127	1600	0.079	0	127	1600	0.079	5	18	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094
NB Thru	2794	4800	0.602 *	4	2798	4800	0.603 *	0	2798	4800	0.603 *	113	123	3030	4800	0.657 *	4	3034	4800	0.658 *	0	3034	4800	0.658 *
NB Right	96	0	0.000	0	96	0	0.000	0	96	0	0.000	4	24	124	0	0.000	0	124	0	0.000	0	124	0	0.000
SB Left	118	2880	0.041 *	0	118	2880	0.041 *	0	118	2880	0.041 *	5	2	125	2880	0.043 *	0	125	2880	0.043 *	0	125	2880	0.043 *
SB Thru	895	4800	0.215	50	945	4800	0.226	0	945	4800	0.226	36	128	1059	4800	0.253	50	1109	4800	0.263	0	1109	4800	0.263
SB Right	138	0	0.000	0	138	0	0.000	0	138	0	0.000	6	10	154	0	0.000	0	154	0	0.000	0	154	0	0.000
EB Left	193	1600	0.121 *	0	193	1600	0.121 *	0	193	1600	0.121 *	8	10	211	1600	0.132 *	0	211	1600	0.132 *	0	211	1600	0.132 *
EB Thru	520	3200	0.163	0	520	3200	0.163	0	520	3200	0.163	21	8	549	3200	0.172	0	549	3200	0.172	0	549	3200	0.172
EB Right	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085	6	17	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099
WB Left	149	1600	0.093	-1	148	1600	0.093	0	148	1600	0.093	6	32	187	1600	0.117	-1	186	1600	0.116	0	186	1600	0.116
WB Thru	563	3200	0.176 *	0	563	3200	0.176 *	0	563	3200	0.176 *	23	12	598	3200	0.187 *	0	598	3200	0.187 *	0	598	3200	0.187 *
WB Right [3]	173	1600	0.067	0	173	1600	0.067	0	173	1600	0.067	7	2	182	1600	0.070	0	182	1600	0.070	0	182	1600	0.070
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.040				1.040				1.040					1.119				1.120				1.120
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ Manhattan Beach Boulevard
Peak hr: PM
Annual Growth: 1.00%

N-S St: Sepulveda Boulevard
E-W St: Manhattan Beach Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU9

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

Construction Analysis

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	230	1600	0.144 *	0	230	1600	0.144 *	0	230	1600	0.144 *	9	13	252	1600	0.158 *	0	252	1600	0.158 *	0	252	1600	0.158 *
NB Thru	1220	4800	0.288	-6	1214	4800	0.292	0	1214	4800	0.292	50	193	1463	4800	0.346	-6	1457	4800	0.350	0	1457	4800	0.350
NB Right	162	0	0.000	27	189	0	0.000	0	189	0	0.000	7	27	196	0	0.000	27	223	0	0.000	0	223	0	0.000
SB Left	171	2880	0.059	0	171	2880	0.059	0	171	2880	0.059	7	5	183	2880	0.064	0	183	2880	0.064	0	183	2880	0.064
SB Thru	2141	4800	0.471 *	-3	2138	4800	0.471 *	0	2138	4800	0.471 *	87	218	2446	4800	0.538 *	-3	2443	4800	0.537 *	0	2443	4800	0.537 *
SB Right	121	0	0.000	0	121	0	0.000	0	121	0	0.000	5	9	135	0	0.000	0	135	0	0.000	0	135	0	0.000
EB Left	233	1600	0.146	0	233	1600	0.146	0	233	1600	0.146	9	11	253	1600	0.158	0	253	1600	0.158	0	253	1600	0.158
EB Thru	528	3200	0.165 *	0	528	3200	0.165 *	0	528	3200	0.165 *	21	8	557	3200	0.174 *	0	557	3200	0.174 *	0	557	3200	0.174 *
EB Right	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083	5	12	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094
WB Left	276	1600	0.173 *	28	304	1600	0.190 *	0	304	1600	0.190 *	11	20	307	1600	0.192 *	28	335	1600	0.209 *	0	335	1600	0.209 *
WB Thru	519	3200	0.162	0	519	3200	0.162	0	519	3200	0.162	21	4	544	3200	0.170	0	544	3200	0.170	0	544	3200	0.170
WB Right [3]	140	1600	0.028	0	140	1600	0.028	0	140	1600	0.028	6	7	153	1600	0.032	0	153	1600	0.032	0	153	1600	0.032
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.053				1.069				1.069					1.161				1.178				1.178
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 8th Street
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

N-S St: Sepulveda Boulevard
E-W St: 8th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU10

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011	1	35	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
NB Thru	3089	4800	0.645 *	4	3093	4800	0.646 *	0	3093	4800	0.646 *	125	130	3344	4800	0.698 *	4	3348	4800	0.699 *	0	3348	4800	0.699 *
NB Right	7	0	0.000	0	7	0	0.000	0	7	0	0.000	0	0	7	0	0.000	0	7	0	0.000	0	7	0	0.000
SB Left [4]	6	1600	0.004 *	0	6	1600	0.004 *	0	6	1600	0.004 *	0	1	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *
SB Thru	1108	4800	0.239	48	1156	4800	0.249	0	1156	4800	0.249	45	132	1285	4800	0.277	48	1333	4800	0.287	0	1333	4800	0.287
SB Right	40	0	0.000	0	40	0	0.000	0	40	0	0.000	2	2	44	0	0.000	0	44	0	0.000	0	44	0	0.000
EB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	19	41	0	0.026 *	0	41	0	0.026 *	0	41	0	0.026 *
EB Thru	46	1600	0.043	0	46	1600	0.043	0	46	1600	0.043	2	6	54	1600	0.061	0	54	1600	0.061	0	54	1600	0.061
EB Right	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
WB Left	22	0	0.014	0	22	0	0.014	0	22	0	0.014	1	0	23	0	0.014	0	23	0	0.014	0	23	0	0.014
WB Thru	72	1600	0.059 *	0	72	1600	0.059 *	0	72	1600	0.059 *	3	9	84	1600	0.067 *	0	84	1600	0.067 *	0	84	1600	0.067 *
WB Right	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	2	1	58	1600	0.036	0	58	1600	0.036	0	58	1600	0.036
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.821				0.821				0.821					0.895				0.896				0.896
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turns 3-7 PM
4 No southbound left-turns 7-9 AM

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 8th Street
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

N-S St: Sepulveda Boulevard
E-W St: 8th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU10

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	2	1600	0.001 *	0	2	1600	0.001 *	0	2	1600	0.001 *	0	33	35	1600	0.022 *	0	35	1600	0.022 *	0	35	1600	0.022 *
NB Thru	1481	4800	0.312	19	1500	4800	0.316	0	1500	4800	0.316	60	167	1708	4800	0.359	19	1727	4800	0.363	0	1727	4800	0.363
NB Right	16	0	0.000	0	16	0	0.000	0	16	0	0.000	1	0	17	0	0.000	0	17	0	0.000	0	17	0	0.000
SB Left [4]	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030	2	1	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032
SB Thru	2554	4800	0.534 *	23	2577	4800	0.539 *	0	2577	4800	0.539 *	104	246	2904	4800	0.607 *	23	2927	4800	0.612 *	0	2927	4800	0.612 *
SB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	2	11	0	0.000	0	11	0	0.000	0	11	0	0.000
EB Left	34	0	0.021	0	34	0	0.021	0	34	0	0.021	1	21	56	0	0.035	0	56	0	0.035	0	56	0	0.035
EB Thru	28	1600	0.051 *	0	28	1600	0.051 *	0	28	1600	0.051 *	1	7	36	1600	0.071 *	0	36	1600	0.071 *	0	36	1600	0.071 *
EB Right	20	0	0.000	0	20	0	0.000	0	20	0	0.000	1	0	21	0	0.000	0	21	0	0.000	0	21	0	0.000
WB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	0	22	0	0.014 *	0	22	0	0.014 *	0	22	0	0.014 *
WB Thru	18	1600	0.024	0	18	1600	0.024	0	18	1600	0.024	1	9	28	1600	0.031	0	28	1600	0.031	0	28	1600	0.031
WB Right	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012	1	1	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.700				0.704				0.704					0.814				0.818				0.818
LOS			B				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 No northbound left-turns 3-7 PM
4 No southbound left-turns 7-9 AM

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 2nd Street
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

N-S St: Sepulveda Boulevard
E-W St: 2nd Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU11

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	20	1600	0.013	0	20	1600	0.013	0	20	1600	0.013	1	1	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014
NB Thru	2903	4800	0.608 *	4	2907	4800	0.609 *	0	2907	4800	0.609 *	118	161	3182	4800	0.667 *	4	3186	4800	0.668 *	0	3186	4800	0.668 *
NB Right	17	0	0.000	0	17	0	0.000	0	17	0	0.000	1	0	18	0	0.000	0	18	0	0.000	0	18	0	0.000
SB Left	43	1600	0.027 *	0	43	1600	0.027 *	0	43	1600	0.027 *	2	5	50	1600	0.031 *	0	50	1600	0.031 *	0	50	1600	0.031 *
SB Thru	979	4800	0.218	48	1027	4800	0.228	0	1027	4800	0.228	40	115	1134	4800	0.251	48	1182	4800	0.261	0	1182	4800	0.261
SB Right	65	0	0.000	0	65	0	0.000	0	65	0	0.000	3	2	70	0	0.000	0	70	0	0.000	0	70	0	0.000
EB Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	2	2	59	1600	0.037 *	0	59	1600	0.037 *	0	59	1600	0.037 *
EB Thru	108	1600	0.077	0	108	1600	0.077	0	108	1600	0.077	4	0	112	1600	0.081	0	112	1600	0.081	0	112	1600	0.081
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	1	1	17	0	0.000	0	17	0	0.000	0	17	0	0.000
WB Left	39	1600	0.024	0	39	1600	0.024	0	39	1600	0.024	2	0	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026
WB Thru	93	1600	0.098 *	0	93	1600	0.098 *	0	93	1600	0.098 *	4	3	100	1600	0.108 *	0	100	1600	0.108 *	0	100	1600	0.108 *
WB Right	64	0	0.000	0	64	0	0.000	0	64	0	0.000	3	5	72	0	0.000	0	72	0	0.000	0	72	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.868				0.869				0.869					0.942				0.943				0.943
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard @ 2nd Street
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

N-S St: Sepulveda Boulevard
E-W St: 2nd Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU11

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	22	1600	0.014 *	0	22	1600	0.014 *	0	22	1600	0.014 *	1	3	26	1600	0.016 *	0	26	1600	0.016 *	0	26	1600	0.016 *
NB Thru	1368	4800	0.290	24	1392	4800	0.295	0	1392	4800	0.295	56	215	1639	4800	0.347	24	1663	4800	0.352	0	1663	4800	0.352
NB Right	26	0	0.000	0	26	0	0.000	0	26	0	0.000	1	0	27	0	0.000	0	27	0	0.000	0	27	0	0.000
SB Left	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022	1	6	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026
SB Thru	2292	4800	0.483 *	23	2315	4800	0.488 *	0	2315	4800	0.488 *	93	215	2600	4800	0.548 *	23	2623	4800	0.553 *	0	2623	4800	0.553 *
SB Right	27	0	0.000	0	27	0	0.000	0	27	0	0.000	1	2	30	0	0.000	0	30	0	0.000	0	30	0	0.000
EB Left	69	1600	0.043	-5	64	1600	0.040	0	64	1600	0.040	3	1	73	1600	0.046	-5	68	1600	0.043	0	68	1600	0.043
EB Thru	77	1600	0.091 *	0	77	1600	0.091 *	0	77	1600	0.091 *	3	0	80	1600	0.096 *	0	80	1600	0.096 *	0	80	1600	0.096 *
EB Right	68	0	0.000	0	68	0	0.000	0	68	0	0.000	3	3	74	0	0.000	0	74	0	0.000	0	74	0	0.000
WB Left	39	1600	0.024 *	0	39	1600	0.024 *	0	39	1600	0.024 *	2	0	41	1600	0.026 *	0	41	1600	0.026 *	0	41	1600	0.026 *
WB Thru	52	1600	0.053	0	52	1600	0.053	0	52	1600	0.053	2	3	57	1600	0.059	0	57	1600	0.059	0	57	1600	0.059
WB Right	33	0	0.000	0	33	0	0.000	0	33	0	0.000	1	4	38	0	0.000	0	38	0	0.000	0	38	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.712				0.717				0.717					0.786				0.791				0.791
LOS			C				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	18	0	1	23	80	3211	13	35	1208	38
Future Vol, veh/h	5	3	18	0	1	23	80	3211	13	35	1208	38
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	19	0	1	24	84	3380	14	37	1272	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2868	4909	640	4268	4902	1737	1274	0	0	3394	0	0
Stage 1	1347	1347	-	3555	3555	-	-	-	-	-	-	-
Stage 2	1521	3562	-	713	1347	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.54	6.94	6.99	6.54	7.14	4.14	-	-	5.34	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.32	3.67	4.02	3.92	2.22	-	-	3.12	-	-
Pot Cap-1 Maneuver	12	~ 1	418	1	~ 1	65	541	-	-	~ 23	-	-
Stage 1	156	218	-	3	15	-	-	-	-	-	-	-
Stage 2	112	15	-	378	218	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	417	-	~ 1	63	540	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	132	218	-	3	13	-	-	-	-	-	-	-
Stage 2	52	13	-	355	218	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.3	19.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	540	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.156	-	-	-	-	1.675	-	-
HCM Control Delay (s)	12.9	-	-	-	-	$ 703	-	-
HCM Lane LOS	B	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	-	4.8	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	0	53	1	0	17	36	1640	4	19	2654	18
Future Vol, veh/h	3	0	53	1	0	17	36	1640	4	19	2654	18
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	54	1	0	17	37	1673	4	19	2708	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3500	4508	1365	2872	4515	866	2728	0	0	1678	0	0
Stage 1	2757	2757	-	1749	1749	-	-	-	-	-	-	-
Stage 2	743	1751	-	1123	2766	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	7	1	118	18	1	255	53	-	-	182	-	-
Stage 1	11	42	-	59	138	-	-	-	-	-	-	-
Stage 2	339	138	-	197	41	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	0	118	4	0	249	53	-	-	178	-	-
Mov Cap-2 Maneuver	~ 3	0	-	4	0	-	-	-	-	-	-	-
Stage 1	~ 3	37	-	18	42	-	-	-	-	-	-	-
Stage 2	93	42	-	95	37	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 470	95.7	3.5	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	53	-	-	39	57	178	-	-
HCM Lane V/C Ratio	0.693	-	-	1.465	0.322	0.109	-	-
HCM Control Delay (s)	165	-	-	$ 470	95.7	27.7	-	-
HCM Lane LOS	F	-	-	F	F	D	-	-
HCM 95th %tile Q(veh)	2.8	-	-	5.9	1.2	0.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Longfellow Avenue-Longfellow Drive

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Longfellow Avenue-Longfellow Drive
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU13

Peak hr: AM
Annual Growth: 1.00%

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

Construction Analysis

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004	0	0	7	1600	0.004	0	7	1600	0.004	0	7	1600	0.004
NB Thru	3038	4800	0.637 *	12	3050	4800	0.642 *	0	3050	4800	0.642 *	123	154	3315	4800	0.695 *	12	3327	4800	0.700 *	0	3327	4800	0.700 *
NB Right	21	0	0.000	12	33	0	0.000	0	33	0	0.000	1	0	22	0	0.000	12	34	0	0.000	0	34	0	0.000
SB Left	47	1600	0.029 *	14	61	1600	0.038 *	0	61	1600	0.038 *	2	0	49	1600	0.031 *	14	63	1600	0.039 *	0	63	1600	0.039 *
SB Thru	963	4800	0.203	27	990	4800	0.209	0	990	4800	0.209	39	123	1125	4800	0.237	27	1152	3200	0.360	0	1152	3200	0.360
SB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	0	0	11	0	0.000	0	11	1600	0.007	0	11	1600	0.007
EB Left	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *	0	0	11	0	0.007 *	0	11	0	0.007 *	0	11	0	0.007 *
EB Thru	25	1600	0.029	2	27	1600	0.030	0	27	1600	0.030	1	0	26	1600	0.029	2	28	1600	0.031	0	28	1600	0.031
EB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
WB Left	15	1600	0.009	-4	11	1600	0.007	0	11	1600	0.007	1	0	16	1600	0.010	-4	12	1600	0.008	0	12	1600	0.008
WB Thru	18	1600	0.041 *	0	18	1600	0.041 *	0	18	1600	0.041 *	1	0	19	1600	0.043 *	0	19	1600	0.043 *	0	19	1600	0.043 *
WB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	2	0	49	0	0.000	0	49	0	0.000	0	49	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.814				0.828				0.828					0.875				0.889				0.889
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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File: ICU13

Peak hr: PM
Annual Growth: 1.00%

Date: 5/23/2016
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	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	24	1600	0.015 *	0	24	1600	0.015 *	0	24	1600	0.015 *	1	0	25	1600	0.016 *	0	25	1600	0.016 *	0	25	1600	0.016 *
NB Thru	1338	4800	0.283	21	1359	4800	0.286	0	1359	4800	0.286	54	193	1585	4800	0.335	21	1606	4800	0.338	0	1606	4800	0.338
NB Right	21	0	0.000	-5	16	0	0.000	0	16	0	0.000	1	0	22	0	0.000	-5	17	0	0.000	0	17	0	0.000
SB Left	20	1600	0.013	-7	13	1600	0.008	0	13	1600	0.008	1	0	21	1600	0.013	-7	14	1600	0.009	0	14	1600	0.009
SB Thru	2398	4800	0.502 *	27	2425	4800	0.508 *	0	2425	4800	0.508 *	97	242	2737	4800	0.573 *	27	2764	4800	0.579 *	0	2764	4800	0.579 *
SB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
EB Left	13	0	0.008	0	13	0	0.008	0	13	0	0.008	1	0	14	0	0.009	0	14	0	0.009	0	14	0	0.009
EB Thru	14	1600	0.026 *	0	14	1600	0.026 *	0	14	1600	0.026 *	1	0	15	1600	0.028 *	0	15	1600	0.028 *	0	15	1600	0.028 *
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	1	0	16	0	0.000	0	16	0	0.000	0	16	0	0.000
WB Left	39	1600	0.024 *	10	49	1600	0.031 *	0	49	1600	0.031 *	2	0	41	1600	0.026 *	10	51	1600	0.032 *	0	51	1600	0.032 *
WB Thru	17	1600	0.027	4	21	1600	0.029	0	21	1600	0.029	1	0	18	1600	0.028	4	22	1600	0.031	0	22	1600	0.031
WB Right	26	0	0.000	0	26	0	0.000	0	26	0	0.000	1	0	27	0	0.000	0	27	0	0.000	0	27	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.668				0.680				0.680					0.743				0.754				0.754
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	55	43	3352	1126	30
Future Vol, veh/h	3	55	43	3352	1126	30
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	45	3492	1173	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2675	602	1204	0	-	0
Stage 1	1189	-	-	-	-	-
Stage 2	1486	-	-	-	-	-
Critical Hdwy	6.29	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	27	443	575	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	443	575	-	-	-
Mov Cap-2 Maneuver	25	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	145	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	575	-	238	-	-
HCM Lane V/C Ratio	0.078	-	0.254	-	-
HCM Control Delay (s)	11.8	-	25.2	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	1	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	6	50	9	1657	2817	12
Future Vol, veh/h	6	50	9	1657	2817	12
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	52	9	1708	2904	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3612	1458	2916	0	-	0
Stage 1	2910	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	12	102	42	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	9	102	42	-	-	-
Mov Cap-2 Maneuver	9	-	-	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	324	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 332.2	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	42	-	48	-	-
HCM Lane V/C Ratio	0.221	-	1.203	-	-
HCM Control Delay (s)	113.5	-	$ 332.2	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.7	-	5.3	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	16

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	3336	19	51	1133
Future Vol, veh/h	0	70	3336	19	51	1133
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	3475	20	53	1180

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4181	1747	0	0	3495	0
Stage 1	3485	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Critical Hdwy	6.29	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	3	~ 64	-	-	~ 21	-
Stage 1	6	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	3	~ 64	-	-	~ 21	-
Mov Cap-2 Maneuver	3	-	-	-	-	-
Stage 1	6	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	265.3	0	46.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	64	~ 21	-
HCM Lane V/C Ratio	-	-	1.139	2.53	-
HCM Control Delay (s)	-	-	265.3	$ 1080.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.8	6.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	54	1625	25	3	2878
Future Vol, veh/h	0	54	1625	25	3	2878
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1658	26	3	2937

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2852	842	0	0	1684	0
Stage 1	1671	-	-	-	-	-
Stage 2	1181	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	32	264	-	-	180	-
Stage 1	92	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	30	264	-	-	180	-
Mov Cap-2 Maneuver	30	-	-	-	-	-
Stage 1	92	-	-	-	-	-
Stage 2	216	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	264	180	-
HCM Lane V/C Ratio	-	-	0.209	0.017	-
HCM Control Delay (s)	-	-	22.2	25.3	-
HCM Lane LOS	-	-	C	D	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	9.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	43	3235	6	39	1151
Future Vol, veh/h	5	43	3235	6	39	1151
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	44	3335	6	40	1187

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3893	1671	0	0	3341	0
Stage 1	3338	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	8	73	-	-	~ 25	-
Stage 1	7	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	73	-	-	~ 25	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	7	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 378.5	0	20.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	40	~ 25	-
HCM Lane V/C Ratio	-	-	1.237	1.608	-
HCM Control Delay (s)	-	-	$ 378.5	$ 636.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.9	4.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	24	60	1529	18	29	69	2760
Future Vol, veh/h	24	60	1529	18	29	69	2760
Conflicting Peds, #/hr	0	0	0	14	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	24	61	1560	18	30	70	2816

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2896	789	0	0	1214	1579	0
Stage 1	1569	-	-	-	-	-	-
Stage 2	1327	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	30	286	-	-	334	204	-
Stage 1	107	-	-	-	-	-	-
Stage 2	190	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	30	286	-	-	219	219	-
Mov Cap-2 Maneuver	30	-	-	-	-	-	-
Stage 1	107	-	-	-	-	-	-
Stage 2	188	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	197.9	0	1.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	83	219	-
HCM Lane V/C Ratio	-	-	1.033	0.457	-
HCM Control Delay (s)	-	-	197.9	34.6	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	5.8	2.2	-

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Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
NB Thru	2299	4800	0.479 *	5	2304	4800	0.480 *	0	2304	4800	0.480 *	93	105	2497	4800	0.520 *	5	2502	4800	0.521 *	0	2502	4800	0.521 *
NB Right	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096	6	42	202	1600	0.126	0	202	1600	0.126	0	202	1600	0.126
SB Left	176	2880	0.061 *	43	219	2880	0.076 *	0	219	2880	0.076 *	7	29	212	2880	0.074 *	43	255	2880	0.089 *	0	255	2880	0.089 *
SB Thru	706	4800	0.156	-4	702	4800	0.156	0	702	4800	0.156	29	88	823	4800	0.182	-4	819	4800	0.181	0	819	4800	0.181
SB Right	45	0	0.000	0	45	0	0.000	0	45	0	0.000	2	4	51	0	0.000	0	51	0	0.000	0	51	0	0.000
EB Left	92	1600	0.058 *	0	92	1600	0.058 *	0	92	1600	0.058 *	4	9	105	1600	0.066 *	0	105	1600	0.066 *	0	105	1600	0.066 *
EB Thru	363	3200	0.135	0	363	3200	0.135	0	363	3200	0.135	15	19	397	3200	0.147	0	397	3200	0.147	0	397	3200	0.147
EB Right	69	0	0.000	0	69	0	0.000	0	69	0	0.000	3	0	72	0	0.000	0	72	0	0.000	0	72	0	0.000
WB Left	282	2880	0.098	0	282	2880	0.098	0	282	2880	0.098	11	61	354	2880	0.123	0	354	2880	0.123	0	354	2880	0.123
WB Thru	506	3200	0.158	0	506	3200	0.158	0	506	3200	0.158	21	28	555	3200	0.173	0	555	3200	0.173	0	555	3200	0.173
WB Right [3]	592	1600	0.309 *	15	607	1600	0.303 *	0	607	1600	0.303 *	24	44	660	1600	0.339 *	15	675	1600	0.333 *	0	675	1600	0.333 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			1.006				1.017				1.017					1.098				1.109				1.109
LOS			F				F				F					F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Sepulveda Boulevard-Pacific Coast Highway @ Gould Avenue-Artesia Boulevard

N-S St: Sepulveda Boulevard-Pacific Coast Highway
E-W St: Gould Avenue-Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU17

Peak hr: PM
Annual Growth: 1.00%

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

Construction Analysis

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	2	0	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *
NB Thru	993	4800	0.207	-4	989	4800	0.206	0	989	4800	0.206	40	140	1173	4800	0.244	-4	1169	4800	0.244	0	1169	4800	0.244
NB Right	265	1600	0.166	0	265	1600	0.166	0	265	1600	0.166	11	109	385	1600	0.241	0	385	1600	0.241	0	385	1600	0.241
SB Left	481	2880	0.167	-4	477	2880	0.166	0	477	2880	0.166	20	58	559	2880	0.194	-4	555	2880	0.193	0	555	2880	0.193
SB Thru	1893	4800	0.408 *	-7	1886	4800	0.406 *	0	1886	4800	0.406 *	77	177	2147	4800	0.465 *	-7	2140	4800	0.463 *	0	2140	4800	0.463 *
SB Right	66	0	0.000	-2	64	0	0.000	0	64	0	0.000	3	14	83	0	0.000	-2	81	0	0.000	0	81	0	0.000
EB Left	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	3	15	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053
EB Thru	404	3200	0.143 *	0	404	3200	0.143 *	0	404	3200	0.143 *	16	45	465	3200	0.163 *	0	465	3200	0.163 *	0	465	3200	0.163 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	2	0	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	268	2880	0.093 *	0	268	2880	0.093 *	0	268	2880	0.093 *	11	107	386	2880	0.134 *	0	386	2880	0.134 *	0	386	2880	0.134 *
WB Thru	346	3200	0.108	0	346	3200	0.108	0	346	3200	0.108	14	39	399	3200	0.125	0	399	3200	0.125	0	399	3200	0.125
WB Right [3]	274	1600	0.004	-2	272	1600	0.004	0	272	1600	0.004	11	48	333	1600	0.014	-2	331	1600	0.014	0	331	1600	0.014
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.769				0.767				0.767					0.887				0.885				0.885
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ 21st Street
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

N-S St: Pacific Coast Highway
E-W St: 21st Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU18

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	2	0	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028
NB Thru	2477	4800	0.523 *	5	2482	4800	0.524 *	0	2482	4800	0.524 *	101	147	2725	4800	0.575 *	5	2730	4800	0.576 *	0	2730	4800	0.576 *
NB Right	33	0	0.000	0	33	0	0.000	0	33	0	0.000	1	0	34	0	0.000	0	34	0	0.000	0	34	0	0.000
SB Left	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	1	5	26	1600	0.016 *	0	26	1600	0.016 *	0	26	1600	0.016 *
SB Thru	897	4800	0.190	-4	893	4800	0.189	0	893	4800	0.189	36	145	1078	4800	0.228	-4	1074	4800	0.227	0	1074	4800	0.227
SB Right	14	0	0.000	0	14	0	0.000	0	14	0	0.000	1	0	15	0	0.000	0	15	0	0.000	0	15	0	0.000
EB Left	54	0	0.034 *	0	54	0	0.034 *	0	54	0	0.034 *	2	0	56	0	0.035 *	0	56	0	0.035 *	0	56	0	0.035 *
EB Thru	84	1600	0.094	0	84	1600	0.094	0	84	1600	0.094	3	0	87	1600	0.098	0	87	1600	0.098	0	87	1600	0.098
EB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
WB Left	75	0	0.047	0	75	0	0.047	0	75	0	0.047	3	0	78	0	0.049	0	78	0	0.049	0	78	0	0.049
WB Thru	92	1600	0.144 *	0	92	1600	0.144 *	0	92	1600	0.144 *	4	0	96	1600	0.154 *	0	96	1600	0.154 *	0	96	1600	0.154 *
WB Right	63	0	0.000	0	63	0	0.000	0	63	0	0.000	3	6	72	0	0.000	0	72	0	0.000	0	72	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.813				0.814				0.814					0.880				0.881				0.881
LOS			D				D				D					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ 21st Street
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

N-S St: Pacific Coast Highway
E-W St: 21st Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU18

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	31	1600	0.019 *	0	31	1600	0.019 *	0	31	1600	0.019 *	1	0	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *
NB Thru	1245	4800	0.265	-4	1241	4800	0.264	0	1241	4800	0.264	51	240	1536	4800	0.325	-4	1532	4800	0.325	0	1532	4800	0.325
NB Right	25	0	0.000	0	25	0	0.000	0	25	0	0.000	1	0	26	0	0.000	0	26	0	0.000	0	26	0	0.000
SB Left	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046	3	20	97	1600	0.061	0	97	1600	0.061	0	97	1600	0.061
SB Thru	2074	4800	0.448 *	-7	2067	4800	0.446 *	0	2067	4800	0.446 *	84	270	2428	4800	0.522 *	-7	2421	4800	0.521 *	0	2421	4800	0.521 *
SB Right	76	0	0.000	0	76	0	0.000	0	76	0	0.000	3	0	79	0	0.000	0	79	0	0.000	0	79	0	0.000
EB Left	21	0	0.013 *	0	21	0	0.013 *	0	21	0	0.013 *	1	0	22	0	0.014 *	0	22	0	0.014 *	0	22	0	0.014 *
EB Thru	47	1600	0.051	0	47	1600	0.051	0	47	1600	0.051	2	0	49	1600	0.053	0	49	1600	0.053	0	49	1600	0.053
EB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
WB Left	33	0	0.021	0	33	0	0.021	0	33	0	0.021	1	0	34	0	0.021	0	34	0	0.021	0	34	0	0.021
WB Thru	56	1600	0.081 *	0	56	1600	0.081 *	0	56	1600	0.081 *	2	0	58	1600	0.099 *	0	58	1600	0.099 *	0	58	1600	0.099 *
WB Right	41	0	0.000	0	41	0	0.000	0	41	0	0.000	2	23	66	0	0.000	0	66	0	0.000	0	66	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.662				0.660				0.660					0.755				0.753				0.753
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ 16th Street
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

N-S St: Pacific Coast Highway
E-W St: 16th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU19

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044	3	0	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
NB Thru	2311	4800	0.488 *	5	2316	4800	0.489 *	0	2316	4800	0.489 *	94	147	2552	4800	0.538 *	5	2557	4800	0.539 *	0	2557	4800	0.539 *
NB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	1	0	31	0	0.000	0	31	0	0.000	0	31	0	0.000
SB Left	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *	0	0	7	1600	0.004 *	0	7	1600	0.004 *	0	7	1600	0.004 *
SB Thru	813	4800	0.169	-4	809	4800	0.169	0	809	4800	0.169	33	145	991	4800	0.206	-4	987	4800	0.206	0	987	4800	0.206
SB Right	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	6	0	165	1600	0.103	0	165	1600	0.103	0	165	1600	0.103
EB Left [3]	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *	3	0	82	1600	0.051 *	0	82	1600	0.051 *	0	82	1600	0.051 *
EB Thru [3]	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
EB Right [3]	52	1600	0.033	0	52	1600	0.033	0	52	1600	0.033	2	0	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
WB Left [3]	29	0	0.018	0	29	0	0.018	0	29	0	0.018	1	0	30	0	0.019	0	30	0	0.019	0	30	0	0.019
WB Thru [3]	2	1600	0.035 *	0	2	1600	0.035 *	0	2	1600	0.035 *	0	0	2	1600	0.036 *	0	2	1600	0.036 *	0	2	1600	0.036 *
WB Right [3]	25	0	0.000	0	25	0	0.000	0	25	0	0.000	1	0	26	0	0.000	0	26	0	0.000	0	26	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.676				0.678				0.678					0.730				0.731				0.731
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ 16th Street
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

N-S St: Pacific Coast Highway
E-W St: 16th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU19

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056 *	0	89	1600	0.056 *	0	89	1600	0.056 *	4	0	93	1600	0.058 *	0	93	1600	0.058 *	0	93	1600	0.058 *
NB Thru	1026	4800	0.218	-4	1022	4800	0.217	0	1022	4800	0.217	42	240	1308	4800	0.277	-4	1304	4800	0.276	0	1304	4800	0.276
NB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
SB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003
SB Thru	1884	4800	0.393 *	-7	1877	4800	0.391 *	0	1877	4800	0.391 *	76	270	2230	4800	0.465 *	-7	2223	4800	0.463 *	0	2223	4800	0.463 *
SB Right	271	1600	0.169	0	271	1600	0.169	0	271	1600	0.169	11	0	282	1600	0.176	0	282	1600	0.176	0	282	1600	0.176
EB Left [3]	167	1600	0.104 *	0	167	1600	0.104 *	0	167	1600	0.104 *	7	0	174	1600	0.109 *	0	174	1600	0.109 *	0	174	1600	0.109 *
EB Thru [3]	4	0	0.000	0	4	0	0.000	0	4	0	0.000	0	0	4	0	0.000	0	4	0	0.000	0	4	0	0.000
EB Right [3]	112	1600	0.070	0	112	1600	0.070	0	112	1600	0.070	5	0	117	1600	0.073	0	117	1600	0.073	0	117	1600	0.073
WB Left [3]	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	0	28	0	0.018	0	28	0	0.018	0	28	0	0.018
WB Thru [3]	0	1600	0.019 *	0	0	1600	0.019 *	0	0	1600	0.019 *	0	0	0	1600	0.020 *	0	0	1600	0.020 *	0	0	1600	0.020 *
WB Right [3]	4	0	0.000	0	4	0	0.000	0	4	0	0.000	0	0	4	0	0.000	0	4	0	0.000	0	4	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.672				0.670				0.670					0.751				0.750				0.750
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Pier Avenue-14th Street
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

N-S St: Pacific Coast Highway
E-W St: Pier Avenue-14th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU20

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	329	2880	0.114	0	329	2880	0.114	0	329	2880	0.114	13	19	361	2880	0.125	0	361	2880	0.125	0	361	2880	0.125
NB Thru	2247	4800	0.470 *	6	2253	4800	0.471 *	0	2253	4800	0.471 *	91	134	2472	4800	0.517 *	6	2478	4800	0.518 *	0	2478	4800	0.518 *
NB Right	9	0	0.000	0	9	0	0.000	0	9	0	0.000	0	0	9	0	0.000	0	9	0	0.000	0	9	0	0.000
SB Left	0	1600	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *	0	0	0	1600	0.000 *	0	0	1600	0.000 *	0	0	1600	0.000 *
SB Thru	809	4800	0.195	-4	805	4800	0.194	0	805	4800	0.194	33	126	968	4800	0.233	-4	964	4800	0.232	0	964	4800	0.232
SB Right	126	0	0.000	0	126	0	0.000	0	126	0	0.000	5	20	151	0	0.000	0	151	0	0.000	0	151	0	0.000
EB Left	247	2880	0.086 *	0	247	2880	0.086 *	0	247	2880	0.086 *	10	13	270	2880	0.094 *	0	270	2880	0.094 *	0	270	2880	0.094 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3,4]	186	1600	0.002	0	186	1600	0.002	0	186	1600	0.002	8	12	206	1600	0.003	0	206	1600	0.003	0	206	1600	0.003
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right [4]	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *	0	0	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.658				0.659				0.659					0.713				0.714				0.714
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.
4 No right-turn on red 6-9 AM and 3-7 PM.

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Pier Avenue-14th Street
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

N-S St: Pacific Coast Highway
E-W St: Pier Avenue-14th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU20

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	331	2880	0.115 *	0	331	2880	0.115 *	0	331	2880	0.115 *	13	17	361	2880	0.125 *	0	361	2880	0.125 *	0	361	2880	0.125 *
NB Thru	971	4800	0.205	-6	965	4800	0.204	0	965	4800	0.204	39	219	1229	4800	0.259	-6	1223	4800	0.258	0	1223	4800	0.258
NB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
SB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003
SB Thru	1846	4800	0.414 *	-6	1840	4800	0.413 *	0	1840	4800	0.413 *	75	251	2172	4800	0.488 *	-6	2166	4800	0.486 *	0	2166	4800	0.486 *
SB Right	143	0	0.000	0	143	0	0.000	0	143	0	0.000	6	20	169	0	0.000	0	169	0	0.000	0	169	0	0.000
EB Left	189	2880	0.066 *	0	189	2880	0.066 *	0	189	2880	0.066 *	8	21	218	2880	0.076 *	0	218	2880	0.076 *	0	218	2880	0.076 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right [3,4]	286	1600	0.064	0	286	1600	0.064	0	286	1600	0.064	12	18	316	1600	0.072	0	316	1600	0.072	0	316	1600	0.072
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Right [4]	20	1600	0.013 *	0	20	1600	0.013 *	0	20	1600	0.013 *	1	0	21	1600	0.013 *	0	21	1600	0.013 *	0	21	1600	0.013 *
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.707				0.706				0.706					0.802				0.801				0.801
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.
4 No right-turn on red 6-9 AM and 3-7 PM.

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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Aviation Boulevard-10th Street
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

N-S St: Pacific Coast Highway
E-W St: Aviation Boulevard-10th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU21

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	0	0	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003
NB Thru	2363	4800	0.492 *	6	2369	4800	0.494 *	0	2369	4800	0.494 *	96	145	2604	4800	0.543 *	6	2610	4800	0.544 *	0	2610	4800	0.544 *
NB Right	767	1600	0.479	0	767	1600	0.479	0	767	1600	0.479	31	16	814	1600	0.509	0	814	1600	0.509	0	814	1600	0.509
SB Left	179	1600	0.112 *	0	179	1600	0.112 *	0	179	1600	0.112 *	7	5	191	1600	0.119 *	0	191	1600	0.119 *	0	191	1600	0.119 *
SB Thru	686	4800	0.143	-4	682	4800	0.142	0	682	4800	0.142	28	133	847	4800	0.177	-4	843	4800	0.176	0	843	4800	0.176
SB Right	1	0	0.000	0	1	0	0.000	0	1	0	0.000	0	0	1	0	0.000	0	1	0	0.000	0	1	0	0.000
EB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *	0	0	5	1600	0.003 *	0	5	1600	0.003 *	0	5	1600	0.003 *
WB Left	655	0	0.205 *	0	655	0	0.205 *	0	655	0	0.205 *	27	20	702	0	0.219 *	0	702	0	0.219 *	0	702	0	0.219 *
WB Thru	1	3200	0.205	0	1	3200	0.205	0	1	3200	0.205	0	0	1	3200	0.220	0	1	3200	0.220	0	1	3200	0.220
WB Right [3,4]	296	1600	0.073	0	296	1600	0.073	0	296	1600	0.073	12	8	316	1600	0.078	0	316	1600	0.078	0	316	1600	0.078
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.912				0.913				0.913					0.984				0.986				0.986
LOS			E				E				E					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.
4 No right-turn on red.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Pacific Coast Highway @ Aviation Boulevard-10th Street
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

N-S St: Pacific Coast Highway
E-W St: Aviation Boulevard-10th Street
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU21

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	0	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006
NB Thru	1004	4800	0.209	-3	1001	4800	0.209	0	1001	4800	0.209	41	229	1274	4800	0.265	-3	1271	4800	0.265	0	1271	4800	0.265
NB Right	564	1600	0.353 *	0	564	1600	0.353 *	0	564	1600	0.353 *	23	39	626	1600	0.391 *	0	626	1600	0.391 *	0	626	1600	0.391 *
SB Left	291	1600	0.182 *	0	291	1600	0.182 *	0	291	1600	0.182 *	12	7	310	1600	0.194 *	0	310	1600	0.194 *	0	310	1600	0.194 *
SB Thru	1839	4800	0.383	-6	1833	4800	0.382	0	1833	4800	0.382	75	262	2176	4800	0.453	-6	2170	4800	0.452	0	2170	4800	0.452
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
EB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
EB Right	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001	0	0	1	1600	0.001	0	1	1600	0.001	0	1	1600	0.001
WB Left	622	0	0.194	0	622	0	0.194	0	622	0	0.194	25	35	682	0	0.213	0	682	0	0.213	0	682	0	0.213
WB Thru	18	3200	0.200 *	0	18	3200	0.200 *	0	18	3200	0.200 *	1	0	19	3200	0.219 *	0	19	3200	0.219 *	0	19	3200	0.219 *
WB Right [3,4]	244	1600	0.000	0	244	1600	0.000	0	244	1600	0.000	10	7	261	1600	0.000	0	261	1600	0.000	0	261	1600	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.834				0.834				0.834					0.904				0.904				0.904
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.
4 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Prospect Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU22

Prospect Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	179	0	0.112 *	0	179	0	0.112 *	0	179	0	0.112 *	7	3	189	0	0.118 *	0	189	0	0.118 *	0	189	0	0.118 *
NB Thru	76	1600	0.159	0	76	1600	0.159	0	76	1600	0.159	3	0	79	1600	0.168	0	79	1600	0.168	0	79	1600	0.168
NB Right	224	1600	0.140	0	224	1600	0.140	0	224	1600	0.140	9	5	238	1600	0.149	0	238	1600	0.149	0	238	1600	0.149
SB Left	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	5	33	0	0.021	0	33	0	0.021	0	33	0	0.021
SB Thru	49	1600	0.075 *	0	49	1600	0.075 *	0	49	1600	0.075 *	2	2	53	1600	0.083 *	0	53	1600	0.083 *	0	53	1600	0.083 *
SB Right	44	0	0.000	0	44	0	0.000	0	44	0	0.000	2	0	46	0	0.000	0	46	0	0.000	0	46	0	0.000
EB Left	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *	2	0	44	1600	0.028 *	0	44	1600	0.028 *	0	44	1600	0.028 *
EB Thru	655	3200	0.241	43	698	3200	0.254	0	698	3200	0.254	27	89	771	3200	0.279	43	814	3200	0.292	0	814	3200	0.292
EB Right	116	0	0.000	0	116	0	0.000	0	116	0	0.000	5	0	121	0	0.000	0	121	0	0.000	0	121	0	0.000
WB Left	125	1600	0.078	0	125	1600	0.078	0	125	1600	0.078	5	6	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085
WB Thru	1151	3200	0.386 *	16	1167	3200	0.391 *	0	1167	3200	0.391 *	47	140	1338	3200	0.445 *	16	1354	3200	0.450 *	0	1354	3200	0.450 *
WB Right	83	0	0.000	0	83	0	0.000	0	83	0	0.000	3	0	86	0	0.000	0	86	0	0.000	0	86	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.699				0.704				0.704					0.773				0.778				0.778
LOS			B				C				C					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Prospect Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU22

Prospect Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	98	0	0.061 *	0	98	0	0.061 *	0	98	0	0.061 *	4	6	108	0	0.068 *	0	108	0	0.068 *	0	108	0	0.068 *
NB Thru	40	1600	0.086	0	40	1600	0.086	0	40	1600	0.086	2	0	42	1600	0.094	0	42	1600	0.094	0	42	1600	0.094
NB Right	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033	2	20	75	1600	0.047	0	75	1600	0.047	0	75	1600	0.047
SB Left	50	0	0.031	0	50	0	0.031	0	50	0	0.031	2	17	69	0	0.043	0	69	0	0.043	0	69	0	0.043
SB Thru	97	1600	0.105 *	0	97	1600	0.105 *	0	97	1600	0.105 *	4	6	107	1600	0.124 *	0	107	1600	0.124 *	0	107	1600	0.124 *
SB Right	21	0	0.000	0	21	0	0.000	0	21	0	0.000	1	0	22	0	0.000	0	22	0	0.000	0	22	0	0.000
EB Left	33	1600	0.021	0	33	1600	0.021	0	33	1600	0.021	1	0	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021
EB Thru	1072	3200	0.372 *	-4	1068	3200	0.371 *	0	1068	3200	0.371 *	44	212	1328	3200	0.454 *	-4	1324	3200	0.453 *	0	1324	3200	0.453 *
EB Right	119	0	0.000	0	119	0	0.000	0	119	0	0.000	5	0	124	0	0.000	0	124	0	0.000	0	124	0	0.000
WB Left	167	1600	0.104 *	0	167	1600	0.104 *	0	167	1600	0.104 *	7	23	197	1600	0.123 *	0	197	1600	0.123 *	0	197	1600	0.123 *
WB Thru	696	3200	0.229	-2	694	3200	0.229	0	694	3200	0.229	28	210	934	3200	0.304	-2	932	3200	0.304	0	932	3200	0.304
WB Right	38	0	0.000	0	38	0	0.000	0	38	0	0.000	2	0	40	0	0.000	0	40	0	0.000	0	40	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.743				0.742				0.742					0.868				0.867				0.867
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Prospect Avenue @ Aviation Boulevard
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

N-S St: Prospect Avenue
E-W St: Aviation Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU23

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	3	0	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055
NB Thru	262	1600	0.164	0	262	1600	0.164	0	262	1600	0.164	11	1	274	1600	0.171	0	274	1600	0.171	0	274	1600	0.171
NB Right	345	1600	0.216 *	0	345	1600	0.216 *	0	345	1600	0.216 *	14	0	359	1600	0.224 *	0	359	1600	0.224 *	0	359	1600	0.224 *
SB Left	45	1600	0.028 *	0	45	1600	0.028 *	0	45	1600	0.028 *	2	0	47	1600	0.029 *	0	47	1600	0.029 *	0	47	1600	0.029 *
SB Thru	132	1600	0.083	0	132	1600	0.083	0	132	1600	0.083	5	1	138	1600	0.086	0	138	1600	0.086	0	138	1600	0.086
SB Right	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	2	0	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
EB Left	68	1600	0.043	0	68	1600	0.043	0	68	1600	0.043	3	0	71	1600	0.044	0	71	1600	0.044	0	71	1600	0.044
EB Thru	765	3200	0.249 *	0	765	3200	0.249 *	0	765	3200	0.249 *	31	21	817	3200	0.266 *	0	817	3200	0.266 *	0	817	3200	0.266 *
EB Right	32	0	0.000	0	32	0	0.000	0	32	0	0.000	1	0	33	0	0.000	0	33	0	0.000	0	33	0	0.000
WB Left	164	1600	0.103 *	0	164	1600	0.103 *	0	164	1600	0.103 *	7	0	171	1600	0.107 *	0	171	1600	0.107 *	0	171	1600	0.107 *
WB Thru	755	3200	0.255	0	755	3200	0.255	0	755	3200	0.255	31	28	814	3200	0.274	0	814	3200	0.274	0	814	3200	0.274
WB Right	60	0	0.000	0	60	0	0.000	0	60	0	0.000	2	0	62	0	0.000	0	62	0	0.000	0	62	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.695				0.695				0.695					0.726				0.726				0.726
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Prospect Avenue @ Aviation Boulevard
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

N-S St: Prospect Avenue
E-W St: Aviation Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU23

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *	3	0	82	1600	0.051 *	0	82	1600	0.051 *	0	82	1600	0.051 *
NB Thru	178	1600	0.111	0	178	1600	0.111	0	178	1600	0.111	7	3	188	1600	0.118	0	188	1600	0.118	0	188	1600	0.118
NB Right	231	1600	0.144	0	231	1600	0.144	0	231	1600	0.144	9	0	240	1600	0.150	0	240	1600	0.150	0	240	1600	0.150
SB Left	119	1600	0.074	0	119	1600	0.074	0	119	1600	0.074	5	0	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078
SB Thru	276	1600	0.173 *	0	276	1600	0.173 *	0	276	1600	0.173 *	11	3	290	1600	0.181 *	0	290	1600	0.181 *	0	290	1600	0.181 *
SB Right	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026	2	0	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027
EB Left	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033	2	0	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034
EB Thru	736	3200	0.257 *	0	736	3200	0.257 *	0	736	3200	0.257 *	30	46	812	3200	0.282 *	0	812	3200	0.282 *	0	812	3200	0.282 *
EB Right	87	0	0.000	0	87	0	0.000	0	87	0	0.000	4	0	91	0	0.000	0	91	0	0.000	0	91	0	0.000
WB Left	286	1600	0.179 *	0	286	1600	0.179 *	0	286	1600	0.179 *	12	0	298	1600	0.186 *	0	298	1600	0.186 *	0	298	1600	0.186 *
WB Thru	763	3200	0.253	0	763	3200	0.253	0	763	3200	0.253	31	42	836	3200	0.276	0	836	3200	0.276	0	836	3200	0.276
WB Right	45	0	0.000	0	45	0	0.000	0	45	0	0.000	2	0	47	0	0.000	0	47	0	0.000	0	47	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.758				0.758				0.758					0.801				0.801				0.801
LOS			C				C				C					D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Meadows Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

N-S St: Meadows Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU24

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	74	0	0.046	0	74	0	0.046	0	74	0	0.046	3	0	77	0	0.048	0	77	0	0.048	0	77	0	0.048
SB Thru	0	1600	0.081 *	0	0	1600	0.081 *	0	0	1600	0.081 *	0	0	0	1600	0.084 *	0	0	1600	0.084 *	0	0	1600	0.084 *
SB Right	56	0	0.000	0	56	0	0.000	0	56	0	0.000	2	0	58	0	0.000	0	58	0	0.000	0	58	0	0.000
EB Left	99	1600	0.062 *	0	99	1600	0.062 *	0	99	1600	0.062 *	4	0	103	1600	0.064 *	0	103	1600	0.064 *	0	103	1600	0.064 *
EB Thru	835	3200	0.261	43	878	3200	0.274	0	878	3200	0.274	34	99	968	3200	0.303	43	1011	3200	0.316	0	1011	3200	0.316
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Thru	1274	3200	0.447 *	16	1290	3200	0.452 *	0	1290	3200	0.452 *	52	145	1471	3200	0.511 *	16	1487	3200	0.516 *	0	1487	3200	0.516 *
WB Right	157	0	0.000	0	157	0	0.000	0	157	0	0.000	6	0	163	0	0.000	0	163	0	0.000	0	163	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.690				0.695				0.695					0.759				0.764				0.764
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Meadows Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

N-S St: Meadows Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU24

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
NB Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	152	0	0.095	0	152	0	0.095	0	152	0	0.095	6	0	158	0	0.099	0	158	0	0.099	0	158	0	0.099
SB Thru	0	1600	0.153 *	0	0	1600	0.153 *	0	0	1600	0.153 *	0	0	0	1600	0.159 *	0	0	1600	0.159 *	0	0	1600	0.159 *
SB Right	92	0	0.000	0	92	0	0.000	0	92	0	0.000	4	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000
EB Left	70	1600	0.044	0	70	1600	0.044	0	70	1600	0.044	3	0	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
EB Thru	1176	3200	0.368 *	-4	1172	3200	0.366 *	0	1172	3200	0.366 *	48	250	1474	3200	0.461 *	-4	1470	3200	0.459 *	0	1470	3200	0.459 *
EB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	909	3200	0.313	-2	907	3200	0.312	0	907	3200	0.312	37	233	1179	3200	0.398	-2	1177	3200	0.398	0	1177	3200	0.398
WB Right	92	0	0.000	0	92	0	0.000	0	92	0	0.000	4	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.620				0.619				0.619					0.719				0.718				0.718
LOS			B				B				B					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Peck Avenue-Ford Avenue @ Artesia Boulevard
Peak hr: AM
Annual Growth: 1.00%

Construction Analysis

N-S St: Peck Avenue-Ford Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU25

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	150	0	0.094	0	150	0	0.094	0	150	0	0.094	6	3	159	0	0.099	0	159	0	0.099	0	159	0	0.099
NB Thru	119	1600	0.174 *	0	119	1600	0.174 *	0	119	1600	0.174 *	5	0	124	1600	0.183 *	0	124	1600	0.183 *	0	124	1600	0.183 *
NB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000	0	10	0	0.000
SB Left	81	0	0.051 *	0	81	0	0.051 *	0	81	0	0.051 *	3	14	98	0	0.061 *	0	98	0	0.061 *	0	98	0	0.061 *
SB Thru	24	1600	0.066	0	24	1600	0.066	0	24	1600	0.066	1	0	25	1600	0.077	0	25	1600	0.077	0	25	1600	0.077
SB Right	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	5	0	116	1600	0.073	0	116	1600	0.073	0	116	1600	0.073
EB Left	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	6	0	151	1600	0.094 *	0	151	1600	0.094 *	0	151	1600	0.094 *
EB Thru	699	3200	0.226	43	742	3200	0.239	0	742	3200	0.239	28	97	824	3200	0.266	43	867	3200	0.279	0	867	3200	0.279
EB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	1	2	27	0	0.000	0	27	0	0.000	0	27	0	0.000
WB Left	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	1	0	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
WB Thru	1175	3200	0.397 *	16	1191	3200	0.402 *	0	1191	3200	0.402 *	48	142	1365	3200	0.464 *	16	1381	3200	0.469 *	0	1381	3200	0.469 *
WB Right	96	0	0.000	0	96	0	0.000	0	96	0	0.000	4	20	120	0	0.000	0	120	0	0.000	0	120	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.813				0.818				0.818					0.903				0.908				0.908
LOS			D				D				D					E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Peck Avenue-Ford Avenue @ Artesia Boulevard
Peak hr: PM
Annual Growth: 1.00%

Construction Analysis

N-S St: Peck Avenue-Ford Avenue
E-W St: Artesia Boulevard
Project: Skechers Design Center and Offices Project/1-14-4065-2
File: ICU25

Date: 5/23/2016
Date of Count: 2016
Projection Year: 2020

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT				2020 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	55	0	0.034 *	0	55	0	0.034 *	0	55	0	0.034 *	2	6	63	0	0.039 *	0	63	0	0.039 *	0	63	0	0.039 *
NB Thru	34	1600	0.061	0	34	1600	0.061	0	34	1600	0.061	1	0	35	1600	0.066	0	35	1600	0.066	0	35	1600	0.066
NB Right	8	0	0.000	0	8	0	0.000	0	8	0	0.000	0	0	8	0	0.000	0	8	0	0.000	0	8	0	0.000
SB Left	51	0	0.032	0	51	0	0.032	0	51	0	0.032	2	38	91	0	0.057	0	91	0	0.057	0	91	0	0.057
SB Thru	44	1600	0.059 *	0	44	1600	0.059 *	0	44	1600	0.059 *	2	0	46	1600	0.086 *	0	46	1600	0.086 *	0	46	1600	0.086 *
SB Right	86	1600	0.054	0	86	1600	0.054	0	86	1600	0.054	3	0	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056
EB Left	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	3	0	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053
EB Thru	1094	3200	0.368 *	-4	1090	3200	0.366 *	0	1090	3200	0.366 *	44	244	1382	3200	0.460 *	-4	1378	3200	0.459 *	0	1378	3200	0.459 *
EB Right	82	0	0.000	0	82	0	0.000	0	82	0	0.000	3	6	91	0	0.000	0	91	0	0.000	0	91	0	0.000
WB Left	62	1600	0.039 *	0	62	1600	0.039 *	0	62	1600	0.039 *	3	0	65	1600	0.041 *	0	65	1600	0.041 *	0	65	1600	0.041 *
WB Thru	846	3200	0.280	-2	844	3200	0.279	0	844	3200	0.279	34	228	1108	3200	0.372	-2	1106	3200	0.372	0	1106	3200	0.372
WB Right	49	0	0.000	0	49	0	0.000	0	49	0	0.000	2	32	83	0	0.000	0	83	0	0.000	0	83	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *				0.100 *
ICU			0.600				0.599				0.599					0.726				0.725				0.725
LOS			A				A				A					C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

APPENDIX H

CALTRANS ANALYSIS DATA WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	520	136	149	563	173	127	2794	96	118	895	138
Future Volume (veh/h)	193	520	136	149	563	173	127	2794	96	118	895	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	199	536	140	154	580	178	131	2880	99	122	923	142
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	495	215	142	495	290	142	3206	109	172	2686	412
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1774	3539	1538	1774	3539	1507	1774	5048	171	3442	4440	680
Grp Volume(v), veh/h	199	536	140	154	580	178	131	1923	1056	122	704	361
Grp Sat Flow(s),veh/h/ln	1774	1770	1538	1774	1770	1507	1774	1695	1829	1721	1695	1731
Q Serve(g_s), s	16.0	28.0	17.2	16.0	28.0	21.7	14.6	0.0	0.0	7.0	20.7	20.8
Cycle Q Clear(g_c), s	16.0	28.0	17.2	16.0	28.0	21.7	14.6	0.0	0.0	7.0	20.7	20.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.39
Lane Grp Cap(c), veh/h	142	495	215	142	495	290	142	2153	1162	172	2051	1047
V/C Ratio(X)	1.40	1.08	0.65	1.09	1.17	0.61	0.92	0.89	0.91	0.71	0.34	0.34
Avail Cap(c_a), veh/h	142	495	215	142	495	290	142	2153	1162	172	2051	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	86.0	81.4	92.0	86.0	74.4	83.4	0.0	0.0	93.6	19.7	19.7
Incr Delay (d2), s/veh	217.7	64.3	7.2	100.1	96.6	4.1	37.7	3.9	7.9	11.0	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.6	32.6	12.4	21.2	36.6	14.4	12.4	2.1	4.6	6.5	14.9	15.4
LnGrp Delay(d),s/veh	309.7	150.3	88.5	192.1	182.6	78.5	121.1	3.9	7.9	104.6	20.1	20.6
LnGrp LOS	F	F	F	F	F	E	F	A	A	F	C	C
Approach Vol, veh/h		875			912			3110			1187	
Approach Delay, s/veh		176.7			163.9			10.2			29.0	
Approach LOS		F			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	132.0	20.5	33.0	20.5	126.0	20.5	33.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.0	127.0	16.0	28.0	16.0	121.0	16.0	28.0
Max Q Clear Time (g_c+I1), s	9.0	2.0	18.0	30.0	16.6	22.8	18.0	30.0
Green Ext Time (p_c), s	0.0	120.7	0.0	0.0	0.0	95.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.8
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	528	133	276	519	140	230	1220	162	171	2141	121
Future Volume (veh/h)	233	528	133	276	519	140	230	1220	162	171	2141	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	238	539	136	282	530	143	235	1245	165	174	2185	123
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	495	214	204	531	320	177	2671	354	209	2708	151
Arrive On Green	0.10	0.14	0.14	0.12	0.15	0.15	0.10	0.59	0.59	0.06	0.55	0.55
Sat Flow, veh/h	1774	3539	1526	1774	3539	1493	1774	4532	601	3442	4923	275
Grp Volume(v), veh/h	238	539	136	282	530	143	235	931	479	174	1500	808
Grp Sat Flow(s),veh/h/ln	1774	1770	1526	1774	1770	1493	1774	1695	1742	1721	1695	1808
Q Serve(g_s), s	21.0	28.0	16.8	23.0	29.9	16.7	20.0	31.1	31.1	10.0	71.4	72.7
Cycle Q Clear(g_c), s	21.0	28.0	16.8	23.0	29.9	16.7	20.0	31.1	31.1	10.0	71.4	72.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.15
Lane Grp Cap(c), veh/h	186	495	214	204	531	320	177	1998	1027	209	1865	995
V/C Ratio(X)	1.28	1.09	0.64	1.38	1.00	0.45	1.32	0.47	0.47	0.83	0.80	0.81
Avail Cap(c_a), veh/h	186	495	214	204	531	320	177	1998	1027	310	1865	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.5	86.0	81.2	88.5	85.0	68.9	90.0	23.3	23.3	92.9	36.3	36.6
Incr Delay (d2), s/veh	159.7	66.3	6.6	199.5	38.6	1.2	178.1	0.7	1.4	7.5	3.8	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.4	32.9	12.0	40.7	24.4	11.4	33.5	20.8	21.5	8.6	43.9	48.3
LnGrp Delay(d),s/veh	249.2	152.3	87.8	288.0	123.6	70.1	268.1	24.0	24.7	100.5	40.1	43.8
LnGrp LOS	F	F	F	F	F	E	F	C	C	F	D	D
Approach Vol, veh/h		913			955			1645			2482	
Approach Delay, s/veh		168.0			164.1			59.1			45.6	
Approach LOS		F			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	122.9	27.5	33.0	24.5	115.0	25.5	35.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	18.0	112.0	23.0	28.0	20.0	110.0	21.0	30.0
Max Q Clear Time (g_c+I1), s	12.0	33.1	25.0	30.0	22.0	74.7	23.0	31.9
Green Ext Time (p_c), s	0.1	74.8	0.0	0.0	0.0	34.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	86.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	520	139	167	563	173	128	2801	98	118	971	138
Future Volume (veh/h)	193	520	139	167	563	173	128	2801	98	118	971	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	199	536	143	172	580	178	132	2888	101	122	1001	142
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	495	215	142	495	290	142	3204	111	172	2719	385
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1774	3539	1538	1774	3539	1507	1774	5045	174	3442	4494	636
Grp Volume(v), veh/h	199	536	143	172	580	178	132	1929	1060	122	755	388
Grp Sat Flow(s),veh/h/ln	1774	1770	1538	1774	1770	1507	1774	1695	1829	1721	1695	1739
Q Serve(g_s), s	16.0	28.0	17.6	16.0	28.0	21.7	14.7	0.0	0.0	7.0	22.6	22.7
Cycle Q Clear(g_c), s	16.0	28.0	17.6	16.0	28.0	21.7	14.7	0.0	0.0	7.0	22.6	22.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.37
Lane Grp Cap(c), veh/h	142	495	215	142	495	290	142	2153	1161	172	2051	1052
V/C Ratio(X)	1.40	1.08	0.66	1.21	1.17	0.61	0.93	0.90	0.91	0.71	0.37	0.37
Avail Cap(c_a), veh/h	142	495	215	142	495	290	142	2153	1161	172	2051	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	86.0	81.5	92.0	86.0	74.4	83.4	0.0	0.0	93.6	20.1	20.1
Incr Delay (d2), s/veh	217.7	64.3	7.9	143.5	96.6	4.1	39.2	4.0	8.1	11.0	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.6	32.6	12.6	24.3	36.6	14.4	12.5	2.1	4.6	6.5	16.1	16.7
LnGrp Delay(d),s/veh	309.7	150.3	89.5	235.5	182.6	78.5	122.7	4.0	8.1	104.6	20.6	21.1
LnGrp LOS	F	F	F	F	F	E	F	A	A	F	C	C
Approach Vol, veh/h		878			930			3121			1265	
Approach Delay, s/veh		176.5			172.5			10.4			28.8	
Approach LOS		F			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	132.0	20.5	33.0	20.5	126.0	20.5	33.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.0	127.0	16.0	28.0	16.0	121.0	16.0	28.0
Max Q Clear Time (g_c+I1), s	9.0	2.0	18.0	30.0	16.7	24.7	18.0	30.0
Green Ext Time (p_c), s	0.0	121.2	0.0	0.0	0.0	94.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	528	133	279	519	140	238	1288	178	171	2150	121
Future Volume (veh/h)	233	528	133	279	519	140	238	1288	178	171	2150	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	238	539	136	285	530	143	243	1314	182	174	2194	123
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	495	214	204	531	320	177	2654	368	209	2709	151
Arrive On Green	0.10	0.14	0.14	0.12	0.15	0.15	0.10	0.59	0.59	0.06	0.55	0.55
Sat Flow, veh/h	1774	3539	1526	1774	3539	1493	1774	4504	624	3442	4925	274
Grp Volume(v), veh/h	238	539	136	285	530	143	243	989	507	174	1506	811
Grp Sat Flow(s),veh/h/ln	1774	1770	1526	1774	1770	1493	1774	1695	1738	1721	1695	1809
Q Serve(g_s), s	21.0	28.0	16.8	23.0	29.9	16.7	20.0	33.8	33.8	10.0	71.9	73.2
Cycle Q Clear(g_c), s	21.0	28.0	16.8	23.0	29.9	16.7	20.0	33.8	33.8	10.0	71.9	73.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.15
Lane Grp Cap(c), veh/h	186	495	214	204	531	320	177	1998	1024	209	1865	995
V/C Ratio(X)	1.28	1.09	0.64	1.40	1.00	0.45	1.37	0.50	0.50	0.83	0.81	0.82
Avail Cap(c_a), veh/h	186	495	214	204	531	320	177	1998	1024	310	1865	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.5	86.0	81.2	88.5	85.0	68.9	90.0	23.8	23.8	92.9	36.4	36.7
Incr Delay (d2), s/veh	159.7	66.3	6.6	205.6	38.6	1.2	196.2	0.8	1.6	7.5	3.9	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.4	32.9	12.0	41.3	24.4	11.4	35.1	22.4	23.1	8.6	44.3	48.7
LnGrp Delay(d),s/veh	249.2	152.3	87.8	294.1	123.6	70.1	286.2	24.6	25.4	100.5	40.3	44.1
LnGrp LOS	F	F	F	F	F	E	F	C	C	F	D	D
Approach Vol, veh/h		913			958			1739			2491	
Approach Delay, s/veh		168.0			166.3			61.4			45.7	
Approach LOS		F			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	122.9	27.5	33.0	24.5	115.0	25.5	35.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	18.0	112.0	23.0	28.0	20.0	110.0	21.0	30.0
Max Q Clear Time (g_c+I1), s	12.0	35.8	25.0	30.0	22.0	75.2	23.0	31.9
Green Ext Time (p_c), s	0.1	72.9	0.0	0.0	0.0	34.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	549	159	187	598	182	150	3030	124	125	1059	154
Future Volume (veh/h)	211	549	159	187	598	182	150	3030	124	125	1059	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	218	566	164	193	616	188	155	3124	128	129	1092	159
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	495	215	142	495	290	142	3182	129	172	2708	394
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1774	3539	1538	1774	3539	1507	1774	5011	202	3442	4476	651
Grp Volume(v), veh/h	218	566	164	193	616	188	155	2099	1153	129	827	424
Grp Sat Flow(s),veh/h/ln	1774	1770	1538	1774	1770	1507	1774	1695	1823	1721	1695	1736
Q Serve(g_s), s	16.0	28.0	20.5	16.0	28.0	23.1	16.0	0.0	0.0	7.4	25.5	25.5
Cycle Q Clear(g_c), s	16.0	28.0	20.5	16.0	28.0	23.1	16.0	0.0	0.0	7.4	25.5	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.37
Lane Grp Cap(c), veh/h	142	495	215	142	495	290	142	2153	1158	172	2051	1051
V/C Ratio(X)	1.54	1.14	0.76	1.36	1.24	0.65	1.09	0.97	1.00	0.75	0.40	0.40
Avail Cap(c_a), veh/h	142	495	215	142	495	290	142	2153	1158	172	2051	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	86.0	82.8	92.0	86.0	75.0	84.0	0.0	0.0	93.8	20.6	20.6
Incr Delay (d2), s/veh	273.3	85.8	15.2	200.6	125.6	5.3	80.3	9.0	17.8	15.0	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.5	35.3	14.7	28.4	40.2	15.2	19.7	4.6	8.5	7.0	17.8	18.4
LnGrp Delay(d),s/veh	365.3	171.8	98.0	292.6	211.6	80.3	164.3	9.0	17.8	108.7	21.2	21.8
LnGrp LOS	F	F	F	F	F	F	F	A	B	F	C	C
Approach Vol, veh/h		948			997			3407			1380	
Approach Delay, s/veh		203.5			202.5			19.1			29.6	
Approach LOS		F			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	132.0	20.5	33.0	20.5	126.0	20.5	33.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.0	127.0	16.0	28.0	16.0	121.0	16.0	28.0
Max Q Clear Time (g_c+I1), s	9.4	2.0	18.0	30.0	18.0	27.5	18.0	30.0
Green Ext Time (p_c), s	0.0	123.3	0.0	0.0	0.0	92.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	74.4
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	557	150	307	544	153	252	1463	196	183	2446	135
Future Volume (veh/h)	253	557	150	307	544	153	252	1463	196	183	2446	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	258	568	153	313	555	156	257	1493	200	187	2496	138
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	495	214	204	531	326	177	2650	355	222	2712	148
Arrive On Green	0.10	0.14	0.14	0.12	0.15	0.15	0.10	0.59	0.59	0.06	0.55	0.55
Sat Flow, veh/h	1774	3539	1526	1774	3539	1493	1774	4526	606	3442	4931	269
Grp Volume(v), veh/h	258	568	153	313	555	156	257	1118	575	187	1706	928
Grp Sat Flow(s),veh/h/ln	1774	1770	1526	1774	1770	1493	1774	1695	1741	1721	1695	1810
Q Serve(g_s), s	21.0	28.0	19.2	23.0	30.0	18.3	20.0	40.8	40.9	10.8	91.2	94.7
Cycle Q Clear(g_c), s	21.0	28.0	19.2	23.0	30.0	18.3	20.0	40.8	40.9	10.8	91.2	94.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		0.15
Lane Grp Cap(c), veh/h	186	495	214	204	531	326	177	1985	1020	222	1865	995
V/C Ratio(X)	1.39	1.15	0.72	1.53	1.05	0.48	1.45	0.56	0.56	0.84	0.92	0.93
Avail Cap(c_a), veh/h	186	495	214	204	531	326	177	1985	1020	310	1865	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.5	86.0	82.2	88.5	85.0	68.9	90.0	25.6	25.6	92.6	40.8	41.6
Incr Delay (d2), s/veh	202.9	87.3	11.3	263.5	51.4	1.3	228.3	1.1	2.1	10.3	8.5	16.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	37.4	35.5	13.7	47.2	33.2	12.3	37.9	26.3	27.3	9.3	55.8	63.4
LnGrp Delay(d),s/veh	292.4	173.3	93.5	352.0	136.4	70.2	318.3	26.7	27.7	102.8	49.3	57.8
LnGrp LOS	F	F	F	F	F	E	F	C	C	F	D	E
Approach Vol, veh/h		979			1024			1950			2821	
Approach Delay, s/veh		192.2			192.2			65.4			55.6	
Approach LOS		F			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	122.1	27.5	33.0	24.5	115.0	25.5	35.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	18.0	112.0	23.0	28.0	20.0	110.0	21.0	30.0
Max Q Clear Time (g_c+I1), s	12.8	42.9	25.0	30.0	22.0	96.7	23.0	32.0
Green Ext Time (p_c), s	0.1	68.1	0.0	0.0	0.0	13.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	98.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	549	162	205	598	182	151	3037	126	125	1135	154
Future Volume (veh/h)	211	549	162	205	598	182	151	3037	126	125	1135	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	218	566	167	211	616	188	156	3131	130	129	1170	159
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	495	215	142	495	290	142	3180	130	172	2734	371
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1774	3539	1538	1774	3539	1507	1774	5008	205	3442	4520	614
Grp Volume(v), veh/h	218	566	167	211	616	188	156	2105	1156	129	877	452
Grp Sat Flow(s),veh/h/ln	1774	1770	1538	1774	1770	1507	1774	1695	1823	1721	1695	1744
Q Serve(g_s), s	16.0	28.0	21.0	16.0	28.0	23.1	16.0	0.0	0.1	7.4	27.6	27.6
Cycle Q Clear(g_c), s	16.0	28.0	21.0	16.0	28.0	23.1	16.0	0.0	0.1	7.4	27.6	27.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.35
Lane Grp Cap(c), veh/h	142	495	215	142	495	290	142	2153	1158	172	2051	1055
V/C Ratio(X)	1.54	1.14	0.78	1.49	1.24	0.65	1.10	0.98	1.00	0.75	0.43	0.43
Avail Cap(c_a), veh/h	142	495	215	142	495	290	142	2153	1158	172	2051	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	86.0	83.0	92.0	86.0	75.0	84.0	0.0	0.0	93.8	21.1	21.1
Incr Delay (d2), s/veh	273.3	85.8	16.6	252.6	125.6	5.3	82.3	9.3	18.4	15.0	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.5	35.3	15.1	32.0	40.2	15.2	19.9	4.7	8.7	7.0	19.0	19.7
LnGrp Delay(d),s/veh	365.3	171.8	99.6	344.6	211.6	80.3	166.3	9.3	18.4	108.7	21.7	22.3
LnGrp LOS	F	F	F	F	F	F	F	A	B	F	C	C
Approach Vol, veh/h		951			1015			3417			1458	
Approach Delay, s/veh		203.5			214.9			19.6			29.6	
Approach LOS		F			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	132.0	20.5	33.0	20.5	126.0	20.5	33.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.0	127.0	16.0	28.0	16.0	121.0	16.0	28.0
Max Q Clear Time (g_c+I1), s	9.4	2.1	18.0	30.0	18.0	29.6	18.0	30.0
Green Ext Time (p_c), s	0.0	123.4	0.0	0.0	0.0	90.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	76.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	557	150	310	544	153	260	1531	212	183	2455	135
Future Volume (veh/h)	253	557	150	310	544	153	260	1531	212	183	2455	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	258	568	153	316	555	156	265	1562	216	187	2505	138
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	495	214	204	531	326	177	2639	364	222	2713	148
Arrive On Green	0.10	0.14	0.14	0.12	0.15	0.15	0.10	0.59	0.59	0.06	0.55	0.55
Sat Flow, veh/h	1774	3539	1526	1774	3539	1493	1774	4507	622	3442	4932	268
Grp Volume(v), veh/h	258	568	153	316	555	156	265	1174	604	187	1712	931
Grp Sat Flow(s),veh/h/ln	1774	1770	1526	1774	1770	1493	1774	1695	1738	1721	1695	1810
Q Serve(g_s), s	21.0	28.0	19.2	23.0	30.0	18.3	20.0	43.9	44.1	10.8	91.8	95.4
Cycle Q Clear(g_c), s	21.0	28.0	19.2	23.0	30.0	18.3	20.0	43.9	44.1	10.8	91.8	95.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.15
Lane Grp Cap(c), veh/h	186	495	214	204	531	326	177	1985	1018	222	1865	995
V/C Ratio(X)	1.39	1.15	0.72	1.55	1.05	0.48	1.49	0.59	0.59	0.84	0.92	0.94
Avail Cap(c_a), veh/h	186	495	214	204	531	326	177	1985	1018	310	1865	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.5	86.0	82.2	88.5	85.0	68.9	90.0	26.3	26.3	92.6	40.9	41.7
Incr Delay (d2), s/veh	202.9	87.3	11.3	269.8	51.4	1.3	247.0	1.2	2.3	10.3	8.7	16.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	37.4	35.5	13.7	47.8	33.2	12.3	39.6	28.0	29.0	9.3	56.1	64.1
LnGrp Delay(d),s/veh	292.4	173.3	93.5	358.3	136.4	70.2	337.0	27.5	28.6	102.8	49.6	58.4
LnGrp LOS	F	F	F	F	F	E	F	C	C	F	D	E
Approach Vol, veh/h		979			1027			2043			2830	
Approach Delay, s/veh		192.2			194.7			67.9			56.0	
Approach LOS		F			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	122.1	27.5	33.0	24.5	115.0	25.5	35.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	18.0	112.0	23.0	28.0	20.0	110.0	21.0	30.0
Max Q Clear Time (g_c+I1), s	12.8	46.1	25.0	30.0	22.0	97.4	23.0	32.0
Green Ext Time (p_c), s	0.1	65.1	0.0	0.0	0.0	12.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	520	138	162	563	173	128	2802	98	118	950	138
Future Volume (veh/h)	193	520	138	162	563	173	128	2802	98	118	950	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	199	536	142	167	580	178	132	2889	101	122	979	142
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	495	215	142	495	290	142	3204	111	172	2710	392
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1774	3539	1538	1774	3539	1507	1774	5045	174	3442	4479	648
Grp Volume(v), veh/h	199	536	142	167	580	178	132	1930	1060	122	740	381
Grp Sat Flow(s),veh/h/ln	1774	1770	1538	1774	1770	1507	1774	1695	1829	1721	1695	1737
Q Serve(g_s), s	16.0	28.0	17.5	16.0	28.0	21.7	14.7	0.0	0.0	7.0	22.1	22.2
Cycle Q Clear(g_c), s	16.0	28.0	17.5	16.0	28.0	21.7	14.7	0.0	0.0	7.0	22.1	22.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.37
Lane Grp Cap(c), veh/h	142	495	215	142	495	290	142	2153	1161	172	2051	1051
V/C Ratio(X)	1.40	1.08	0.66	1.18	1.17	0.61	0.93	0.90	0.91	0.71	0.36	0.36
Avail Cap(c_a), veh/h	142	495	215	142	495	290	142	2153	1161	172	2051	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	86.0	81.5	92.0	86.0	74.4	83.4	0.0	0.0	93.6	20.0	20.0
Incr Delay (d2), s/veh	217.7	64.3	7.7	130.8	96.6	4.1	39.2	4.0	8.1	11.0	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.6	32.6	12.5	23.4	36.6	14.4	12.5	2.1	4.7	6.5	15.7	16.3
LnGrp Delay(d),s/veh	309.7	150.3	89.1	222.8	182.6	78.5	122.7	4.0	8.1	104.6	20.5	21.0
LnGrp LOS	F	F	F	F	F	E	F	A	A	F	C	C
Approach Vol, veh/h		877			925			3122			1243	
Approach Delay, s/veh		176.6			169.8			10.4			28.9	
Approach LOS		F			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	132.0	20.5	33.0	20.5	126.0	20.5	33.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.0	127.0	16.0	28.0	16.0	121.0	16.0	28.0
Max Q Clear Time (g_c+I1), s	9.0	2.0	18.0	30.0	16.7	24.2	18.0	30.0
Green Ext Time (p_c), s	0.0	121.1	0.0	0.0	0.0	94.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	528	133	279	519	140	235	1272	174	171	2152	121
Future Volume (veh/h)	233	528	133	279	519	140	235	1272	174	171	2152	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	238	539	136	285	530	143	240	1298	178	174	2196	123
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	495	214	204	531	320	177	2658	364	209	2709	151
Arrive On Green	0.10	0.14	0.14	0.12	0.15	0.15	0.10	0.59	0.59	0.06	0.55	0.55
Sat Flow, veh/h	1774	3539	1526	1774	3539	1493	1774	4511	619	3442	4925	274
Grp Volume(v), veh/h	238	539	136	285	530	143	240	976	500	174	1507	812
Grp Sat Flow(s),veh/h/ln	1774	1770	1526	1774	1770	1493	1774	1695	1739	1721	1695	1809
Q Serve(g_s), s	21.0	28.0	16.8	23.0	29.9	16.7	20.0	33.2	33.2	10.0	72.0	73.3
Cycle Q Clear(g_c), s	21.0	28.0	16.8	23.0	29.9	16.7	20.0	33.2	33.2	10.0	72.0	73.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.15
Lane Grp Cap(c), veh/h	186	495	214	204	531	320	177	1998	1025	209	1865	995
V/C Ratio(X)	1.28	1.09	0.64	1.40	1.00	0.45	1.35	0.49	0.49	0.83	0.81	0.82
Avail Cap(c_a), veh/h	186	495	214	204	531	320	177	1998	1025	310	1865	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.5	86.0	81.2	88.5	85.0	68.9	90.0	23.7	23.7	92.9	36.5	36.8
Incr Delay (d2), s/veh	159.7	66.3	6.6	205.6	38.6	1.2	189.3	0.8	1.6	7.5	3.9	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.4	32.9	12.0	41.3	24.4	11.4	34.4	22.1	22.9	8.6	44.4	48.8
LnGrp Delay(d),s/veh	249.2	152.3	87.8	294.1	123.6	70.1	279.3	24.5	25.2	100.5	40.3	44.1
LnGrp LOS	F	F	F	F	F	E	F	C	C	F	D	D
Approach Vol, veh/h		913			958			1716			2493	
Approach Delay, s/veh		168.0			166.3			60.3			45.8	
Approach LOS		F			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	122.9	27.5	33.0	24.5	115.0	25.5	35.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	18.0	112.0	23.0	28.0	20.0	110.0	21.0	30.0
Max Q Clear Time (g_c+I1), s	12.0	35.2	25.0	30.0	22.0	75.3	23.0	31.9
Green Ext Time (p_c), s	0.1	73.4	0.0	0.0	0.0	33.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	549	161	200	598	182	151	3038	126	125	1114	154
Future Volume (veh/h)	211	549	161	200	598	182	151	3038	126	125	1114	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	218	566	166	206	616	188	156	3132	130	129	1148	159
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	495	215	142	495	290	142	3180	130	172	2727	378
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1774	3539	1538	1774	3539	1507	1774	5008	205	3442	4508	624
Grp Volume(v), veh/h	218	566	166	206	616	188	156	2105	1157	129	863	444
Grp Sat Flow(s),veh/h/ln	1774	1770	1538	1774	1770	1507	1774	1695	1823	1721	1695	1742
Q Serve(g_s), s	16.0	28.0	20.8	16.0	28.0	23.1	16.0	0.0	0.2	7.4	27.0	27.0
Cycle Q Clear(g_c), s	16.0	28.0	20.8	16.0	28.0	23.1	16.0	0.0	0.2	7.4	27.0	27.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.36
Lane Grp Cap(c), veh/h	142	495	215	142	495	290	142	2153	1158	172	2051	1054
V/C Ratio(X)	1.54	1.14	0.77	1.45	1.24	0.65	1.10	0.98	1.00	0.75	0.42	0.42
Avail Cap(c_a), veh/h	142	495	215	142	495	290	142	2153	1158	172	2051	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	86.0	82.9	92.0	86.0	75.0	84.0	0.0	0.0	93.8	20.9	20.9
Incr Delay (d2), s/veh	273.3	85.8	16.1	238.0	125.6	5.3	82.4	9.4	18.5	15.0	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.5	35.3	15.0	31.0	40.2	15.2	19.9	4.7	8.7	7.0	18.6	19.3
LnGrp Delay(d),s/veh	365.3	171.8	99.0	330.0	211.6	80.3	166.4	9.4	18.5	108.7	21.6	22.2
LnGrp LOS	F	F	F	F	F	F	F	A	B	F	C	C
Approach Vol, veh/h		950			1010			3418			1436	
Approach Delay, s/veh		203.5			211.3			19.6			29.6	
Approach LOS		F			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	132.0	20.5	33.0	20.5	126.0	20.5	33.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.0	127.0	16.0	28.0	16.0	121.0	16.0	28.0
Max Q Clear Time (g_c+I1), s	9.4	2.2	18.0	30.0	18.0	29.0	18.0	30.0
Green Ext Time (p_c), s	0.0	123.3	0.0	0.0	0.0	91.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.8
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	557	150	310	544	153	257	1515	208	183	2457	135
Future Volume (veh/h)	253	557	150	310	544	153	257	1515	208	183	2457	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	258	568	153	316	555	156	262	1546	212	187	2507	138
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	495	214	204	531	326	177	2642	362	222	2713	147
Arrive On Green	0.10	0.14	0.14	0.12	0.15	0.15	0.10	0.59	0.59	0.06	0.55	0.55
Sat Flow, veh/h	1774	3539	1526	1774	3539	1493	1774	4512	617	3442	4932	268
Grp Volume(v), veh/h	258	568	153	316	555	156	262	1161	597	187	1713	932
Grp Sat Flow(s),veh/h/ln	1774	1770	1526	1774	1770	1493	1774	1695	1739	1721	1695	1810
Q Serve(g_s), s	21.0	28.0	19.2	23.0	30.0	18.3	20.0	43.2	43.3	10.8	91.9	95.5
Cycle Q Clear(g_c), s	21.0	28.0	19.2	23.0	30.0	18.3	20.0	43.2	43.3	10.8	91.9	95.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.15
Lane Grp Cap(c), veh/h	186	495	214	204	531	326	177	1985	1018	222	1865	995
V/C Ratio(X)	1.39	1.15	0.72	1.55	1.05	0.48	1.48	0.58	0.59	0.84	0.92	0.94
Avail Cap(c_a), veh/h	186	495	214	204	531	326	177	1985	1018	310	1865	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.5	86.0	82.2	88.5	85.0	68.9	90.0	26.1	26.2	92.6	40.9	41.7
Incr Delay (d2), s/veh	202.9	87.3	11.3	269.8	51.4	1.3	239.9	1.1	2.2	10.3	8.8	16.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	37.4	35.5	13.7	47.8	33.2	12.3	38.9	27.5	28.6	9.3	56.1	64.1
LnGrp Delay(d),s/veh	292.4	173.3	93.5	358.3	136.4	70.2	329.9	27.3	28.4	102.8	49.7	58.5
LnGrp LOS	F	F	F	F	F	E	F	C	C	F	D	E
Approach Vol, veh/h		979			1027			2020			2832	
Approach Delay, s/veh		192.2			194.7			66.9			56.1	
Approach LOS		F			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	122.1	27.5	33.0	24.5	115.0	25.5	35.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	18.0	112.0	23.0	28.0	20.0	110.0	21.0	30.0
Max Q Clear Time (g_c+I1), s	12.8	45.3	25.0	30.0	22.0	97.5	23.0	32.0
Green Ext Time (p_c), s	0.1	65.8	0.0	0.0	0.0	12.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	520	137	154	563	173	127	2793	96	118	916	138
Future Volume (veh/h)	193	520	137	154	563	173	127	2793	96	118	916	138
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	199	536	141	159	580	178	131	2879	99	122	944	142
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	495	215	142	495	290	142	3206	109	172	2696	404
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1774	3539	1538	1774	3539	1507	1774	5048	171	3442	4455	668
Grp Volume(v), veh/h	199	536	141	159	580	178	131	1922	1056	122	718	368
Grp Sat Flow(s),veh/h/ln	1774	1770	1538	1774	1770	1507	1774	1695	1829	1721	1695	1733
Q Serve(g_s), s	16.0	28.0	17.4	16.0	28.0	21.7	14.6	0.0	0.0	7.0	21.2	21.3
Cycle Q Clear(g_c), s	16.0	28.0	17.4	16.0	28.0	21.7	14.6	0.0	0.0	7.0	21.2	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.39
Lane Grp Cap(c), veh/h	142	495	215	142	495	290	142	2153	1162	172	2051	1049
V/C Ratio(X)	1.40	1.08	0.65	1.12	1.17	0.61	0.92	0.89	0.91	0.71	0.35	0.35
Avail Cap(c_a), veh/h	142	495	215	142	495	290	142	2153	1162	172	2051	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	86.0	81.4	92.0	86.0	74.4	83.4	0.0	0.0	93.6	19.8	19.8
Incr Delay (d2), s/veh	217.7	64.3	7.4	111.5	96.6	4.1	37.7	3.9	7.8	11.0	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.6	32.6	12.4	22.0	36.6	14.4	12.4	2.1	4.5	6.5	15.2	15.8
LnGrp Delay(d),s/veh	309.7	150.3	88.8	203.5	182.6	78.5	121.1	3.9	7.8	104.6	20.3	20.7
LnGrp LOS	F	F	F	F	F	E	F	A	A	F	C	C
Approach Vol, veh/h		876			917			3109			1208	
Approach Delay, s/veh		176.6			166.0			10.2			28.9	
Approach LOS		F			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	132.0	20.5	33.0	20.5	126.0	20.5	33.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.0	127.0	16.0	28.0	16.0	121.0	16.0	28.0
Max Q Clear Time (g_c+I1), s	9.0	2.0	18.0	30.0	16.6	23.3	18.0	30.0
Green Ext Time (p_c), s	0.0	120.8	0.0	0.0	0.0	95.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	528	133	276	519	140	233	1236	166	171	2139	121
Future Volume (veh/h)	233	528	133	276	519	140	233	1236	166	171	2139	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	238	539	136	282	530	143	238	1261	169	174	2183	123
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	495	214	204	531	320	177	2666	357	209	2708	152
Arrive On Green	0.10	0.14	0.14	0.12	0.15	0.15	0.10	0.59	0.59	0.06	0.55	0.55
Sat Flow, veh/h	1774	3539	1526	1774	3539	1493	1774	4525	606	3442	4923	276
Grp Volume(v), veh/h	238	539	136	282	530	143	238	945	485	174	1499	807
Grp Sat Flow(s),veh/h/ln	1774	1770	1526	1774	1770	1493	1774	1695	1741	1721	1695	1808
Q Serve(g_s), s	21.0	28.0	16.8	23.0	29.9	16.7	20.0	31.7	31.7	10.0	71.3	72.6
Cycle Q Clear(g_c), s	21.0	28.0	16.8	23.0	29.9	16.7	20.0	31.7	31.7	10.0	71.3	72.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		0.15
Lane Grp Cap(c), veh/h	186	495	214	204	531	320	177	1998	1026	209	1865	995
V/C Ratio(X)	1.28	1.09	0.64	1.38	1.00	0.45	1.34	0.47	0.47	0.83	0.80	0.81
Avail Cap(c_a), veh/h	186	495	214	204	531	320	177	1998	1026	310	1865	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.5	86.0	81.2	88.5	85.0	68.9	90.0	23.4	23.4	92.9	36.3	36.6
Incr Delay (d2), s/veh	159.7	66.3	6.6	199.5	38.6	1.2	184.9	0.8	1.5	7.5	3.8	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.4	32.9	12.0	40.7	24.4	11.4	34.1	21.2	21.9	8.6	43.9	48.2
LnGrp Delay(d),s/veh	249.2	152.3	87.8	288.0	123.6	70.1	274.9	24.1	24.9	100.5	40.1	43.8
LnGrp LOS	F	F	F	F	F	E	F	C	C	F	D	D
Approach Vol, veh/h		913			955			1668			2480	
Approach Delay, s/veh		168.0			164.1			60.1			45.5	
Approach LOS		F			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	122.9	27.5	33.0	24.5	115.0	25.5	35.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	18.0	112.0	23.0	28.0	20.0	110.0	21.0	30.0
Max Q Clear Time (g_c+I1), s	12.0	33.7	25.0	30.0	22.0	74.6	23.0	31.9
Green Ext Time (p_c), s	0.1	74.3	0.0	0.0	0.0	34.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	549	160	192	598	182	150	3029	124	125	1080	154
Future Volume (veh/h)	211	549	160	192	598	182	150	3029	124	125	1080	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	218	566	165	198	616	188	155	3123	128	129	1113	159
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	495	215	142	495	290	142	3182	129	172	2715	388
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1774	3539	1538	1774	3539	1507	1774	5011	202	3442	4488	641
Grp Volume(v), veh/h	218	566	165	198	616	188	155	2098	1153	129	841	431
Grp Sat Flow(s),veh/h/ln	1774	1770	1538	1774	1770	1507	1774	1695	1823	1721	1695	1738
Q Serve(g_s), s	16.0	28.0	20.7	16.0	28.0	23.1	16.0	0.0	0.0	7.4	26.0	26.1
Cycle Q Clear(g_c), s	16.0	28.0	20.7	16.0	28.0	23.1	16.0	0.0	0.0	7.4	26.0	26.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.37
Lane Grp Cap(c), veh/h	142	495	215	142	495	290	142	2153	1158	172	2051	1052
V/C Ratio(X)	1.54	1.14	0.77	1.40	1.24	0.65	1.09	0.97	1.00	0.75	0.41	0.41
Avail Cap(c_a), veh/h	142	495	215	142	495	290	142	2153	1158	172	2051	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	86.0	82.8	92.0	86.0	75.0	84.0	0.0	0.0	93.8	20.7	20.8
Incr Delay (d2), s/veh	273.3	85.8	15.6	214.9	125.6	5.3	80.3	9.0	17.7	15.0	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.5	35.3	14.9	29.4	40.2	15.2	19.7	4.6	8.5	7.0	18.1	18.7
LnGrp Delay(d),s/veh	365.3	171.8	98.5	306.9	211.6	80.3	164.3	9.0	17.7	108.7	21.4	21.9
LnGrp LOS	F	F	F	F	F	F	F	A	B	F	C	C
Approach Vol, veh/h		949			1002			3406			1401	
Approach Delay, s/veh		203.5			205.8			19.0			29.6	
Approach LOS		F			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	132.0	20.5	33.0	20.5	126.0	20.5	33.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.0	127.0	16.0	28.0	16.0	121.0	16.0	28.0
Max Q Clear Time (g_c+I1), s	9.4	2.0	18.0	30.0	18.0	28.1	18.0	30.0
Green Ext Time (p_c), s	0.0	123.3	0.0	0.0	0.0	92.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	74.8
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	557	150	307	544	153	255	1479	200	183	2444	135
Future Volume (veh/h)	253	557	150	307	544	153	255	1479	200	183	2444	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	258	568	153	313	555	156	260	1509	204	187	2494	138
Adj No. of Lanes	1	2	1	1	2	1	1	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	495	214	204	531	326	177	2647	357	222	2712	148
Arrive On Green	0.10	0.14	0.14	0.12	0.15	0.15	0.10	0.59	0.59	0.06	0.55	0.55
Sat Flow, veh/h	1774	3539	1526	1774	3539	1493	1774	4520	610	3442	4930	269
Grp Volume(v), veh/h	258	568	153	313	555	156	260	1131	582	187	1705	927
Grp Sat Flow(s),veh/h/ln	1774	1770	1526	1774	1770	1493	1774	1695	1740	1721	1695	1810
Q Serve(g_s), s	21.0	28.0	19.2	23.0	30.0	18.3	20.0	41.5	41.6	10.8	91.0	94.5
Cycle Q Clear(g_c), s	21.0	28.0	19.2	23.0	30.0	18.3	20.0	41.5	41.6	10.8	91.0	94.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		0.15
Lane Grp Cap(c), veh/h	186	495	214	204	531	326	177	1985	1019	222	1865	995
V/C Ratio(X)	1.39	1.15	0.72	1.53	1.05	0.48	1.47	0.57	0.57	0.84	0.91	0.93
Avail Cap(c_a), veh/h	186	495	214	204	531	326	177	1985	1019	310	1865	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.5	86.0	82.2	88.5	85.0	68.9	90.0	25.8	25.8	92.6	40.7	41.5
Incr Delay (d2), s/veh	202.9	87.3	11.3	263.5	51.4	1.3	235.4	1.1	2.1	10.3	8.5	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	37.4	35.5	13.7	47.2	33.2	12.3	38.5	26.5	27.7	9.3	55.8	63.4
LnGrp Delay(d),s/veh	292.4	173.3	93.5	352.0	136.4	70.2	325.4	26.9	27.9	102.8	49.2	57.7
LnGrp LOS	F	F	F	F	F	E	F	C	C	F	D	E
Approach Vol, veh/h		979			1024			1973			2819	
Approach Delay, s/veh		192.2			192.2			66.5			55.5	
Approach LOS		F			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	122.1	27.5	33.0	24.5	115.0	25.5	35.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	18.0	112.0	23.0	28.0	20.0	110.0	21.0	30.0
Max Q Clear Time (g_c+I1), s	12.8	43.6	25.0	30.0	22.0	96.5	23.0	32.0
Green Ext Time (p_c), s	0.1	67.4	0.0	0.0	0.0	13.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	46	2	22	72	55	18	3089	7	6	1108	40
Future Volume (veh/h)	21	46	2	22	72	55	18	3089	7	6	1108	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	48	2	23	75	57	19	3218	7	6	1154	42
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	91	3	51	142	159	430	4434	10	89	4259	155
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	225	877	31	275	1368	1534	466	5239	11	63	5033	183
Grp Volume(v), veh/h	72	0	0	98	0	57	19	2081	1144	6	777	419
Grp Sat Flow(s),veh/h/ln	1133	0	0	1643	0	1534	466	1695	1860	63	1695	1826
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.8	0.0	0.0	11.2	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.31		0.03	0.23		1.00	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	141	0	0	193	0	159	430	2869	1575	89	2869	1545
V/C Ratio(X)	0.51	0.00	0.00	0.51	0.00	0.36	0.04	0.73	0.73	0.07	0.27	0.27
Avail Cap(c_a), veh/h	272	0	0	331	0	284	430	2869	1575	89	2869	1545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.49	0.49	0.49	0.89	0.89	0.89
Uniform Delay (d), s/veh	86.3	0.0	0.0	85.1	0.0	83.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	2.1	0.0	1.4	0.1	0.8	1.5	1.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	0.0	0.0	9.1	0.0	5.4	0.0	0.6	1.1	0.1	0.1	0.3
LnGrp Delay(d),s/veh	89.1	0.0	0.0	87.1	0.0	84.8	0.1	0.8	1.5	1.3	0.2	0.4
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		72			155			3244			1202	
Approach Delay, s/veh		89.1			86.3			1.0			0.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		174.3		25.7		174.3		25.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		153.0		37.0		153.0		37.0
Max Q Clear Time (g_c+I1), s		2.0		16.8		2.0		13.2
Green Ext Time (p_c), s		148.3		1.1		148.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	28	20	21	18	19	2	1481	16	48	2554	9
Future Volume (veh/h)	34	28	20	21	18	19	2	1481	16	48	2554	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	36	29	21	22	19	20	2	1559	17	51	2688	9
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	51	29	85	65	139	128	4462	49	315	4502	15
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	449	566	328	638	731	1552	107	5186	57	324	5232	18
Grp Volume(v), veh/h	86	0	0	41	0	20	2	1019	557	51	1741	956
Grp Sat Flow(s),veh/h/ln	1344	0	0	1369	0	1552	107	1695	1853	324	1695	1859
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	5.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.42		0.24	0.54		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	146	0	0	150	0	139	128	2917	1594	315	2917	1600
V/C Ratio(X)	0.59	0.00	0.00	0.27	0.00	0.14	0.02	0.35	0.35	0.16	0.60	0.60
Avail Cap(c_a), veh/h	277	0	0	282	0	272	128	2917	1594	315	2917	1600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.94	0.94	0.94	0.37	0.37	0.37
Uniform Delay (d), s/veh	89.3	0.0	0.0	85.1	0.0	84.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	1.0	0.0	0.5	0.2	0.3	0.6	0.4	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	3.9	0.0	1.9	0.0	0.2	0.5	0.1	0.2	0.5
LnGrp Delay(d),s/veh	93.0	0.0	0.0	86.1	0.0	84.4	0.2	0.3	0.6	0.4	0.3	0.6
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		86			61			1578			2748	
Approach Delay, s/veh		93.0			85.5			0.4			0.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		177.1		22.9		177.1		22.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		155.0		35.0		155.0		35.0
Max Q Clear Time (g_c+I1), s		2.0		15.2		2.0		7.4
Green Ext Time (p_c), s		148.4		0.7		148.4		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	3.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	46	5	22	72	55	18	3100	7	6	1209	40
Future Volume (veh/h)	21	46	5	22	72	55	18	3100	7	6	1209	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	48	5	23	75	57	19	3229	7	6	1259	42
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	89	8	51	142	160	393	4431	10	89	4272	142
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	216	857	77	273	1364	1534	422	5239	11	62	5050	168
Grp Volume(v), veh/h	75	0	0	98	0	57	19	2088	1148	6	845	456
Grp Sat Flow(s),veh/h/ln	1150	0	0	1637	0	1534	422	1695	1860	62	1695	1829
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.0	0.0	0.0	11.3	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.29		0.07	0.23		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	143	0	0	193	0	160	393	2867	1574	89	2867	1547
V/C Ratio(X)	0.52	0.00	0.00	0.51	0.00	0.36	0.05	0.73	0.73	0.07	0.29	0.29
Avail Cap(c_a), veh/h	273	0	0	330	0	284	393	2867	1574	89	2867	1547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.48	0.48	0.48	0.87	0.87	0.87
Uniform Delay (d), s/veh	86.2	0.0	0.0	85.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	2.1	0.0	1.3	0.1	0.8	1.5	1.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.0	0.0	9.1	0.0	5.4	0.0	0.6	1.2	0.1	0.2	0.3
LnGrp Delay(d),s/veh	89.2	0.0	0.0	87.0	0.0	84.7	0.1	0.8	1.5	1.3	0.2	0.4
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		75			155			3255			1307	
Approach Delay, s/veh		89.2			86.2			1.0			0.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		174.2		25.8		174.2		25.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		153.0		37.0		153.0		37.0
Max Q Clear Time (g_c+I1), s		2.0		17.0		2.0		13.3
Green Ext Time (p_c), s		148.8		1.1		148.8		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	28	20	21	18	19	2	1570	16	48	2565	9
Future Volume (veh/h)	34	28	20	21	18	19	2	1570	16	48	2565	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	36	29	21	22	19	20	2	1653	17	51	2700	9
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	51	29	85	65	139	127	4466	46	290	4502	15
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	449	566	328	638	731	1552	106	5190	53	296	5232	17
Grp Volume(v), veh/h	86	0	0	41	0	20	2	1080	590	51	1749	960
Grp Sat Flow(s),veh/h/ln	1344	0	0	1369	0	1552	106	1695	1853	296	1695	1859
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	5.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.42		0.24	0.54		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	146	0	0	150	0	139	127	2917	1595	290	2917	1600
V/C Ratio(X)	0.59	0.00	0.00	0.27	0.00	0.14	0.02	0.37	0.37	0.18	0.60	0.60
Avail Cap(c_a), veh/h	277	0	0	282	0	272	127	2917	1595	290	2917	1600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.92	0.92	0.36	0.36	0.36
Uniform Delay (d), s/veh	89.3	0.0	0.0	85.1	0.0	84.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	1.0	0.0	0.5	0.2	0.3	0.6	0.5	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	3.9	0.0	1.9	0.0	0.2	0.5	0.1	0.2	0.5
LnGrp Delay(d),s/veh	93.0	0.0	0.0	86.1	0.0	84.4	0.2	0.3	0.6	0.5	0.3	0.6
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		86			61			1672			2760	
Approach Delay, s/veh		93.0			85.5			0.4			0.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		177.1		22.9		177.1		22.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		155.0		35.0		155.0		35.0
Max Q Clear Time (g_c+I1), s		2.0		15.2		2.0		7.4
Green Ext Time (p_c), s		149.3		0.7		149.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	3.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	54	2	23	84	58	54	3344	7	7	1285	44
Future Volume (veh/h)	41	54	2	23	84	58	54	3344	7	7	1285	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	56	2	24	88	60	56	3483	7	7	1339	46
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	79	2	53	174	195	356	4314	9	75	4153	143
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	330	623	19	242	1372	1540	389	5240	11	48	5044	173
Grp Volume(v), veh/h	101	0	0	112	0	60	56	2252	1238	7	900	485
Grp Sat Flow(s),veh/h/ln	972	0	0	1614	0	1540	389	1695	1861	48	1695	1828
Q Serve(g_s), s	9.8	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.2	0.0	0.0	12.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.43		0.02	0.21		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	149	0	0	226	0	195	356	2791	1532	75	2791	1505
V/C Ratio(X)	0.68	0.00	0.00	0.49	0.00	0.31	0.16	0.81	0.81	0.09	0.32	0.32
Avail Cap(c_a), veh/h	237	0	0	326	0	285	356	2791	1532	75	2791	1505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.30	0.30	0.30	0.82	0.82	0.82
Uniform Delay (d), s/veh	88.1	0.0	0.0	81.4	0.0	79.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.3	0.0	0.0	1.7	0.0	0.9	0.3	0.8	1.4	2.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	0.0	0.0	9.9	0.0	5.5	0.0	0.6	1.1	0.1	0.2	0.4
LnGrp Delay(d),s/veh	93.4	0.0	0.0	83.0	0.0	80.2	0.3	0.8	1.4	2.0	0.3	0.5
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		101			172			3546			1392	
Approach Delay, s/veh		93.4			82.1			1.0			0.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		169.7		30.3		169.7		30.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		153.0		37.0		153.0		37.0
Max Q Clear Time (g_c+I1), s		2.0		24.2		2.0		14.4
Green Ext Time (p_c), s		149.4		1.1		149.4		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	36	21	22	28	21	35	1708	17	51	2904	11
Future Volume (veh/h)	56	36	21	22	28	21	35	1708	17	51	2904	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	59	38	22	23	29	22	37	1798	18	54	3057	12
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	53	26	88	101	179	97	4334	43	250	4365	17
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	546	463	229	535	878	1559	74	5192	52	257	5228	20
Grp Volume(v), veh/h	119	0	0	52	0	22	37	1174	642	54	1981	1088
Grp Sat Flow(s),veh/h/ln	1237	0	0	1413	0	1559	74	1695	1854	257	1695	1859
Q Serve(g_s), s	13.4	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.6	0.0	0.0	6.2	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.50		0.18	0.44		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	169	0	0	189	0	179	97	2830	1547	250	2830	1552
V/C Ratio(X)	0.70	0.00	0.00	0.28	0.00	0.12	0.38	0.41	0.41	0.22	0.70	0.70
Avail Cap(c_a), veh/h	260	0	0	283	0	273	97	2830	1547	250	2830	1552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.90	0.90	0.90	0.11	0.11	0.11
Uniform Delay (d), s/veh	88.5	0.0	0.0	80.8	0.0	79.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.8	0.0	0.3	9.8	0.4	0.7	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	0.0	0.0	4.8	0.0	2.0	0.5	0.3	0.6	0.0	0.1	0.2
LnGrp Delay(d),s/veh	93.7	0.0	0.0	81.6	0.0	79.7	9.8	0.4	0.7	0.2	0.2	0.3
LnGrp LOS	F			F		E	A	A	A	A	A	A
Approach Vol, veh/h		119			74			1853			3123	
Approach Delay, s/veh		93.7			81.0			0.7			0.2	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		172.0		28.0		172.0		28.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		155.0		35.0		155.0		35.0
Max Q Clear Time (g_c+I1), s		2.0		21.6		2.0		8.2
Green Ext Time (p_c), s		151.4		0.8		151.4		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	3.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	54	5	23	84	58	54	3355	7	7	1386	44
Future Volume (veh/h)	41	54	5	23	84	58	54	3355	7	7	1386	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	56	5	24	88	60	56	3495	7	7	1444	46
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	79	6	53	175	197	325	4308	9	75	4159	132
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	323	615	47	241	1367	1540	352	5240	10	47	5059	161
Grp Volume(v), veh/h	104	0	0	112	0	60	56	2260	1242	7	968	522
Grp Sat Flow(s),veh/h/ln	986	0	0	1607	0	1540	352	1695	1861	47	1695	1830
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.5	0.0	0.0	12.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.41		0.05	0.21		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	152	0	0	228	0	197	325	2787	1529	75	2787	1504
V/C Ratio(X)	0.69	0.00	0.00	0.49	0.00	0.30	0.17	0.81	0.81	0.09	0.35	0.35
Avail Cap(c_a), veh/h	238	0	0	325	0	285	325	2787	1529	75	2787	1504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.29	0.29	0.29	0.78	0.78	0.78
Uniform Delay (d), s/veh	87.9	0.0	0.0	81.1	0.0	79.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.4	0.0	0.0	1.6	0.0	0.9	0.3	0.8	1.5	1.9	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	0.0	0.0	9.9	0.0	5.5	0.1	0.6	1.1	0.1	0.2	0.4
LnGrp Delay(d),s/veh	93.3	0.0	0.0	82.8	0.0	80.0	0.3	0.8	1.5	1.9	0.3	0.5
LnGrp LOS	F			F		E	A	A	A	A	A	A
Approach Vol, veh/h		104			172			3558			1497	
Approach Delay, s/veh		93.3			81.8			1.0			0.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		169.4		30.6		169.4		30.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		153.0		37.0		153.0		37.0
Max Q Clear Time (g_c+I1), s		2.0		24.5		2.0		14.4
Green Ext Time (p_c), s		149.4		1.1		149.4		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	36	21	22	28	21	35	1797	17	51	2915	11
Future Volume (veh/h)	56	36	21	22	28	21	35	1797	17	51	2915	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	59	38	22	23	29	22	37	1892	18	54	3068	12
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	53	26	88	101	179	97	4337	41	231	4365	17
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	546	463	229	535	878	1559	73	5195	49	234	5228	20
Grp Volume(v), veh/h	119	0	0	52	0	22	37	1235	675	54	1988	1092
Grp Sat Flow(s),veh/h/ln	1237	0	0	1413	0	1559	73	1695	1854	234	1695	1859
Q Serve(g_s), s	13.4	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.6	0.0	0.0	6.2	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.50		0.18	0.44		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	169	0	0	189	0	179	97	2830	1548	231	2830	1552
V/C Ratio(X)	0.70	0.00	0.00	0.28	0.00	0.12	0.38	0.44	0.44	0.23	0.70	0.70
Avail Cap(c_a), veh/h	260	0	0	283	0	273	97	2830	1548	231	2830	1552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.88	0.88	0.88	0.10	0.10	0.10
Uniform Delay (d), s/veh	88.5	0.0	0.0	80.8	0.0	79.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.8	0.0	0.3	9.8	0.4	0.8	0.2	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	0.0	0.0	4.8	0.0	2.0	0.5	0.3	0.6	0.0	0.1	0.2
LnGrp Delay(d),s/veh	93.7	0.0	0.0	81.6	0.0	79.7	9.8	0.4	0.8	0.2	0.1	0.3
LnGrp LOS	F			F		E	A	A	A	A	A	A
Approach Vol, veh/h		119			74			1947			3134	
Approach Delay, s/veh		93.7			81.0			0.7			0.2	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		172.0		28.0		172.0		28.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		155.0		35.0		155.0		35.0
Max Q Clear Time (g_c+I1), s		2.0		21.6		2.0		8.2
Green Ext Time (p_c), s		151.3		0.8		151.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	3.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	46	4	22	72	55	18	3099	7	6	1181	40
Future Volume (veh/h)	21	46	4	22	72	55	18	3099	7	6	1181	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	48	4	23	75	57	19	3228	7	6	1230	42
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	90	6	51	142	160	403	4432	10	89	4269	146
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	219	864	62	274	1365	1534	433	5239	11	62	5046	172
Grp Volume(v), veh/h	74	0	0	98	0	57	19	2088	1147	6	826	446
Grp Sat Flow(s),veh/h/ln	1145	0	0	1639	0	1534	433	1695	1860	62	1695	1828
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.9	0.0	0.0	11.2	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.30		0.05	0.23		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	142	0	0	193	0	160	403	2868	1574	89	2868	1546
V/C Ratio(X)	0.52	0.00	0.00	0.51	0.00	0.36	0.05	0.73	0.73	0.07	0.29	0.29
Avail Cap(c_a), veh/h	272	0	0	330	0	284	403	2868	1574	89	2868	1546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.48	0.48	0.48	0.87	0.87	0.87
Uniform Delay (d), s/veh	86.2	0.0	0.0	85.0	0.0	83.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.0	2.1	0.0	1.3	0.1	0.8	1.5	1.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	0.0	0.0	9.1	0.0	5.4	0.0	0.6	1.2	0.1	0.2	0.3
LnGrp Delay(d),s/veh	89.2	0.0	0.0	87.1	0.0	84.7	0.1	0.8	1.5	1.3	0.2	0.4
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		74			155			3254			1278	
Approach Delay, s/veh		89.2			86.2			1.0			0.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		174.2		25.8		174.2		25.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		153.0		37.0		153.0		37.0
Max Q Clear Time (g_c+I1), s		2.0		16.9		2.0		13.2
Green Ext Time (p_c), s		148.7		1.1		148.7		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	28	20	21	18	19	2	1550	16	48	2569	9
Future Volume (veh/h)	34	28	20	21	18	19	2	1550	16	48	2569	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	36	29	21	22	19	20	2	1632	17	51	2704	9
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	51	29	85	65	139	127	4465	47	296	4502	15
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	449	566	328	638	731	1552	106	5189	54	302	5232	17
Grp Volume(v), veh/h	86	0	0	41	0	20	2	1066	583	51	1751	962
Grp Sat Flow(s),veh/h/ln	1344	0	0	1369	0	1552	106	1695	1853	302	1695	1859
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	5.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.42		0.24	0.54		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	146	0	0	150	0	139	127	2917	1594	296	2917	1600
V/C Ratio(X)	0.59	0.00	0.00	0.27	0.00	0.14	0.02	0.37	0.37	0.17	0.60	0.60
Avail Cap(c_a), veh/h	277	0	0	282	0	272	127	2917	1594	296	2917	1600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.93	0.93	0.93	0.36	0.36	0.36
Uniform Delay (d), s/veh	89.3	0.0	0.0	85.1	0.0	84.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	1.0	0.0	0.5	0.2	0.3	0.6	0.5	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	3.9	0.0	1.9	0.0	0.2	0.5	0.1	0.2	0.5
LnGrp Delay(d),s/veh	93.0	0.0	0.0	86.1	0.0	84.4	0.2	0.3	0.6	0.5	0.3	0.6
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		86			61			1651			2764	
Approach Delay, s/veh		93.0			85.5			0.4			0.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		177.1		22.9		177.1		22.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		155.0		35.0		155.0		35.0
Max Q Clear Time (g_c+I1), s		2.0		15.2		2.0		7.4
Green Ext Time (p_c), s		149.1		0.7		149.1		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	3.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	54	4	23	84	58	54	3354	7	7	1358	44
Future Volume (veh/h)	41	54	4	23	84	58	54	3354	7	7	1358	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	56	4	24	88	60	56	3494	7	7	1415	46
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	79	5	53	175	196	333	4310	9	75	4158	135
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	325	618	38	241	1368	1540	362	5240	10	47	5055	164
Grp Volume(v), veh/h	103	0	0	112	0	60	56	2260	1241	7	949	512
Grp Sat Flow(s),veh/h/ln	982	0	0	1610	0	1540	362	1695	1861	47	1695	1829
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.4	0.0	0.0	12.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.42		0.04	0.21		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	151	0	0	227	0	196	333	2788	1530	75	2788	1505
V/C Ratio(X)	0.68	0.00	0.00	0.49	0.00	0.31	0.17	0.81	0.81	0.09	0.34	0.34
Avail Cap(c_a), veh/h	238	0	0	326	0	285	333	2788	1530	75	2788	1505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.29	0.29	0.29	0.80	0.80	0.80
Uniform Delay (d), s/veh	88.0	0.0	0.0	81.2	0.0	79.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.4	0.0	0.0	1.7	0.0	0.9	0.3	0.8	1.5	2.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	0.0	0.0	9.9	0.0	5.5	0.1	0.6	1.1	0.1	0.2	0.4
LnGrp Delay(d),s/veh	93.4	0.0	0.0	82.9	0.0	80.1	0.3	0.8	1.5	2.0	0.3	0.5
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		103			172			3557			1468	
Approach Delay, s/veh		93.4			81.9			1.0			0.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		169.5		30.5		169.5		30.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		153.0		37.0		153.0		37.0
Max Q Clear Time (g_c+I1), s		2.0		24.4		2.0		14.4
Green Ext Time (p_c), s		149.4		1.1		149.4		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	36	21	22	28	21	35	1777	17	51	2919	11
Future Volume (veh/h)	56	36	21	22	28	21	35	1777	17	51	2919	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	59	38	22	23	29	22	37	1871	18	54	3073	12
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	53	26	88	101	179	97	4336	42	236	4365	17
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	546	463	229	535	878	1559	72	5194	50	239	5228	20
Grp Volume(v), veh/h	119	0	0	52	0	22	37	1221	668	54	1991	1094
Grp Sat Flow(s),veh/h/ln	1237	0	0	1413	0	1559	72	1695	1854	239	1695	1859
Q Serve(g_s), s	13.4	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.6	0.0	0.0	6.2	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.50		0.18	0.44		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	169	0	0	189	0	179	97	2830	1548	236	2830	1552
V/C Ratio(X)	0.70	0.00	0.00	0.28	0.00	0.12	0.38	0.43	0.43	0.23	0.70	0.70
Avail Cap(c_a), veh/h	260	0	0	283	0	273	97	2830	1548	236	2830	1552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.89	0.89	0.89	0.10	0.10	0.10
Uniform Delay (d), s/veh	88.5	0.0	0.0	80.8	0.0	79.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.8	0.0	0.3	9.9	0.4	0.8	0.2	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	0.0	0.0	4.8	0.0	2.0	0.5	0.3	0.6	0.0	0.1	0.2
LnGrp Delay(d),s/veh	93.7	0.0	0.0	81.6	0.0	79.7	9.9	0.4	0.8	0.2	0.1	0.3
LnGrp LOS	F			F		E	A	A	A	A	A	A
Approach Vol, veh/h		119			74			1926			3139	
Approach Delay, s/veh		93.7			81.0			0.7			0.2	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		172.0		28.0		172.0		28.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		155.0		35.0		155.0		35.0
Max Q Clear Time (g_c+I1), s		2.0		21.6		2.0		8.2
Green Ext Time (p_c), s		151.3		0.8		151.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	3.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	46	3	22	72	55	18	3090	7	6	1136	40
Future Volume (veh/h)	21	46	3	22	72	55	18	3090	7	6	1136	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	48	3	23	75	57	19	3219	7	6	1183	42
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	90	5	51	142	159	420	4433	10	89	4263	151
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	222	870	47	274	1367	1534	453	5239	11	63	5038	179
Grp Volume(v), veh/h	73	0	0	98	0	57	19	2082	1144	6	796	429
Grp Sat Flow(s),veh/h/ln	1139	0	0	1641	0	1534	453	1695	1860	63	1695	1826
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.9	0.0	0.0	11.2	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.30		0.04	0.23		1.00	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	142	0	0	193	0	159	420	2869	1574	89	2869	1545
V/C Ratio(X)	0.52	0.00	0.00	0.51	0.00	0.36	0.05	0.73	0.73	0.07	0.28	0.28
Avail Cap(c_a), veh/h	272	0	0	331	0	284	420	2869	1574	89	2869	1545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.49	0.49	0.49	0.89	0.89	0.89
Uniform Delay (d), s/veh	86.3	0.0	0.0	85.0	0.0	83.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.0	2.1	0.0	1.4	0.1	0.8	1.5	1.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	0.0	9.1	0.0	5.4	0.0	0.6	1.1	0.1	0.2	0.3
LnGrp Delay(d),s/veh	89.1	0.0	0.0	87.1	0.0	84.8	0.1	0.8	1.5	1.3	0.2	0.4
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		73			155			3245			1231	
Approach Delay, s/veh		89.1			86.2			1.0			0.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		174.2		25.8		174.2		25.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		153.0		37.0		153.0		37.0
Max Q Clear Time (g_c+I1), s		2.0		16.9		2.0		13.2
Green Ext Time (p_c), s		148.5		1.1		148.5		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	28	20	21	18	19	2	1501	16	48	2550	9
Future Volume (veh/h)	34	28	20	21	18	19	2	1501	16	48	2550	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	36	29	21	22	19	20	2	1580	17	51	2684	9
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	51	29	85	65	139	129	4463	48	309	4502	15
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	449	566	328	638	731	1552	108	5187	56	317	5232	18
Grp Volume(v), veh/h	86	0	0	41	0	20	2	1033	564	51	1738	955
Grp Sat Flow(s),veh/h/ln	1344	0	0	1369	0	1552	108	1695	1853	317	1695	1859
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	5.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.42		0.24	0.54		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	146	0	0	150	0	139	129	2917	1594	309	2917	1600
V/C Ratio(X)	0.59	0.00	0.00	0.27	0.00	0.14	0.02	0.35	0.35	0.17	0.60	0.60
Avail Cap(c_a), veh/h	277	0	0	282	0	272	129	2917	1594	309	2917	1600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.93	0.93	0.93	0.37	0.37	0.37
Uniform Delay (d), s/veh	89.3	0.0	0.0	85.1	0.0	84.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	1.0	0.0	0.5	0.2	0.3	0.6	0.4	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	3.9	0.0	1.9	0.0	0.2	0.5	0.1	0.2	0.5
LnGrp Delay(d),s/veh	93.0	0.0	0.0	86.1	0.0	84.4	0.2	0.3	0.6	0.4	0.3	0.6
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		86			61			1599			2744	
Approach Delay, s/veh		93.0			85.5			0.4			0.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		177.1		22.9		177.1		22.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		155.0		35.0		155.0		35.0
Max Q Clear Time (g_c+I1), s		2.0		15.2		2.0		7.4
Green Ext Time (p_c), s		148.6		0.7		148.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	3.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	54	3	23	84	58	54	3345	7	7	1313	44
Future Volume (veh/h)	41	54	3	23	84	58	54	3345	7	7	1313	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	56	3	24	88	60	56	3484	7	7	1368	46
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	79	4	53	174	196	347	4312	9	75	4154	140
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	328	620	29	242	1370	1540	378	5240	11	48	5049	170
Grp Volume(v), veh/h	102	0	0	112	0	60	56	2253	1238	7	919	495
Grp Sat Flow(s),veh/h/ln	977	0	0	1612	0	1540	378	1695	1861	48	1695	1828
Q Serve(g_s), s	9.9	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.3	0.0	0.0	12.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.42		0.03	0.21		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	150	0	0	227	0	196	347	2790	1531	75	2790	1504
V/C Ratio(X)	0.68	0.00	0.00	0.49	0.00	0.31	0.16	0.81	0.81	0.09	0.33	0.33
Avail Cap(c_a), veh/h	238	0	0	326	0	285	347	2790	1531	75	2790	1504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.30	0.30	0.30	0.81	0.81	0.81
Uniform Delay (d), s/veh	88.1	0.0	0.0	81.3	0.0	79.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.3	0.0	0.0	1.7	0.0	0.9	0.3	0.8	1.5	2.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.7	0.0	0.0	9.9	0.0	5.5	0.1	0.6	1.1	0.1	0.2	0.4
LnGrp Delay(d),s/veh	93.4	0.0	0.0	82.9	0.0	80.2	0.3	0.8	1.5	2.0	0.3	0.5
LnGrp LOS	F			F		F	A	A	A	A	A	A
Approach Vol, veh/h		102			172			3547			1421	
Approach Delay, s/veh		93.4			82.0			1.0			0.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		169.6		30.4		169.6		30.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		153.0		37.0		153.0		37.0
Max Q Clear Time (g_c+I1), s		2.0		24.3		2.0		14.4
Green Ext Time (p_c), s		149.4		1.1		149.4		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	36	21	22	28	21	35	1728	17	51	2900	11
Future Volume (veh/h)	56	36	21	22	28	21	35	1728	17	51	2900	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	59	38	22	23	29	22	37	1819	18	54	3053	12
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	53	26	88	101	179	98	4335	43	246	4365	17
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	546	463	229	535	878	1559	74	5192	51	251	5228	21
Grp Volume(v), veh/h	119	0	0	52	0	22	37	1188	649	54	1978	1087
Grp Sat Flow(s),veh/h/ln	1237	0	0	1413	0	1559	74	1695	1854	251	1695	1859
Q Serve(g_s), s	13.4	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.6	0.0	0.0	6.2	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.50		0.18	0.44		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	169	0	0	189	0	179	98	2830	1548	246	2830	1552
V/C Ratio(X)	0.70	0.00	0.00	0.28	0.00	0.12	0.38	0.42	0.42	0.22	0.70	0.70
Avail Cap(c_a), veh/h	260	0	0	283	0	273	98	2830	1548	246	2830	1552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.89	0.89	0.89	0.11	0.11	0.11
Uniform Delay (d), s/veh	88.5	0.0	0.0	80.8	0.0	79.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.8	0.0	0.3	9.7	0.4	0.7	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	0.0	0.0	4.8	0.0	2.0	0.5	0.3	0.6	0.0	0.1	0.2
LnGrp Delay(d),s/veh	93.7	0.0	0.0	81.6	0.0	79.7	9.7	0.4	0.7	0.2	0.2	0.3
LnGrp LOS	F			F		E	A	A	A	A	A	A
Approach Vol, veh/h		119			74			1874			3119	
Approach Delay, s/veh		93.7			81.0			0.7			0.2	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		172.0		28.0		172.0		28.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		155.0		35.0		155.0		35.0
Max Q Clear Time (g_c+I1), s		2.0		21.6		2.0		8.2
Green Ext Time (p_c), s		151.4		0.8		151.4		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	3.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	108	15	39	93	64	20	2903	17	43	979	65
Future Volume (veh/h)	55	108	15	39	93	64	20	2903	17	43	979	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	60	117	16	42	101	70	22	3155	18	47	1064	71
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	245	34	144	156	108	50	3878	22	59	3644	243
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.06	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1207	1602	219	1245	1016	704	1774	5218	30	1774	4868	325
Grp Volume(v), veh/h	60	0	133	42	0	171	22	2048	1125	47	741	394
Grp Sat Flow(s),veh/h/ln	1207	0	1821	1245	0	1721	1774	1695	1857	1774	1695	1803
Q Serve(g_s), s	9.8	0.0	13.3	6.4	0.0	18.7	2.4	0.0	0.0	5.2	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	13.3	19.7	0.0	18.7	2.4	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.41	1.00		0.02	1.00		0.18
Lane Grp Cap(c), veh/h	108	0	279	144	0	264	50	2520	1381	59	2538	1349
V/C Ratio(X)	0.55	0.00	0.48	0.29	0.00	0.65	0.44	0.81	0.81	0.79	0.29	0.29
Avail Cap(c_a), veh/h	110	0	282	146	0	267	133	2520	1381	80	2538	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	93.0	0.0	77.4	86.4	0.0	79.6	92.8	0.0	0.0	92.6	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	1.3	1.1	0.0	5.3	2.2	3.0	5.4	22.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	11.1	4.0	0.0	14.3	2.2	1.9	3.7	5.3	0.2	0.4
LnGrp Delay(d),s/veh	98.8	0.0	78.6	87.5	0.0	84.9	95.1	3.0	5.4	114.6	0.3	0.5
LnGrp LOS	F		E	F		F	F	A	A	F	A	A
Approach Vol, veh/h		193			213			3195			1182	
Approach Delay, s/veh		84.9			85.4			4.5			4.9	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	154.2		35.1	9.6	155.2		35.1
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	9.0	146.0		31.0	15.0	140.0		31.0
Max Q Clear Time (g_c+I1), s	7.2	2.0		30.5	4.4	2.0		21.7
Green Ext Time (p_c), s	0.0	140.7		0.1	0.0	134.9		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	77	68	39	52	33	22	1368	26	35	2292	27
Future Volume (veh/h)	69	77	68	39	52	33	22	1368	26	35	2292	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	79	70	40	54	34	23	1410	27	36	2363	28
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	119	106	96	140	88	51	3967	76	46	3987	47
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.06	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1300	910	806	1231	1068	672	1774	5134	98	1774	5179	61
Grp Volume(v), veh/h	71	0	149	40	0	88	23	931	506	36	1545	846
Grp Sat Flow(s),veh/h/ln	1300	0	1716	1231	0	1740	1774	1695	1843	1774	1695	1850
Q Serve(g_s), s	10.6	0.0	16.5	6.4	0.0	9.3	2.5	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	19.8	0.0	16.5	22.9	0.0	9.3	2.5	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.39	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	146	0	225	96	0	228	51	2620	1424	46	2610	1424
V/C Ratio(X)	0.48	0.00	0.66	0.42	0.00	0.39	0.45	0.36	0.36	0.78	0.59	0.59
Avail Cap(c_a), veh/h	210	0	309	156	0	313	106	2620	1424	133	2610	1424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	88.6	0.0	82.7	93.5	0.0	79.5	92.7	0.0	0.0	94.2	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	3.3	2.9	0.0	1.1	2.3	0.4	0.7	7.7	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	12.7	4.1	0.0	8.0	2.3	0.2	0.5	3.7	0.5	1.0
LnGrp Delay(d),s/veh	91.0	0.0	86.0	96.4	0.0	80.6	95.0	0.4	0.7	102.0	0.8	1.4
LnGrp LOS	F		F	F		F	F	A	A	F	A	A
Approach Vol, veh/h		220			128			1460			2427	
Approach Delay, s/veh		87.6			85.5			2.0			2.5	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	160.0		30.7	9.8	159.5		30.7
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	15.0	135.0		36.0	12.0	138.0		36.0
Max Q Clear Time (g_c+I1), s	6.0	2.0		21.8	4.5	2.0		24.9
Green Ext Time (p_c), s	0.0	123.5		1.5	0.0	126.1		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	108	18	39	93	64	21	2914	17	43	1084	65
Future Volume (veh/h)	55	108	18	39	93	64	21	2914	17	43	1084	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	60	117	20	42	101	70	23	3167	18	47	1178	71
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	237	41	140	156	108	51	3879	22	59	3667	221
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.06	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1207	1548	265	1240	1016	704	1774	5218	30	1774	4903	295
Grp Volume(v), veh/h	60	0	137	42	0	171	23	2056	1129	47	814	435
Grp Sat Flow(s),veh/h/ln	1207	0	1812	1240	0	1721	1774	1695	1857	1774	1695	1808
Q Serve(g_s), s	9.8	0.0	13.8	6.4	0.0	18.7	2.5	0.0	0.0	5.2	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	13.8	20.3	0.0	18.7	2.5	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.41	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	108	0	278	140	0	264	51	2520	1381	59	2536	1352
V/C Ratio(X)	0.55	0.00	0.49	0.30	0.00	0.65	0.45	0.82	0.82	0.79	0.32	0.32
Avail Cap(c_a), veh/h	110	0	281	142	0	267	133	2520	1381	80	2536	1352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	93.0	0.0	77.6	86.8	0.0	79.6	92.7	0.0	0.0	92.6	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	1.4	1.2	0.0	5.3	2.3	3.0	5.5	21.9	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	11.4	4.1	0.0	14.3	2.3	1.9	3.8	5.3	0.2	0.4
LnGrp Delay(d),s/veh	98.8	0.0	78.9	88.0	0.0	84.9	95.0	3.0	5.5	114.5	0.3	0.6
LnGrp LOS	F		E	F		F	F	A	A	F	A	A
Approach Vol, veh/h		197			213			3208			1296	
Approach Delay, s/veh		85.0			85.6			4.6			4.6	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	154.2		35.1	9.8	155.1		35.1
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	9.0	146.0		31.0	15.0	140.0		31.0
Max Q Clear Time (g_c+I1), s	7.2	2.0		30.5	4.5	2.0		22.3
Green Ext Time (p_c), s	0.0	141.3		0.1	0.0	135.5		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	77	68	39	52	33	27	1457	26	35	2304	27
Future Volume (veh/h)	69	77	68	39	52	33	27	1457	26	35	2304	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	79	70	40	54	34	28	1502	27	36	2375	28
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	119	106	96	140	88	56	3973	71	46	3974	47
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.06	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1300	910	806	1231	1068	672	1774	5142	92	1774	5179	61
Grp Volume(v), veh/h	71	0	149	40	0	88	28	990	539	36	1553	850
Grp Sat Flow(s),veh/h/ln	1300	0	1716	1231	0	1740	1774	1695	1844	1774	1695	1850
Q Serve(g_s), s	10.6	0.0	16.5	6.4	0.0	9.3	3.1	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	19.8	0.0	16.5	22.9	0.0	9.3	3.1	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.39	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	146	0	225	96	0	228	56	2620	1425	46	2601	1419
V/C Ratio(X)	0.48	0.00	0.66	0.42	0.00	0.39	0.50	0.38	0.38	0.78	0.60	0.60
Avail Cap(c_a), veh/h	210	0	309	156	0	313	106	2620	1425	133	2601	1419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	88.6	0.0	82.7	93.5	0.0	79.5	92.2	0.0	0.0	94.2	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	3.3	2.9	0.0	1.1	2.6	0.4	0.8	7.7	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	12.7	4.1	0.0	8.0	2.8	0.3	0.5	3.7	0.5	1.0
LnGrp Delay(d),s/veh	91.0	0.0	86.0	96.4	0.0	80.6	94.7	0.4	0.8	101.9	0.8	1.4
LnGrp LOS	F		F	F		F	F	A	A	F	A	A
Approach Vol, veh/h		220			128			1557			2439	
Approach Delay, s/veh		87.6			85.5			2.2			2.5	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	160.0		30.7	10.3	158.9		30.7
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	15.0	135.0		36.0	12.0	138.0		36.0
Max Q Clear Time (g_c+I1), s	6.0	2.0		21.8	5.1	2.0		24.9
Green Ext Time (p_c), s	0.0	125.0		1.5	0.0	127.6		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	112	17	41	100	72	22	3182	18	50	1134	70
Future Volume (veh/h)	59	112	17	41	100	72	22	3182	18	50	1134	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	64	122	18	45	109	78	24	3459	20	54	1233	76
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	246	36	141	155	111	52	3845	22	67	3650	225
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1190	1584	234	1237	1002	717	1774	5217	30	1774	4895	302
Grp Volume(v), veh/h	64	0	140	45	0	187	24	2245	1234	54	854	455
Grp Sat Flow(s),veh/h/ln	1190	0	1818	1237	0	1718	1774	1695	1857	1774	1695	1807
Q Serve(g_s), s	10.4	0.0	14.1	6.9	0.0	20.6	2.6	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	31.0	0.0	14.1	21.0	0.0	20.6	2.6	0.0	0.0	6.0	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.42	1.00		0.02	1.00		0.17
Lane Grp Cap(c), veh/h	98	0	282	141	0	266	52	2499	1369	67	2528	1347
V/C Ratio(X)	0.66	0.00	0.50	0.32	0.00	0.70	0.46	0.90	0.90	0.80	0.34	0.34
Avail Cap(c_a), veh/h	98	0	282	141	0	266	133	2499	1369	80	2528	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	95.0	0.0	77.4	87.0	0.0	80.1	92.6	0.0	0.0	91.7	0.0	0.0
Incr Delay (d2), s/veh	14.7	0.0	1.4	1.3	0.0	8.0	2.3	5.7	9.8	31.0	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	0.0	11.6	4.3	0.0	15.7	2.4	3.5	6.7	6.3	0.2	0.4
LnGrp Delay(d),s/veh	109.7	0.0	78.7	88.3	0.0	88.1	94.9	5.7	9.8	122.7	0.3	0.7
LnGrp LOS	F		E	F		F	F	A	A	F	A	A
Approach Vol, veh/h		204			232			3503			1363	
Approach Delay, s/veh		88.4			88.2			7.8			5.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	152.9		35.5	9.9	154.6		35.5
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	9.0	146.0		31.0	15.0	140.0		31.0
Max Q Clear Time (g_c+I1), s	8.0	2.0		33.0	4.6	2.0		23.0
Green Ext Time (p_c), s	0.0	142.6		0.0	0.0	136.7		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	80	74	41	57	38	26	1639	27	42	2600	30
Future Volume (veh/h)	73	80	74	41	57	38	26	1639	27	42	2600	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	82	76	42	59	39	27	1690	28	43	2680	31
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	123	114	98	144	96	55	3919	65	55	3941	45
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.06	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1288	889	824	1221	1046	691	1774	5150	85	1774	5181	60
Grp Volume(v), veh/h	75	0	158	42	0	98	27	1112	606	43	1751	960
Grp Sat Flow(s),veh/h/ln	1288	0	1713	1221	0	1737	1774	1695	1845	1774	1695	1850
Q Serve(g_s), s	11.3	0.0	17.5	6.8	0.0	10.3	2.9	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	21.6	0.0	17.5	24.3	0.0	10.3	2.9	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.40	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	148	0	237	98	0	240	55	2580	1404	55	2579	1408
V/C Ratio(X)	0.51	0.00	0.67	0.43	0.00	0.41	0.49	0.43	0.43	0.79	0.68	0.68
Avail Cap(c_a), veh/h	202	0	308	149	0	313	106	2580	1404	133	2579	1408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	88.6	0.0	81.8	93.3	0.0	78.7	92.3	0.0	0.0	93.2	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	3.5	3.0	0.0	1.1	2.5	0.5	1.0	5.7	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	0.0	13.3	4.3	0.0	8.7	2.7	0.3	0.7	4.4	0.6	1.2
LnGrp Delay(d),s/veh	91.3	0.0	85.3	96.3	0.0	79.8	94.7	0.5	1.0	98.9	0.9	1.7
LnGrp LOS	F		F	F		E	F	A	A	F	A	A
Approach Vol, veh/h		233			140			1745			2754	
Approach Delay, s/veh		87.2			84.8			2.1			2.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	157.7		32.1	10.2	157.7		32.1
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	15.0	135.0		36.0	12.0	138.0		36.0
Max Q Clear Time (g_c+I1), s	6.8	2.0		23.6	4.9	2.0		26.3
Green Ext Time (p_c), s	0.0	129.8		1.5	0.0	132.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	112	20	41	100	72	23	3193	18	50	1239	70
Future Volume (veh/h)	59	112	20	41	100	72	23	3193	18	50	1239	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	64	122	22	45	109	78	25	3471	20	54	1347	76
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	238	43	137	155	111	53	3845	22	67	3668	207
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1190	1534	277	1233	1002	717	1774	5218	30	1774	4924	278
Grp Volume(v), veh/h	64	0	144	45	0	187	25	2253	1238	54	927	496
Grp Sat Flow(s),veh/h/ln	1190	0	1810	1233	0	1718	1774	1695	1857	1774	1695	1811
Q Serve(g_s), s	10.4	0.0	14.6	7.0	0.0	20.6	2.7	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	31.0	0.0	14.6	21.6	0.0	20.6	2.7	0.0	0.0	6.0	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.42	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	98	0	281	137	0	266	53	2499	1369	67	2526	1349
V/C Ratio(X)	0.66	0.00	0.51	0.33	0.00	0.70	0.47	0.90	0.90	0.80	0.37	0.37
Avail Cap(c_a), veh/h	98	0	281	137	0	266	133	2499	1369	80	2526	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	95.0	0.0	77.6	87.5	0.0	80.1	92.5	0.0	0.0	91.7	0.0	0.0
Incr Delay (d2), s/veh	14.7	0.0	1.6	1.4	0.0	8.0	2.4	5.8	10.1	30.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	0.0	11.9	4.4	0.0	15.7	2.5	3.6	6.9	6.3	0.2	0.5
LnGrp Delay(d),s/veh	109.7	0.0	79.2	88.9	0.0	88.1	94.8	5.8	10.1	122.4	0.4	0.7
LnGrp LOS	F		E	F		F	F	A	B	F	A	A
Approach Vol, veh/h		208			232			3516			1477	
Approach Delay, s/veh		88.6			88.3			8.0			5.0	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	152.9		35.5	10.0	154.5		35.5
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	9.0	146.0		31.0	15.0	140.0		31.0
Max Q Clear Time (g_c+I1), s	8.0	2.0		33.0	4.7	2.0		23.6
Green Ext Time (p_c), s	0.0	142.6		0.0	0.0	136.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	80	74	41	57	38	31	1728	27	42	2612	30
Future Volume (veh/h)	73	80	74	41	57	38	31	1728	27	42	2612	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	82	76	42	59	39	32	1781	28	43	2693	31
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	123	114	98	144	96	59	3923	62	55	3930	45
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.07	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1288	889	824	1221	1046	691	1774	5155	81	1774	5181	59
Grp Volume(v), veh/h	75	0	158	42	0	98	32	1171	638	43	1759	965
Grp Sat Flow(s),veh/h/ln	1288	0	1713	1221	0	1737	1774	1695	1846	1774	1695	1850
Q Serve(g_s), s	11.3	0.0	17.5	6.8	0.0	10.3	3.5	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	21.6	0.0	17.5	24.3	0.0	10.3	3.5	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.40	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	148	0	237	98	0	240	59	2580	1405	55	2572	1404
V/C Ratio(X)	0.51	0.00	0.67	0.43	0.00	0.41	0.54	0.45	0.45	0.79	0.68	0.69
Avail Cap(c_a), veh/h	202	0	308	149	0	313	106	2580	1405	133	2572	1404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	88.6	0.0	81.8	93.3	0.0	78.7	91.9	0.0	0.0	93.2	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	3.5	3.0	0.0	1.1	2.9	0.6	1.1	5.7	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	0.0	13.3	4.3	0.0	8.7	3.2	0.4	0.7	4.4	0.6	1.2
LnGrp Delay(d),s/veh	91.3	0.0	85.3	96.3	0.0	79.8	94.7	0.6	1.1	98.9	0.9	1.7
LnGrp LOS	F		F	F		E	F	A	A	F	A	A
Approach Vol, veh/h		233			140			1841			2767	
Approach Delay, s/veh		87.2			84.8			2.4			2.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	157.7		32.1	10.6	157.2		32.1
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	15.0	135.0		36.0	12.0	138.0		36.0
Max Q Clear Time (g_c+I1), s	6.8	2.0		23.6	5.5	2.0		26.3
Green Ext Time (p_c), s	0.0	130.4		1.5	0.0	133.3		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	108	17	39	93	64	21	2913	17	43	1054	65
Future Volume (veh/h)	55	108	17	39	93	64	21	2913	17	43	1054	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	60	117	18	42	101	70	23	3166	18	47	1146	71
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	241	37	142	156	108	51	3879	22	59	3660	227
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.06	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1207	1574	242	1243	1016	704	1774	5218	30	1774	4894	303
Grp Volume(v), veh/h	60	0	135	42	0	171	23	2055	1129	47	794	423
Grp Sat Flow(s),veh/h/ln	1207	0	1817	1243	0	1721	1774	1695	1857	1774	1695	1807
Q Serve(g_s), s	9.8	0.0	13.6	6.4	0.0	18.7	2.5	0.0	0.0	5.2	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	13.6	20.0	0.0	18.7	2.5	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.41	1.00		0.02	1.00		0.17
Lane Grp Cap(c), veh/h	108	0	278	142	0	264	51	2520	1381	59	2536	1351
V/C Ratio(X)	0.55	0.00	0.48	0.30	0.00	0.65	0.45	0.82	0.82	0.79	0.31	0.31
Avail Cap(c_a), veh/h	110	0	282	144	0	267	133	2520	1381	80	2536	1351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	93.0	0.0	77.5	86.6	0.0	79.6	92.7	0.0	0.0	92.6	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	1.3	1.1	0.0	5.3	2.3	3.0	5.5	21.9	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	11.2	4.1	0.0	14.3	2.3	1.9	3.8	5.3	0.2	0.4
LnGrp Delay(d),s/veh	98.8	0.0	78.8	87.8	0.0	84.9	95.0	3.0	5.5	114.5	0.3	0.6
LnGrp LOS	F		E	F		F	F	A	A	F	A	A
Approach Vol, veh/h		195			213			3207			1264	
Approach Delay, s/veh		84.9			85.5			4.6			4.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	154.2		35.1	9.8	155.1		35.1
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	9.0	146.0		31.0	15.0	140.0		31.0
Max Q Clear Time (g_c+I1), s	7.2	2.0		30.5	4.5	2.0		22.0
Green Ext Time (p_c), s	0.0	141.1		0.1	0.0	135.4		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	77	68	39	52	33	25	1437	26	35	2308	27
Future Volume (veh/h)	69	77	68	39	52	33	25	1437	26	35	2308	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	79	70	40	54	34	26	1481	27	36	2379	28
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	119	106	96	140	88	54	3972	72	46	3979	47
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.06	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1300	910	806	1231	1068	672	1774	5140	94	1774	5179	61
Grp Volume(v), veh/h	71	0	149	40	0	88	26	977	531	36	1556	851
Grp Sat Flow(s),veh/h/ln	1300	0	1716	1231	0	1740	1774	1695	1843	1774	1695	1850
Q Serve(g_s), s	10.6	0.0	16.5	6.4	0.0	9.3	2.8	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	19.8	0.0	16.5	22.9	0.0	9.3	2.8	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.39	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	146	0	225	96	0	228	54	2620	1424	46	2604	1421
V/C Ratio(X)	0.48	0.00	0.66	0.42	0.00	0.39	0.48	0.37	0.37	0.78	0.60	0.60
Avail Cap(c_a), veh/h	210	0	309	156	0	313	106	2620	1424	133	2604	1421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	88.6	0.0	82.7	93.5	0.0	79.5	92.3	0.0	0.0	94.2	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	3.3	2.9	0.0	1.1	2.4	0.4	0.7	7.7	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	12.7	4.1	0.0	8.0	2.6	0.3	0.5	3.7	0.5	1.0
LnGrp Delay(d),s/veh	91.0	0.0	86.0	96.4	0.0	80.6	94.8	0.4	0.7	101.9	0.8	1.4
LnGrp LOS	F		F	F		F	F	A	A	F	A	A
Approach Vol, veh/h		220			128			1534			2443	
Approach Delay, s/veh		87.6			85.5			2.1			2.5	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	160.0		30.7	10.1	159.1		30.7
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	15.0	135.0		36.0	12.0	138.0		36.0
Max Q Clear Time (g_c+I1), s	6.0	2.0		21.8	4.8	2.0		24.9
Green Ext Time (p_c), s	0.0	124.8		1.5	0.0	127.4		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	112	19	41	100	72	23	3192	18	50	1209	70
Future Volume (veh/h)	59	112	19	41	100	72	23	3192	18	50	1209	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	64	122	21	45	109	78	25	3470	20	54	1314	76
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	240	41	138	155	111	53	3845	22	67	3662	212
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1190	1546	266	1234	1002	717	1774	5218	30	1774	4916	284
Grp Volume(v), veh/h	64	0	143	45	0	187	25	2252	1238	54	906	484
Grp Sat Flow(s),veh/h/ln	1190	0	1812	1234	0	1718	1774	1695	1857	1774	1695	1810
Q Serve(g_s), s	10.4	0.0	14.5	6.9	0.0	20.6	2.7	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	31.0	0.0	14.5	21.4	0.0	20.6	2.7	0.0	0.0	6.0	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.42	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	98	0	281	138	0	266	53	2499	1369	67	2526	1348
V/C Ratio(X)	0.66	0.00	0.51	0.33	0.00	0.70	0.47	0.90	0.90	0.80	0.36	0.36
Avail Cap(c_a), veh/h	98	0	281	138	0	266	133	2499	1369	80	2526	1348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	95.0	0.0	77.5	87.3	0.0	80.1	92.5	0.0	0.0	91.7	0.0	0.0
Incr Delay (d2), s/veh	14.7	0.0	1.5	1.4	0.0	8.0	2.4	5.8	10.1	30.8	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	0.0	11.8	4.4	0.0	15.7	2.5	3.6	6.9	6.3	0.2	0.5
LnGrp Delay(d),s/veh	109.7	0.0	79.0	88.7	0.0	88.1	94.8	5.8	10.1	122.5	0.4	0.7
LnGrp LOS	F		E	F		F	F	A	B	F	A	A
Approach Vol, veh/h		207			232			3515			1444	
Approach Delay, s/veh		88.5			88.2			7.9			5.1	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	152.9		35.5	10.0	154.5		35.5
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	9.0	146.0		31.0	15.0	140.0		31.0
Max Q Clear Time (g_c+I1), s	8.0	2.0		33.0	4.7	2.0		23.4
Green Ext Time (p_c), s	0.0	142.6		0.0	0.0	136.7		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	80	74	41	57	38	29	1708	27	42	2616	30
Future Volume (veh/h)	73	80	74	41	57	38	29	1708	27	42	2616	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	82	76	42	59	39	30	1761	28	43	2697	31
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	123	114	98	144	96	58	3922	62	55	3935	45
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.06	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1288	889	824	1221	1046	691	1774	5154	82	1774	5181	59
Grp Volume(v), veh/h	75	0	158	42	0	98	30	1158	631	43	1762	966
Grp Sat Flow(s),veh/h/ln	1288	0	1713	1221	0	1737	1774	1695	1846	1774	1695	1850
Q Serve(g_s), s	11.3	0.0	17.5	6.8	0.0	10.3	3.3	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	21.6	0.0	17.5	24.3	0.0	10.3	3.3	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.40	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	148	0	237	98	0	240	58	2580	1405	55	2575	1405
V/C Ratio(X)	0.51	0.00	0.67	0.43	0.00	0.41	0.52	0.45	0.45	0.79	0.68	0.69
Avail Cap(c_a), veh/h	202	0	308	149	0	313	106	2580	1405	133	2575	1405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	88.6	0.0	81.8	93.3	0.0	78.7	92.0	0.0	0.0	93.2	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	3.5	3.0	0.0	1.1	2.7	0.6	1.0	5.7	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	0.0	13.3	4.3	0.0	8.7	3.0	0.4	0.7	4.4	0.6	1.2
LnGrp Delay(d),s/veh	91.3	0.0	85.3	96.3	0.0	79.8	94.7	0.6	1.0	98.9	0.9	1.7
LnGrp LOS	F		F	F		E	F	A	A	F	A	A
Approach Vol, veh/h		233			140			1819			2771	
Approach Delay, s/veh		87.2			84.8			2.3			2.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	157.7		32.1	10.5	157.4		32.1
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	15.0	135.0		36.0	12.0	138.0		36.0
Max Q Clear Time (g_c+I1), s	6.8	2.0		23.6	5.3	2.0		26.3
Green Ext Time (p_c), s	0.0	130.3		1.5	0.0	133.2		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	108	16	39	93	64	20	2904	17	43	1009	65
Future Volume (veh/h)	55	108	16	39	93	64	20	2904	17	43	1009	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	60	117	17	42	101	70	22	3157	18	47	1097	71
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	243	35	143	156	108	50	3878	22	59	3652	236
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.06	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1207	1588	231	1244	1016	704	1774	5218	30	1774	4879	316
Grp Volume(v), veh/h	60	0	134	42	0	171	22	2049	1126	47	762	406
Grp Sat Flow(s),veh/h/ln	1207	0	1819	1244	0	1721	1774	1695	1857	1774	1695	1804
Q Serve(g_s), s	9.8	0.0	13.5	6.4	0.0	18.7	2.4	0.0	0.0	5.2	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	13.5	19.9	0.0	18.7	2.4	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.41	1.00		0.02	1.00		0.17
Lane Grp Cap(c), veh/h	108	0	279	143	0	264	50	2520	1381	59	2538	1351
V/C Ratio(X)	0.55	0.00	0.48	0.29	0.00	0.65	0.44	0.81	0.82	0.79	0.30	0.30
Avail Cap(c_a), veh/h	110	0	282	145	0	267	133	2520	1381	80	2538	1351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	93.0	0.0	77.4	86.5	0.0	79.6	92.8	0.0	0.0	92.6	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	1.3	1.1	0.0	5.3	2.2	3.0	5.4	22.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	11.2	4.0	0.0	14.3	2.2	1.9	3.7	5.3	0.2	0.4
LnGrp Delay(d),s/veh	98.8	0.0	78.7	87.6	0.0	84.9	95.1	3.0	5.4	114.6	0.3	0.6
LnGrp LOS	F		E	F		F	F	A	A	F	A	A
Approach Vol, veh/h		194			213			3197			1215	
Approach Delay, s/veh		84.9			85.5			4.5			4.8	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	154.2		35.1	9.6	155.2		35.1
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	9.0	146.0		31.0	15.0	140.0		31.0
Max Q Clear Time (g_c+I1), s	7.2	2.0		30.5	4.4	2.0		21.9
Green Ext Time (p_c), s	0.0	140.8		0.1	0.0	135.1		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	77	68	39	52	33	24	1388	26	35	2288	27
Future Volume (veh/h)	69	77	68	39	52	33	24	1388	26	35	2288	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	79	70	40	54	34	25	1431	27	36	2359	28
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	119	106	96	140	88	53	3969	75	46	3981	47
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.06	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1300	910	806	1231	1068	672	1774	5136	97	1774	5179	61
Grp Volume(v), veh/h	71	0	149	40	0	88	25	945	513	36	1543	844
Grp Sat Flow(s),veh/h/ln	1300	0	1716	1231	0	1740	1774	1695	1843	1774	1695	1850
Q Serve(g_s), s	10.6	0.0	16.5	6.4	0.0	9.3	2.7	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	19.8	0.0	16.5	22.9	0.0	9.3	2.7	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.39	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	146	0	225	96	0	228	53	2620	1424	46	2606	1422
V/C Ratio(X)	0.48	0.00	0.66	0.42	0.00	0.39	0.47	0.36	0.36	0.78	0.59	0.59
Avail Cap(c_a), veh/h	210	0	309	156	0	313	106	2620	1424	133	2606	1422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	88.6	0.0	82.7	93.5	0.0	79.5	92.5	0.0	0.0	94.2	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	3.3	2.9	0.0	1.1	2.4	0.4	0.7	7.7	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	12.7	4.1	0.0	8.0	2.5	0.3	0.5	3.7	0.5	1.0
LnGrp Delay(d),s/veh	91.0	0.0	86.0	96.4	0.0	80.6	94.8	0.4	0.7	102.0	0.8	1.4
LnGrp LOS	F		F	F		F	F	A	A	F	A	A
Approach Vol, veh/h		220			128			1483			2423	
Approach Delay, s/veh		87.6			85.5			2.1			2.5	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	160.0		30.7	10.0	159.2		30.7
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	15.0	135.0		36.0	12.0	138.0		36.0
Max Q Clear Time (g_c+I1), s	6.0	2.0		21.8	4.7	2.0		24.9
Green Ext Time (p_c), s	0.0	123.7		1.5	0.0	126.3		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	112	18	41	100	72	22	3183	18	50	1164	70
Future Volume (veh/h)	59	112	18	41	100	72	22	3183	18	50	1164	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	64	122	20	45	109	78	24	3460	20	54	1265	76
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	242	40	139	155	111	52	3845	22	67	3656	220
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1190	1559	256	1235	1002	717	1774	5217	30	1774	4904	295
Grp Volume(v), veh/h	64	0	142	45	0	187	24	2246	1234	54	874	467
Grp Sat Flow(s),veh/h/ln	1190	0	1814	1235	0	1718	1774	1695	1857	1774	1695	1808
Q Serve(g_s), s	10.4	0.0	14.4	6.9	0.0	20.6	2.6	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	31.0	0.0	14.4	21.3	0.0	20.6	2.6	0.0	0.0	6.0	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.42	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	98	0	281	139	0	266	52	2499	1369	67	2528	1348
V/C Ratio(X)	0.66	0.00	0.50	0.32	0.00	0.70	0.46	0.90	0.90	0.80	0.35	0.35
Avail Cap(c_a), veh/h	98	0	281	139	0	266	133	2499	1369	80	2528	1348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	95.0	0.0	77.5	87.2	0.0	80.1	92.6	0.0	0.0	91.7	0.0	0.0
Incr Delay (d2), s/veh	14.7	0.0	1.5	1.3	0.0	8.0	2.3	5.7	9.8	30.9	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	0.0	11.8	4.4	0.0	15.7	2.4	3.6	6.7	6.3	0.2	0.5
LnGrp Delay(d),s/veh	109.7	0.0	78.9	88.6	0.0	88.1	94.9	5.7	9.8	122.6	0.4	0.7
LnGrp LOS	F		E	F		F	F	A	A	F	A	A
Approach Vol, veh/h		206			232			3504			1395	
Approach Delay, s/veh		88.5			88.2			7.8			5.2	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	152.9		35.5	9.9	154.6		35.5
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	9.0	146.0		31.0	15.0	140.0		31.0
Max Q Clear Time (g_c+I1), s	8.0	2.0		33.0	4.6	2.0		23.3
Green Ext Time (p_c), s	0.0	142.6		0.0	0.0	136.7		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	80	74	41	57	38	28	1659	27	42	2596	30
Future Volume (veh/h)	73	80	74	41	57	38	28	1659	27	42	2596	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	82	76	42	59	39	29	1710	28	43	2676	31
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	123	114	98	144	96	57	3920	64	55	3936	45
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.06	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1288	889	824	1221	1046	691	1774	5151	84	1774	5181	60
Grp Volume(v), veh/h	75	0	158	42	0	98	29	1125	613	43	1748	959
Grp Sat Flow(s),veh/h/ln	1288	0	1713	1221	0	1737	1774	1695	1845	1774	1695	1850
Q Serve(g_s), s	11.3	0.0	17.5	6.8	0.0	10.3	3.2	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	21.6	0.0	17.5	24.3	0.0	10.3	3.2	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.40	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	148	0	237	98	0	240	57	2580	1404	55	2576	1406
V/C Ratio(X)	0.51	0.00	0.67	0.43	0.00	0.41	0.51	0.44	0.44	0.79	0.68	0.68
Avail Cap(c_a), veh/h	202	0	308	149	0	313	106	2580	1404	133	2576	1406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	88.6	0.0	81.8	93.3	0.0	78.7	92.1	0.0	0.0	93.2	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	3.5	3.0	0.0	1.1	2.6	0.5	1.0	5.8	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	0.0	13.3	4.3	0.0	8.7	2.9	0.3	0.7	4.4	0.6	1.2
LnGrp Delay(d),s/veh	91.3	0.0	85.3	96.3	0.0	79.8	94.7	0.5	1.0	98.9	0.9	1.7
LnGrp LOS	F		F	F		E	F	A	A	F	A	A
Approach Vol, veh/h		233			140			1767			2750	
Approach Delay, s/veh		87.2			84.8			2.2			2.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	157.7		32.1	10.4	157.5		32.1
Change Period (Y+Rc), s	4.0	5.5		4.5	4.0	5.5		4.5
Max Green Setting (Gmax), s	15.0	135.0		36.0	12.0	138.0		36.0
Max Q Clear Time (g_c+I1), s	6.8	2.0		23.6	5.2	2.0		26.3
Green Ext Time (p_c), s	0.0	129.9		1.5	0.0	132.8		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	17	0	1	19	77	2938	9	34	1003	32
Future Vol, veh/h	5	3	17	0	1	19	77	2938	9	34	1003	32
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	18	0	1	20	81	3093	9	36	1056	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2546	4410	549	3756	4422	1591	1091	0	0	3102	0	0
Stage 1	1146	1146	-	3259	3259	-	-	-	-	-	-	-
Stage 2	1400	3264	-	497	1163	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	29	~ 1	411	5	~ 1	82	354	-	-	~ 33	-	-
Stage 1	157	272	-	4	22	-	-	-	-	-	-	-
Stage 2	132	22	-	478	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	410	-	~ 1	79	353	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	121	272	-	3	17	-	-	-	-	-	-	-
Stage 2	69	17	-	451	267	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	12.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	353	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.23	-	-	-	-	1.118	-	-
HCM Control Delay (s)	18.2	-	-	-	-	-$ 383.6	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-	3.9	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	1	46	0	0	30	40	1356	8	25	2292	18
Future Vol, veh/h	5	1	46	0	0	30	40	1356	8	25	2292	18
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	47	0	0	31	41	1384	8	26	2339	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3035	3873	1181	2457	3878	723	2358	0	0	1392	0	0
Stage 1	2400	2400	-	1469	1469	-	-	-	-	-	-	-
Stage 2	635	1473	-	988	2409	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	14	3	157	33	3	316	82	-	-	252	-	-
Stage 1	20	64	-	93	190	-	-	-	-	-	-	-
Stage 2	395	189	-	239	63	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	~ 1	157	-	1	309	82	-	-	246	-	-
Mov Cap-2 Maneuver	7	~ 1	-	-	1	-	-	-	-	-	-	-
Stage 1	10	57	-	47	95	-	-	-	-	-	-	-
Stage 2	174	95	-	147	56	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 804.3		2.5	0.2
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	26	-	246	-	-
HCM Lane V/C Ratio	0.498	-	-	2.041	-	0.104	-	-
HCM Control Delay (s)	86.2	-	-	-$ 804.3	-	21.3	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	2.1	-	-	6.5	-	0.3	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	21	0	1	14	117	2951	7	31	1067	75
Future Vol, veh/h	8	3	21	0	1	14	117	2951	7	31	1067	75
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	22	0	1	15	123	3106	7	33	1123	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2719	4590	605	3874	4625	1597	1204	0	0	3114	0	0
Stage 1	1230	1230	-	3356	3356	-	-	-	-	-	-	-
Stage 2	1489	3360	-	518	1269	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	22	~ 1	378	4	~ 1	82	312	-	-	33	-	-
Stage 1	137	248	-	4	20	-	-	-	-	-	-	-
Stage 2	115	20	-	464	238	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	377	-	~ 1	79	311	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	83	248	-	2	12	-	-	-	-	-	-	-
Stage 2	50	12	-	431	238	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.9	9.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.396	-	-	-	-	1.02	-	-
HCM Control Delay (s)	24	-	-	-	-	-$ 349.2	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.8	-	-	-	-	3.5	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	56.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	0	101	0	0	15	38	1441	3	17	2306	20
Future Vol, veh/h	25	0	101	0	0	15	38	1441	3	17	2306	20
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	103	0	0	15	39	1470	3	17	2353	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3065	3950	1189	2526	3958	764	2374	0	0	1473	0	0
Stage 1	2399	2399	-	1549	1549	-	-	-	-	-	-	-
Stage 2	666	1551	-	977	2409	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 13	3	155	30	3	297	80	-	-	230	-	-
Stage 1	~ 20	64	-	82	174	-	-	-	-	-	-	-
Stage 2	378	173	-	243	63	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	1	155	6	1	290	80	-	-	225	-	-
Mov Cap-2 Maneuver	~ 7	1	-	6	1	-	-	-	-	-	-	-
Stage 1	~ 10	59	-	42	89	-	-	-	-	-	-	-
Stage 2	179	89	-	75	58	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1746.3	18.1	2.2	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	30	290	225	-	-
HCM Lane V/C Ratio	0.485	-	-	4.286	0.053	0.077	-	-
HCM Control Delay (s)	86.6	-	-	$ 1746.3	18.1	22.3	-	-
HCM Lane LOS	F	-	-	F	C	C	-	-
HCM 95th %tile Q(veh)	2	-	-	15.4	0.2	0.2	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	18	0	1	20	80	3211	9	35	1167	33
Future Vol, veh/h	5	3	18	0	1	20	80	3211	9	35	1167	33
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	19	0	1	21	84	3380	9	37	1228	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2842	4879	636	4122	4892	1735	1265	0	0	3389	0	0
Stage 1	1321	1321	-	3553	3553	-	-	-	-	-	-	-
Stage 2	1521	3558	-	569	1339	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	19	~ 1	361	3	~ 1	65	291	-	-	~ 23	-	-
Stage 1	119	224	-	3	15	-	-	-	-	-	-	-
Stage 2	110	15	-	433	220	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	360	-	~ 1	63	291	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	85	224	-	2	11	-	-	-	-	-	-	-
Stage 2	46	11	-	404	220	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	19.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	291	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.289	-	-	-	-	1.675	-	-
HCM Control Delay (s)	22.3	-	-	-	-	$ 703	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-	-	4.8	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	18.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	1	48	0	0	31	42	1604	8	26	2627	19
Future Vol, veh/h	5	1	48	0	0	31	42	1604	8	26	2627	19
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	49	0	0	32	43	1637	8	27	2681	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3484	4475	1352	2854	4481	849	2701	0	0	1645	0	0
Stage 1	2744	2744	-	1727	1727	-	-	-	-	-	-	-
Stage 2	740	1731	-	1127	2754	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	7	~ 1	120	18	1	261	54	-	-	189	-	-
Stage 1	11	42	-	61	142	-	-	-	-	-	-	-
Stage 2	340	141	-	196	42	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	120	3	0	255	54	-	-	185	-	-
Mov Cap-2 Maneuver	~ 2	0	-	3	0	-	-	-	-	-	-	-
Stage 1	~ 2	36	-	12	29	-	-	-	-	-	-	-
Stage 2	59	29	-	96	36	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1369.2	21.1	4.7	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	18	255	185	-	-
HCM Lane V/C Ratio	0.794	-	-	3.061	0.124	0.143	-	-
HCM Control Delay (s)	186.4	-	-	$ 1369.2	21.1	27.7	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.4	-	-	7.4	0.4	0.5	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	21.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	22	0	1	15	120	3224	7	32	1231	76
Future Vol, veh/h	8	3	22	0	1	15	120	3224	7	32	1231	76
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	23	0	1	16	126	3394	7	34	1296	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3016	5059	692	4239	5095	1741	1378	0	0	3401	0	0
Stage 1	1405	1405	-	3650	3650	-	-	-	-	-	-	-
Stage 2	1611	3654	-	589	1445	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	14	~ 1	331	2	0	65	256	-	-	~ 23	-	-
Stage 1	103	204	-	2	13	-	-	-	-	-	-	-
Stage 2	96	13	-	421	195	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 6	~ 1	330	-	0	63	256	-	-	~ 22	-	-
Mov Cap-2 Maneuver	~ 6	~ 1	-	-	0	-	-	-	-	-	-	-
Stage 1	52	204	-	1	7	-	-	-	-	-	-	-
Stage 2	30	7	-	385	195	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 2408.9		1.1	15.4
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	256	-	-	8	-	~ 22	-	-
HCM Lane V/C Ratio	0.493	-	-	4.342	-	1.531	-	-
HCM Control Delay (s)	32	-		$ 2408.9	-	-$ 644.5	-	-
HCM Lane LOS	D	-	-	F	-	F	-	-
HCM 95th %tile Q(veh)	2.5	-	-	5.6	-	4.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	174.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	0	103	0	0	16	40	1689	3	18	2641	21
Future Vol, veh/h	25	0	103	0	0	16	40	1689	3	18	2641	21
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	105	0	0	16	41	1723	3	18	2695	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3514	4551	1360	2923	4561	890	2717	0	0	1727	0	0
Stage 1	2743	2743	-	1807	1807	-	-	-	-	-	-	-
Stage 2	771	1808	-	1116	2754	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 7	1	119	16	1	245	53	-	-	172	-	-
Stage 1	~ 11	42	-	53	129	-	-	-	-	-	-	-
Stage 2	326	129	-	199	42	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	119	1	0	239	53	-	-	168	-	-
Mov Cap-2 Maneuver	~ 2	0	-	1	0	-	-	-	-	-	-	-
Stage 1	~ 2	37	-	12	29	-	-	-	-	-	-	-
Stage 2	67	29	-	21	37	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 6157.8	21.2	4.2	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	53	-	-	10	239	168	-	-
HCM Lane V/C Ratio	0.77	-	-	13.061	0.068	0.109	-	-
HCM Control Delay (s)	183.1	-		$ 6157.8	21.2	29	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.2	-	-	17.8	0.2	0.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	17	0	1	19	77	2949	9	34	1079	32
Future Vol, veh/h	5	3	17	0	1	19	77	2949	9	34	1079	32
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	18	0	1	20	81	3104	9	36	1136	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2630	4502	589	3800	4514	1597	1171	0	0	3114	0	0
Stage 1	1226	1226	-	3271	3271	-	-	-	-	-	-	-
Stage 2	1404	3276	-	529	1243	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	25	~ 1	387	4	~ 1	82	323	-	-	~ 33	-	-
Stage 1	138	249	-	4	22	-	-	-	-	-	-	-
Stage 2	131	22	-	457	245	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	386	-	~ 1	79	322	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	103	249	-	3	16	-	-	-	-	-	-	-
Stage 2	66	16	-	430	245	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	11.4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	322	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.252	-	-	-	-	1.118	-	-
HCM Control Delay (s)	19.9	-	-	-	-	-$ 383.6	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1	-	-	-	-	3.9	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	1	46	0	0	30	40	1428	8	25	2308	18
Future Vol, veh/h	5	1	46	0	0	30	40	1428	8	25	2308	18
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	47	0	0	31	41	1457	8	26	2355	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3080	3963	1189	2538	3968	760	2374	0	0	1465	0	0
Stage 1	2416	2416	-	1543	1543	-	-	-	-	-	-	-
Stage 2	664	1547	-	995	2425	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	13	3	155	29	3	299	80	-	-	232	-	-
Stage 1	19	63	-	82	175	-	-	-	-	-	-	-
Stage 2	379	174	-	237	62	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	~ 1	155	-	1	292	80	-	-	227	-	-
Mov Cap-2 Maneuver	6	~ 1	-	-	1	-	-	-	-	-	-	-
Stage 1	9	56	-	40	85	-	-	-	-	-	-	-
Stage 2	162	85	-	144	55	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 900.2		2.4	0.2
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	24	-	227	-	-
HCM Lane V/C Ratio	0.51	-	-	2.211	-	0.112	-	-
HCM Control Delay (s)	89.7	-	-	-$ 900.2	-	22.9	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	2.2	-	-	6.6	-	0.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	18	0	1	20	80	3222	9	35	1243	33
Future Vol, veh/h	5	3	18	0	1	20	80	3222	9	35	1243	33
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	19	0	1	21	84	3392	9	37	1308	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2927	4970	676	4166	4984	1741	1345	0	0	3401	0	0
Stage 1	1401	1401	-	3565	3565	-	-	-	-	-	-	-
Stage 2	1526	3569	-	601	1419	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	16	~ 1	339	2	~ 1	65	266	-	-	~ 23	-	-
Stage 1	104	205	-	3	15	-	-	-	-	-	-	-
Stage 2	109	15	-	414	201	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	338	-	~ 1	63	266	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	71	205	-	2	10	-	-	-	-	-	-	-
Stage 2	43	10	-	384	201	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.6	18.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	266	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.317	-	-	-	-	1.675	-	-
HCM Control Delay (s)	24.7	-	-	-	-	$ 703	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.3	-	-	-	-	4.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	18.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	1	48	0	0	31	42	1676	8	26	2643	19
Future Vol, veh/h	5	1	48	0	0	31	42	1676	8	26	2643	19
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	49	0	0	32	43	1710	8	27	2697	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3531	4565	1360	2933	4570	886	2717	0	0	1718	0	0
Stage 1	2761	2761	-	1800	1800	-	-	-	-	-	-	-
Stage 2	770	1804	-	1133	2770	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	7	~ 1	119	16	1	247	53	-	-	174	-	-
Stage 1	10	41	-	54	130	-	-	-	-	-	-	-
Stage 2	326	130	-	194	41	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	119	3	0	241	53	-	-	170	-	-
Mov Cap-2 Maneuver	~ 2	0	-	3	0	-	-	-	-	-	-	-
Stage 1	~ 2	34	-	10	25	-	-	-	-	-	-	-
Stage 2	52	25	-	93	34	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1369.2	22.2	4.7	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	53	-	-	18	241	170	-	-
HCM Lane V/C Ratio	0.809	-	-	3.061	0.131	0.156	-	-
HCM Control Delay (s)	192.9	-	$ 1369.2	22.2	30.1	-	-	
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.4	-	-	7.4	0.4	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	21	0	1	14	117	2940	7	31	991	75
Future Vol, veh/h	8	3	21	0	1	14	117	2940	7	31	991	75
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	22	0	1	15	123	3095	7	33	1043	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2635	4498	565	3831	4534	1591	1124	0	0	3102	0	0
Stage 1	1150	1150	-	3345	3345	-	-	-	-	-	-	-
Stage 2	1485	3348	-	486	1189	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	25	~ 1	401	4	~ 1	82	341	-	-	33	-	-
Stage 1	156	271	-	4	20	-	-	-	-	-	-	-
Stage 2	116	20	-	486	260	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	400	-	~ 1	79	340	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	99	271	-	3	13	-	-	-	-	-	-	-
Stage 2	54	13	-	453	260	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.8	9.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	340	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.362	-	-	-	-	1.02	-	-
HCM Control Delay (s)	21.5	-	-	-	-	-$ 349.2	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.6	-	-	-	-	3.5	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	51.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	0	101	0	0	15	38	1369	3	17	2290	20
Future Vol, veh/h	25	0	101	0	0	15	38	1369	3	17	2290	20
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	103	0	0	15	39	1397	3	17	2337	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3019	3861	1181	2446	3869	727	2358	0	0	1400	0	0
Stage 1	2383	2383	-	1476	1476	-	-	-	-	-	-	-
Stage 2	636	1478	-	970	2393	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 14	4	157	33	3	314	82	-	-	250	-	-
Stage 1	~ 20	65	-	92	189	-	-	-	-	-	-	-
Stage 2	394	188	-	245	65	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 8	2	157	7	1	307	82	-	-	244	-	-
Mov Cap-2 Maneuver	~ 8	2	-	7	1	-	-	-	-	-	-	-
Stage 1	~ 10	60	-	48	99	-	-	-	-	-	-	-
Stage 2	192	99	-	78	60	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1550.5	17.3	2.2	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	33	307	244	-	-
HCM Lane V/C Ratio	0.473	-	-	3.896	0.05	0.071	-	-
HCM Control Delay (s)	83.3	-	-	$ 1550.5	17.3	20.9	-	-
HCM Lane LOS	F	-	-	F	C	C	-	-
HCM 95th %tile Q(veh)	2	-	-	15.1	0.2	0.2	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	22	0	1	15	120	3213	7	32	1155	76
Future Vol, veh/h	8	3	22	0	1	15	120	3213	7	32	1155	76
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	23	0	1	16	126	3382	7	34	1216	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2931	4967	652	4195	5003	1735	1298	0	0	3389	0	0
Stage 1	1325	1325	-	3638	3638	-	-	-	-	-	-	-
Stage 2	1606	3642	-	557	1365	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	16	~ 1	352	2	~ 1	65	280	-	-	~ 23	-	-
Stage 1	118	223	-	2	14	-	-	-	-	-	-	-
Stage 2	97	14	-	440	214	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	351	-	~ 1	63	280	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	65	223	-	1	8	-	-	-	-	-	-	-
Stage 2	34	8	-	404	214	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1	16.3
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	280	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.451	-	-	-	-	1.531	-	-
HCM Control Delay (s)	28	-	-	-	-	-$ 644.5	-	-
HCM Lane LOS	D	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	2.2	-	-	-	-	4.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	178.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	0	103	0	0	16	40	1617	3	18	2625	21
Future Vol, veh/h	25	0	103	0	0	16	40	1617	3	18	2625	21
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	105	0	0	16	41	1650	3	18	2679	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3469	4462	1352	2842	4471	854	2701	0	0	1653	0	0
Stage 1	2727	2727	-	1733	1733	-	-	-	-	-	-	-
Stage 2	742	1735	-	1109	2738	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 7	1	120	19	1	259	54	-	-	187	-	-
Stage 1	~ 11	43	-	60	141	-	-	-	-	-	-	-
Stage 2	339	140	-	201	43	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	120	1	0	253	54	-	-	183	-	-
Mov Cap-2 Maneuver	~ 2	0	-	1	0	-	-	-	-	-	-	-
Stage 1	~ 3	39	-	14	34	-	-	-	-	-	-	-
Stage 2	75	34	-	22	39	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 6157.8	20.2	4.3	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	10	253	183	-	-
HCM Lane V/C Ratio	0.756	-	-	13.061	0.065	0.1	-	-
HCM Control Delay (s)	177	-	-	$ 6157.8	20.2	26.9	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.2	-	-	17.8	0.2	0.3	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	21	0	1	17	117	2938	9	34	977	75
Future Vol, veh/h	8	3	21	0	1	17	117	2938	9	34	977	75
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	22	0	1	18	123	3093	9	36	1028	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2625	4489	558	3831	4525	1591	1109	0	0	3102	0	0
Stage 1	1141	1141	-	3344	3344	-	-	-	-	-	-	-
Stage 2	1484	3348	-	487	1181	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	26	~ 1	405	4	~ 1	82	347	-	-	~ 33	-	-
Stage 1	159	274	-	4	20	-	-	-	-	-	-	-
Stage 2	116	20	-	485	262	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	404	-	~ 1	79	346	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	102	274	-	3	13	-	-	-	-	-	-	-
Stage 2	51	13	-	452	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.8	12
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	346	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.356	-	-	-	-	1.118	-	-
HCM Control Delay (s)	21	-	-	-	-	-$ 383.6	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.6	-	-	-	-	3.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	76.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	1	101	0	0	23	38	1356	8	25	2288	20
Future Vol, veh/h	25	1	101	0	0	23	38	1356	8	25	2288	20
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	103	0	0	23	39	1384	8	26	2335	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3028	3866	1180	2451	3872	723	2356	0	0	1392	0	0
Stage 1	2397	2397	-	1465	1465	-	-	-	-	-	-	-
Stage 2	631	1469	-	986	2407	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 14	3	157	33	3	316	82	-	-	252	-	-
Stage 1	~ 20	64	-	94	191	-	-	-	-	-	-	-
Stage 2	397	190	-	240	64	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	~ 1	157	-	1	309	82	-	-	246	-	-
Mov Cap-2 Maneuver	~ 7	~ 1	-	-	1	-	-	-	-	-	-	-
Stage 1	~ 10	57	-	49	100	-	-	-	-	-	-	-
Stage 2	188	100	-	72	57	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 2304.4		2.3	0.2
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	24	-	246	-	-
HCM Lane V/C Ratio	0.473	-	-	5.4	-	0.104	-	-
HCM Control Delay (s)	83.3	-	-	$ 2304.4	-	21.3	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	2	-	-	16.2	-	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	3	22	0	1	18	120	3211	9	35	1141	76
Future Vol, veh/h	8	3	22	0	1	18	120	3211	9	35	1141	76
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	23	0	1	19	126	3380	9	37	1201	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2922	4959	645	4195	4994	1735	1283	0	0	3389	0	0
Stage 1	1317	1317	-	3637	3637	-	-	-	-	-	-	-
Stage 2	1605	3642	-	558	1357	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	16	~ 1	356	2	~ 1	65	285	-	-	~ 23	-	-
Stage 1	119	225	-	2	14	-	-	-	-	-	-	-
Stage 2	97	14	-	439	215	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	355	-	~ 1	63	285	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	66	225	-	1	8	-	-	-	-	-	-	-
Stage 2	32	8	-	404	215	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1	19.7
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	285	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.443	-	-	-	-	1.675	-	-
HCM Control Delay (s)	27.3	-	-	-	-	$ 703	-	-
HCM Lane LOS	D	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	2.2	-	-	-	-	4.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	180.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	25	1	103	0	0	24	40	1604	8	26	2623	21
Future Vol, veh/h	25	1	103	0	0	24	40	1604	8	26	2623	21
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	105	0	0	24	41	1637	8	27	2677	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3477	4468	1351	2847	4474	849	2699	0	0	1645	0	0
Stage 1	2741	2741	-	1722	1722	-	-	-	-	-	-	-
Stage 2	736	1727	-	1125	2752	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 7	~ 1	120	18	1	261	55	-	-	189	-	-
Stage 1	~ 11	42	-	61	142	-	-	-	-	-	-	-
Stage 2	342	142	-	196	42	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	120	1	0	255	55	-	-	185	-	-
Mov Cap-2 Maneuver	~ 2	0	-	1	0	-	-	-	-	-	-	-
Stage 1	~ 3	36	-	16	36	-	-	-	-	-	-	-
Stage 2	77	36	-	20	36	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 6203.7	20.6	4.1	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	55	-	-	10	255	185	-	-
HCM Lane V/C Ratio	0.742	-	-	13.163	0.096	0.143	-	-
HCM Control Delay (s)	171.3	-	-	$ 6203.7	20.6	27.7	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.1	-	-	18	0.3	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	17	0	1	16	77	2940	7	31	1017	32
Future Vol, veh/h	5	3	17	0	1	16	77	2940	7	31	1017	32
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	18	0	1	17	81	3095	7	33	1071	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2556	4419	556	3758	4432	1591	1106	0	0	3102	0	0
Stage 1	1155	1155	-	3261	3261	-	-	-	-	-	-	-
Stage 2	1401	3264	-	497	1171	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	28	~ 1	406	5	~ 1	82	348	-	-	33	-	-
Stage 1	155	269	-	4	22	-	-	-	-	-	-	-
Stage 2	131	22	-	478	265	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	405	-	~ 1	79	347	-	-	~ 32	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	119	269	-	3	17	-	-	-	-	-	-	-
Stage 2	72	17	-	451	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	10
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	347	-	-	-	-	~ 32	-	-
HCM Lane V/C Ratio	0.234	-	-	-	-	1.02	-	-
HCM Control Delay (s)	18.5	-	-	-	-	-$ 349.2	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-	3.5	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	0	46	0	0	22	40	1369	3	17	2294	18
Future Vol, veh/h	5	0	46	0	0	22	40	1369	3	17	2294	18
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	47	0	0	22	41	1397	3	17	2341	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3026	3868	1182	2452	3875	727	2360	0	0	1400	0	0
Stage 1	2386	2386	-	1480	1480	-	-	-	-	-	-	-
Stage 2	640	1482	-	972	2395	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	14	3	157	33	3	314	82	-	-	250	-	-
Stage 1	20	65	-	91	188	-	-	-	-	-	-	-
Stage 2	392	187	-	245	65	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	1	157	13	1	307	82	-	-	244	-	-
Mov Cap-2 Maneuver	7	1	-	13	1	-	-	-	-	-	-	-
Stage 1	10	60	-	46	94	-	-	-	-	-	-	-
Stage 2	178	94	-	160	60	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	260.3	17.6	2.4	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	51	307	244	-	-
HCM Lane V/C Ratio	0.498	-	-	1.02	0.073	0.071	-	-
HCM Control Delay (s)	86.2	-	-	260.3	17.6	20.9	-	-
HCM Lane LOS	F	-	-	F	C	C	-	-
HCM 95th %tile Q(veh)	2.1	-	-	4.5	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	3	18	0	1	17	80	3213	7	32	1181	33
Future Vol, veh/h	5	3	18	0	1	17	80	3213	7	32	1181	33
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	0	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	19	0	1	18	84	3382	7	34	1243	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2852	4888	643	4122	4901	1735	1280	0	0	3389	0	0
Stage 1	1330	1330	-	3554	3554	-	-	-	-	-	-	-
Stage 2	1522	3558	-	568	1347	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	18	~ 1	357	3	~ 1	65	286	-	-	~ 23	-	-
Stage 1	117	222	-	3	15	-	-	-	-	-	-	-
Stage 2	110	15	-	433	218	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	356	-	~ 1	63	286	-	-	~ 22	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	82	222	-	2	11	-	-	-	-	-	-	-
Stage 2	49	11	-	403	218	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.6	16.6
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	286	-	-	-	-	~ 22	-	-
HCM Lane V/C Ratio	0.294	-	-	-	-	1.531	-	-
HCM Control Delay (s)	22.8	-	-	-	-	-$ 644.5	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-	-	4.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	18.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	0	48	0	0	23	42	1617	3	18	2629	19
Future Vol, veh/h	5	0	48	0	0	23	42	1617	3	18	2629	19
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	49	0	0	23	43	1650	3	18	2683	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3476	4469	1353	2848	4477	854	2703	0	0	1653	0	0
Stage 1	2730	2730	-	1737	1737	-	-	-	-	-	-	-
Stage 2	746	1739	-	1111	2740	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	7	1	120	18	1	259	54	-	-	187	-	-
Stage 1	11	43	-	60	140	-	-	-	-	-	-	-
Stage 2	338	140	-	200	42	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	0	120	3	0	253	54	-	-	183	-	-
Mov Cap-2 Maneuver	~ 2	0	-	3	0	-	-	-	-	-	-	-
Stage 1	~ 2	39	-	12	29	-	-	-	-	-	-	-
Stage 2	61	29	-	107	38	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1344.4	20.7	4.7	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	18	253	183	-	-
HCM Lane V/C Ratio	0.794	-	-	3.005	0.093	0.1	-	-
HCM Control Delay (s)	186.4	-	-	$ 1344.4	20.7	26.9	-	-
HCM Lane LOS	F	-	-	F	C	D	-	-
HCM 95th %tile Q(veh)	3.4	-	-	7.3	0.3	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	224.9
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	34	17	3527	1410
Demand Flow Rate, veh/h	34	17	3598	1439
Vehicles Circulating, veh/h	1357	3599	46	130
Vehicles Exiting, veh/h	212	45	1345	3486
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	40	2	2	0
Ped Cap Adj	1.000	1.000	0.998	1.000
Approach Delay, s/veh	9.3	49.4	311.7	15.2
Approach LOS	A	E	F	C

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	34	17	1691	1907	676	763
Cap Entry Lane, veh/h	437	91	1092	1094	1025	1032
Entry HV Adj Factor	0.998	0.999	0.980	0.980	0.980	0.979
Flow Entry, veh/h	34	17	1658	1869	663	747
Cap Entry, veh/h	436	91	1068	1070	1005	1010
V/C Ratio	0.078	0.187	1.552	1.747	0.660	0.740
Control Delay, s/veh	9.3	49.4	266.1	352.1	13.5	16.6
LOS	A	E	F	F	B	C
95th %tile Queue, veh	0	1	81	106	5	7

Intersection	
Intersection Delay, s/veh	97.3
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	131	16	1767	2734
Demand Flow Rate, veh/h	134	16	1802	2788
Vehicles Circulating, veh/h	2767	1826	45	42
Vehicles Exiting, veh/h	63	21	2856	1800
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	27	1	1	0
Ped Cap Adj	1.000	1.000	0.999	1.000
Approach Delay, s/veh	86.6	12.3	21.8	147.1
Approach LOS	F	B	C	F

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	134	16	847	955	1310	1478
Cap Entry Lane, veh/h	163	315	1092	1095	1095	1097
Entry HV Adj Factor	0.978	1.000	0.980	0.980	0.981	0.980
Flow Entry, veh/h	131	16	830	936	1285	1449
Cap Entry, veh/h	159	315	1070	1072	1074	1076
V/C Ratio	0.823	0.051	0.776	0.873	1.196	1.347
Control Delay, s/veh	86.6	12.3	17.8	25.4	113.9	176.6
LOS	F	B	C	D	F	F
95th %tile Queue, veh	5	0	8	12	39	56

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	3	22	0	1	15	120	3224	7	32	1231	76
Future Volume (veh/h)	8	3	22	0	1	15	120	3224	7	32	1231	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	8	3	23	0	1	16	126	3394	7	34	1296	80
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	9	38	0	3	54	142	4532	9	60	4004	247
Arrive On Green	0.04	0.04	0.04	0.00	0.04	0.04	0.16	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	246	262	1062	0	94	1503	1774	5240	11	1774	4889	302
Grp Volume(v), veh/h	34	0	0	0	0	17	126	2195	1206	34	899	477
Grp Sat Flow(s),veh/h/ln	1571	0	0	0	0	1597	1774	1695	1861	1774	1695	1801
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	2.1	13.9	0.0	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.0	0.0	2.1	13.9	0.0	0.0	3.7	0.0	0.0
Prop In Lane	0.24		0.68	0.00		0.94	1.00		0.01	1.00		0.17
Lane Grp Cap(c), veh/h	79	0	0	0	0	58	142	2932	1609	60	2777	1475
V/C Ratio(X)	0.43	0.00	0.00	0.00	0.00	0.29	0.89	0.75	0.75	0.56	0.32	0.32
Avail Cap(c_a), veh/h	262	0	0	0	0	248	186	2932	1609	186	2777	1475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.30	0.30	0.30	0.94	0.94	0.94
Uniform Delay (d), s/veh	94.9	0.0	0.0	0.0	0.0	93.9	83.2	0.0	0.0	91.8	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.0	0.0	3.4	10.2	0.5	1.0	2.9	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	0.0	0.0	0.0	1.7	9.6	0.4	0.8	3.3	0.2	0.4
LnGrp Delay(d),s/veh	99.3	0.0	0.0	0.0	0.0	97.3	93.4	0.5	1.0	94.6	0.3	0.5
LnGrp LOS	F					F	F	A	A	F	A	A
Approach Vol, veh/h		34			17			3527			1410	
Approach Delay, s/veh		99.3			97.3			4.0			2.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	178.0		11.2	20.0	168.8		11.2
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0
Max Green Setting (Gmax), s	21.0	135.0		31.0	21.0	135.0		31.0
Max Q Clear Time (g_c+I1), s	5.7	2.0		6.2	15.9	2.0		4.1
Green Ext Time (p_c), s	0.0	131.8		0.3	0.1	131.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	0	103	0	0	16	40	1689	3	18	2641	21
Future Volume (veh/h)	25	0	103	0	0	16	40	1689	3	18	2641	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	0	105	0	0	16	41	1723	3	18	2695	21
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	7	121	0	0	154	64	4247	7	45	4161	32
Arrive On Green	0.10	0.00	0.10	0.00	0.00	0.10	0.04	0.81	0.81	0.03	1.00	1.00
Sat Flow, veh/h	233	76	1249	0	0	1583	1774	5242	9	1774	5205	40
Grp Volume(v), veh/h	131	0	0	0	0	16	41	1114	612	18	1754	962
Grp Sat Flow(s),veh/h/ln	1559	0	0	0	0	1583	1774	1695	1861	1774	1695	1855
Q Serve(g_s), s	12.0	0.0	0.0	0.0	0.0	1.8	4.6	18.6	18.6	2.0	0.0	0.0
Cycle Q Clear(g_c), s	16.5	0.0	0.0	0.0	0.0	1.8	4.6	18.6	18.6	2.0	0.0	0.0
Prop In Lane	0.20		0.80	0.00		1.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	173	0	0	0	0	154	64	2747	1508	45	2711	1483
V/C Ratio(X)	0.76	0.00	0.00	0.00	0.00	0.10	0.64	0.41	0.41	0.40	0.65	0.65
Avail Cap(c_a), veh/h	258	0	0	0	0	241	186	2747	1508	186	2711	1483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.92	0.92	0.92	0.67	0.67	0.67
Uniform Delay (d), s/veh	88.9	0.0	0.0	0.0	0.0	82.4	95.1	5.4	5.4	95.2	0.0	0.0
Incr Delay (d2), s/veh	8.2	0.0	0.0	0.0	0.0	0.4	3.7	0.4	0.7	1.4	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	0.0	0.0	0.0	0.0	1.5	4.2	13.5	14.7	1.8	0.6	1.1
LnGrp Delay(d),s/veh	97.1	0.0	0.0	0.0	0.0	82.7	98.8	5.8	6.1	96.6	0.8	1.5
LnGrp LOS	F					F	F	A	A	F	A	A
Approach Vol, veh/h		131			16			1767			2734	
Approach Delay, s/veh		97.1			82.7			8.1			1.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	167.0		23.9	11.2	164.9		23.9
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	21.0	135.0		30.5	21.0	135.0		30.5
Max Q Clear Time (g_c+I1), s	4.0	20.6		18.5	6.6	2.0		3.8
Green Ext Time (p_c), s	0.0	112.1		0.7	0.0	129.9		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	25	10	15	18	47	7	3038	21	47	963	11
Future Volume (veh/h)	11	25	10	15	18	47	7	3038	21	47	963	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	27	11	16	19	50	7	3232	22	50	1024	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	84	29	142	40	106	23	4189	28	67	4292	50
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	215	928	322	1341	443	1167	1774	5211	35	1774	5180	61
Grp Volume(v), veh/h	50	0	0	16	0	69	7	2100	1154	50	670	366
Grp Sat Flow(s),veh/h/ln	1465	0	0	1341	0	1610	1774	1695	1856	1774	1695	1850
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.1	0.8	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	0.0	3.1	0.0	8.1	0.8	0.0	0.0	5.6	0.0	0.0
Prop In Lane	0.24		0.22	1.00		0.72	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	156	0	0	142	0	147	23	2726	1492	67	2809	1533
V/C Ratio(X)	0.32	0.00	0.00	0.11	0.00	0.47	0.31	0.77	0.77	0.75	0.24	0.24
Avail Cap(c_a), veh/h	255	0	0	224	0	246	133	2726	1492	177	2809	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.0	0.0	0.0	84.0	0.0	86.3	96.5	0.0	0.0	94.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	2.8	2.8	2.2	4.0	6.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	0.0	1.5	0.0	6.7	0.7	1.5	3.0	5.1	0.1	0.3
LnGrp Delay(d),s/veh	86.4	0.0	0.0	84.5	0.0	89.1	99.3	2.2	4.0	100.3	0.2	0.4
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		50			85			3261			1086	
Approach Delay, s/veh		86.4			88.3			3.0			4.9	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	165.8		22.7	6.6	170.7		22.7
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	7.6	2.0		10.2	2.8	2.0		10.1
Green Ext Time (p_c), s	0.0	131.2		0.8	0.0	136.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	15	39	17	26	24	1338	21	20	2398	13
Future Volume (veh/h)	13	14	15	39	17	26	24	1338	21	20	2398	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	13	14	15	40	18	27	25	1379	22	21	2472	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	54	45	148	55	82	53	4234	68	49	4274	22
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.06	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	332	641	541	1352	657	985	1774	5156	82	1774	5220	27
Grp Volume(v), veh/h	42	0	0	40	0	45	25	907	494	21	1605	880
Grp Sat Flow(s),veh/h/ln	1514	0	0	1352	0	1641	1774	1695	1848	1774	1695	1857
Q Serve(g_s), s	0.3	0.0	0.0	0.3	0.0	5.2	2.7	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	5.8	0.0	5.2	2.7	0.0	0.0	2.3	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	150	0	0	148	0	137	53	2784	1518	49	2776	1520
V/C Ratio(X)	0.28	0.00	0.00	0.27	0.00	0.33	0.47	0.33	0.33	0.43	0.58	0.58
Avail Cap(c_a), veh/h	334	0	0	309	0	332	133	2784	1518	133	2776	1520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.1	0.0	0.0	86.6	0.0	86.3	92.5	0.0	0.0	93.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.2	0.0	1.7	2.4	0.3	0.6	2.2	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	0.0	3.9	0.0	4.3	2.5	0.2	0.4	2.1	0.6	1.2
LnGrp Delay(d),s/veh	87.3	0.0	0.0	87.8	0.0	88.0	94.8	0.3	0.6	95.2	0.9	1.6
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		42			85			1426			2506	
Approach Delay, s/veh		87.3			87.9			2.1			1.9	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	169.3		21.2	10.0	168.8		21.2
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	4.3	2.0		7.5	4.7	2.0		7.8
Green Ext Time (p_c), s	0.0	121.1		0.8	0.0	121.1		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	27	10	15	18	48	7	3091	32	59	1019	11
Future Volume (veh/h)	11	27	10	15	18	48	7	3091	32	59	1019	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	29	11	16	19	51	7	3288	34	63	1084	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	88	29	141	40	107	23	4137	43	78	4293	48
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	206	964	314	1339	437	1172	1774	5190	53	1774	5184	57
Grp Volume(v), veh/h	52	0	0	16	0	70	7	2144	1178	63	709	387
Grp Sat Flow(s),veh/h/ln	1484	0	0	1339	0	1609	1774	1695	1853	1774	1695	1851
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.3	0.8	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	3.2	0.0	8.3	0.8	0.0	0.0	7.0	0.0	0.0
Prop In Lane	0.23		0.21	1.00		0.73	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	158	0	0	141	0	147	23	2702	1477	78	2808	1533
V/C Ratio(X)	0.33	0.00	0.00	0.11	0.00	0.48	0.31	0.79	0.80	0.81	0.25	0.25
Avail Cap(c_a), veh/h	257	0	0	223	0	245	133	2702	1477	177	2808	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.0	0.0	0.0	84.0	0.0	86.3	96.5	0.0	0.0	93.3	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.4	0.0	2.9	2.8	2.5	4.6	7.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	0.0	1.5	0.0	6.9	0.7	1.7	3.4	6.5	0.2	0.3
LnGrp Delay(d),s/veh	86.5	0.0	0.0	84.4	0.0	89.2	99.3	2.5	4.6	100.6	0.2	0.4
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		52			86			3329			1159	
Approach Delay, s/veh		86.5			88.3			3.4			5.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.8	164.4		22.8	6.6	170.6		22.8
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	9.0	2.0		10.3	2.8	2.0		10.3
Green Ext Time (p_c), s	0.0	131.9		0.8	0.0	136.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	15	46	17	27	24	1404	20	16	2459	13
Future Volume (veh/h)	13	14	15	46	17	27	24	1404	20	16	2459	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	13	14	15	47	18	28	25	1447	21	16	2535	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	55	47	152	56	87	53	4245	62	42	4257	22
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	335	635	539	1352	642	998	1774	5164	75	1774	5221	27
Grp Volume(v), veh/h	42	0	0	47	0	46	25	950	518	16	1645	903
Grp Sat Flow(s),veh/h/ln	1509	0	0	1352	0	1640	1774	1695	1849	1774	1695	1857
Q Serve(g_s), s	0.3	0.0	0.0	1.2	0.0	5.3	2.7	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	6.8	0.0	5.3	2.7	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.61	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	155	0	0	152	0	143	53	2787	1520	42	2765	1514
V/C Ratio(X)	0.27	0.00	0.00	0.31	0.00	0.32	0.47	0.34	0.34	0.38	0.60	0.60
Avail Cap(c_a), veh/h	334	0	0	308	0	332	133	2787	1520	133	2765	1514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.5	0.0	0.0	86.5	0.0	85.8	92.5	0.0	0.0	93.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.4	0.0	1.6	2.4	0.3	0.6	2.1	1.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	0.0	4.5	0.0	4.4	2.5	0.2	0.5	1.6	0.7	1.3
LnGrp Delay(d),s/veh	86.6	0.0	0.0	87.9	0.0	87.3	94.8	0.3	0.6	96.0	1.0	1.7
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		42			93			1493			2564	
Approach Delay, s/veh		86.6			87.6			2.0			1.8	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.7	169.4		21.9	10.0	168.1		21.9
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	3.8	2.0		7.6	4.7	2.0		8.8
Green Ext Time (p_c), s	0.0	122.7		0.8	0.0	122.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	26	10	16	19	49	7	3315	22	49	1125	11
Future Volume (veh/h)	11	26	10	16	19	49	7	3315	22	49	1125	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	28	11	17	20	52	7	3527	23	52	1197	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	86	29	141	41	107	23	4183	27	67	4294	43
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	206	932	313	1340	448	1164	1774	5213	34	1774	5190	52
Grp Volume(v), veh/h	51	0	0	17	0	72	7	2291	1259	52	782	427
Grp Sat Flow(s),veh/h/ln	1452	0	0	1340	0	1611	1774	1695	1857	1774	1695	1852
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.5	0.8	0.0	0.0	5.8	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	3.4	0.0	8.5	0.8	0.0	0.0	5.8	0.0	0.0
Prop In Lane	0.24		0.22	1.00		0.72	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	156	0	0	141	0	149	23	2721	1490	67	2805	1532
V/C Ratio(X)	0.33	0.00	0.00	0.12	0.00	0.48	0.31	0.84	0.84	0.78	0.28	0.28
Avail Cap(c_a), veh/h	254	0	0	222	0	246	133	2721	1490	177	2805	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.8	0.0	0.0	84.0	0.0	86.3	96.5	0.0	0.0	94.1	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.5	0.0	2.9	2.8	3.4	6.1	7.0	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	1.6	0.0	7.1	0.7	2.3	4.5	5.4	0.2	0.3
LnGrp Delay(d),s/veh	86.3	0.0	0.0	84.4	0.0	89.2	99.3	3.4	6.1	101.1	0.2	0.5
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		51			89			3557			1261	
Approach Delay, s/veh		86.3			88.3			4.5			4.5	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	165.5		22.9	6.6	170.5		22.9
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	7.8	2.0		10.6	2.8	2.0		10.5
Green Ext Time (p_c), s	0.0	132.8		0.8	0.0	137.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	15	16	41	18	27	25	1585	22	21	2737	14
Future Volume (veh/h)	14	15	16	41	18	27	25	1585	22	21	2737	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	15	16	42	19	28	26	1634	23	22	2822	14
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	54	46	148	57	84	54	4228	60	50	4260	21
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	331	632	531	1350	665	979	1774	5167	73	1774	5222	26
Grp Volume(v), veh/h	45	0	0	42	0	47	26	1072	585	22	1831	1005
Grp Sat Flow(s),veh/h/ln	1494	0	0	1350	0	1644	1774	1695	1850	1774	1695	1857
Q Serve(g_s), s	0.7	0.0	0.0	0.4	0.0	5.4	2.8	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	6.5	0.0	5.4	2.8	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	152	0	0	148	0	141	54	2774	1513	50	2766	1515
V/C Ratio(X)	0.30	0.00	0.00	0.28	0.00	0.33	0.48	0.39	0.39	0.44	0.66	0.66
Avail Cap(c_a), veh/h	333	0	0	305	0	333	133	2774	1513	133	2766	1515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.9	0.0	0.0	86.5	0.0	86.0	92.3	0.0	0.0	92.8	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.2	0.0	1.6	2.4	0.4	0.7	2.2	1.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	0.0	4.1	0.0	4.5	2.6	0.3	0.6	2.2	0.9	1.7
LnGrp Delay(d),s/veh	87.2	0.0	0.0	87.8	0.0	87.6	94.8	0.4	0.7	95.1	1.3	2.3
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		45			89			1683			2858	
Approach Delay, s/veh		87.2			87.7			2.0			2.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	168.6		21.7	10.1	168.2		21.7
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	4.4	2.0		8.1	4.8	2.0		8.5
Green Ext Time (p_c), s	0.0	126.5		0.8	0.0	126.5		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	28	0	16	19	50	7	3368	33	61	1181	11
Future Volume (veh/h)	11	28	0	16	19	50	7	3368	33	61	1181	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	30	0	17	20	53	7	3583	35	65	1256	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	103	0	143	41	108	23	4128	40	80	4296	41
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.09	0.03	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	252	1112	0	1351	441	1169	1774	5193	51	1774	5193	50
Grp Volume(v), veh/h	42	0	0	17	0	73	7	2335	1283	65	820	448
Grp Sat Flow(s),veh/h/ln	1364	0	0	1351	0	1610	1774	1695	1853	1774	1695	1853
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.6	0.8	0.0	0.0	7.2	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0	3.3	0.0	8.6	0.8	0.0	0.0	7.2	0.0	0.0
Prop In Lane	0.29		0.00	1.00		0.73	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	149	0	0	143	0	149	23	2695	1473	80	2804	1532
V/C Ratio(X)	0.28	0.00	0.00	0.12	0.00	0.49	0.31	0.87	0.87	0.81	0.29	0.29
Avail Cap(c_a), veh/h	249	0	0	224	0	246	133	2695	1473	177	2804	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.3	0.0	0.0	83.9	0.0	86.3	96.5	0.0	0.0	93.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.4	0.0	3.0	2.8	4.1	7.3	7.2	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	0.0	1.6	0.0	7.2	0.7	2.7	5.4	6.7	0.2	0.4
LnGrp Delay(d),s/veh	85.5	0.0	0.0	84.3	0.0	89.3	99.3	4.1	7.3	100.3	0.3	0.5
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		42			90			3625			1333	
Approach Delay, s/veh		85.5			88.4			5.4			5.2	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	164.0		23.0	6.6	170.4		23.0
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	9.2	2.0		10.7	2.8	2.0		10.6
Green Ext Time (p_c), s	0.0	132.8		0.7	0.0	137.7		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	15	16	48	18	28	25	1651	21	17	2798	14
Future Volume (veh/h)	14	15	16	48	18	28	25	1651	21	17	2798	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	15	16	49	19	29	26	1702	22	18	2885	14
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	56	47	152	58	89	54	4232	55	45	4244	21
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	334	626	530	1351	650	993	1774	5174	67	1774	5222	25
Grp Volume(v), veh/h	45	0	0	49	0	48	26	1115	609	18	1871	1028
Grp Sat Flow(s),veh/h/ln	1490	0	0	1351	0	1643	1774	1695	1851	1774	1695	1857
Q Serve(g_s), s	0.7	0.0	0.0	1.4	0.0	5.5	2.8	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	7.5	0.0	5.5	2.8	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	157	0	0	152	0	147	54	2773	1514	45	2755	1509
V/C Ratio(X)	0.29	0.00	0.00	0.32	0.00	0.33	0.48	0.40	0.40	0.40	0.68	0.68
Avail Cap(c_a), veh/h	332	0	0	305	0	333	133	2773	1514	133	2755	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.3	0.0	0.0	86.4	0.0	85.4	92.3	0.0	0.0	93.5	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.5	0.0	1.5	2.4	0.4	0.8	2.1	1.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	0.0	4.7	0.0	4.6	2.6	0.3	0.6	1.8	0.9	1.9
LnGrp Delay(d),s/veh	86.5	0.0	0.0	87.9	0.0	87.0	94.8	0.4	0.8	95.6	1.4	2.5
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		45			97			1750			2917	
Approach Delay, s/veh		86.5			87.4			2.0			2.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	168.6		22.4	10.1	167.5		22.4
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	4.0	2.0		8.2	4.8	2.0		9.5
Green Ext Time (p_c), s	0.0	127.0		0.9	0.0	127.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	25	10	17	18	47	7	3049	21	47	1039	11
Future Volume (veh/h)	11	25	10	17	18	47	7	3049	21	47	1039	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	27	11	18	19	50	7	3244	22	50	1105	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	84	29	142	40	106	23	4189	28	67	4296	47
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	215	928	322	1341	443	1167	1774	5211	35	1774	5185	56
Grp Volume(v), veh/h	50	0	0	18	0	69	7	2108	1158	50	722	395
Grp Sat Flow(s),veh/h/ln	1465	0	0	1341	0	1610	1774	1695	1856	1774	1695	1851
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.1	0.8	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	0.0	3.5	0.0	8.1	0.8	0.0	0.0	5.6	0.0	0.0
Prop In Lane	0.24		0.22	1.00		0.72	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	156	0	0	142	0	147	23	2725	1492	67	2809	1534
V/C Ratio(X)	0.32	0.00	0.00	0.13	0.00	0.47	0.31	0.77	0.78	0.75	0.26	0.26
Avail Cap(c_a), veh/h	255	0	0	224	0	246	133	2725	1492	177	2809	1534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.0	0.0	0.0	84.2	0.0	86.3	96.5	0.0	0.0	94.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.5	0.0	2.8	2.8	2.2	4.0	6.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	0.0	1.7	0.0	6.7	0.7	1.5	3.0	5.1	0.2	0.3
LnGrp Delay(d),s/veh	86.4	0.0	0.0	84.7	0.0	89.1	99.3	2.2	4.0	100.3	0.2	0.4
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		50			87			3273			1167	
Approach Delay, s/veh		86.4			88.2			3.1			4.6	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	165.8		22.7	6.6	170.7		22.7
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	7.6	2.0		10.2	2.8	2.0		10.1
Green Ext Time (p_c), s	0.0	131.6		0.8	0.0	136.4		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	15	39	17	26	24	1410	23	20	2414	13
Future Volume (veh/h)	13	14	15	39	17	26	24	1410	23	20	2414	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	13	14	15	40	18	27	25	1454	24	21	2489	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	54	45	148	55	82	53	4232	70	49	4274	22
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.06	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	332	641	541	1352	657	985	1774	5152	85	1774	5220	27
Grp Volume(v), veh/h	42	0	0	40	0	45	25	957	521	21	1616	886
Grp Sat Flow(s),veh/h/ln	1514	0	0	1352	0	1641	1774	1695	1847	1774	1695	1857
Q Serve(g_s), s	0.3	0.0	0.0	0.3	0.0	5.2	2.7	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	5.8	0.0	5.2	2.7	0.0	0.0	2.3	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.05	1.00		0.01
Lane Grp Cap(c), veh/h	150	0	0	148	0	137	53	2784	1517	49	2776	1521
V/C Ratio(X)	0.28	0.00	0.00	0.27	0.00	0.33	0.47	0.34	0.34	0.43	0.58	0.58
Avail Cap(c_a), veh/h	334	0	0	309	0	332	133	2784	1517	133	2776	1521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.1	0.0	0.0	86.6	0.0	86.3	92.5	0.0	0.0	93.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.2	0.0	1.7	2.4	0.3	0.6	2.2	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	0.0	3.9	0.0	4.3	2.5	0.2	0.5	2.1	0.6	1.2
LnGrp Delay(d),s/veh	87.3	0.0	0.0	87.8	0.0	88.0	94.8	0.3	0.6	95.2	0.9	1.6
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		42			85			1503			2523	
Approach Delay, s/veh		87.3			87.9			2.0			1.9	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	169.3		21.2	10.0	168.8		21.2
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	4.3	2.0		7.5	4.7	2.0		7.8
Green Ext Time (p_c), s	0.0	122.2		0.8	0.0	122.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	26	10	18	19	49	7	3326	22	49	1201	11
Future Volume (veh/h)	11	26	10	18	19	49	7	3326	22	49	1201	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	28	11	19	20	52	7	3538	23	52	1278	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	86	29	141	41	107	23	4183	27	67	4297	40
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	206	932	313	1340	448	1164	1774	5213	34	1774	5194	49
Grp Volume(v), veh/h	51	0	0	19	0	72	7	2298	1263	52	834	456
Grp Sat Flow(s),veh/h/ln	1452	0	0	1340	0	1611	1774	1695	1857	1774	1695	1853
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.5	0.8	0.0	0.0	5.8	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	3.9	0.0	8.5	0.8	0.0	0.0	5.8	0.0	0.0
Prop In Lane	0.24		0.22	1.00		0.72	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	156	0	0	141	0	149	23	2721	1490	67	2805	1533
V/C Ratio(X)	0.33	0.00	0.00	0.13	0.00	0.48	0.31	0.84	0.85	0.78	0.30	0.30
Avail Cap(c_a), veh/h	254	0	0	222	0	246	133	2721	1490	177	2805	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.8	0.0	0.0	84.2	0.0	86.3	96.5	0.0	0.0	94.1	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.5	0.0	2.9	2.8	3.4	6.2	7.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	1.8	0.0	7.1	0.7	2.3	4.6	5.4	0.2	0.4
LnGrp Delay(d),s/veh	86.3	0.0	0.0	84.7	0.0	89.2	99.3	3.4	6.2	101.1	0.3	0.5
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		51			91			3568			1342	
Approach Delay, s/veh		86.3			88.2			4.6			4.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	165.5		22.9	6.6	170.5		22.9
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	7.8	2.0		10.6	2.8	2.0		10.5
Green Ext Time (p_c), s	0.0	132.8		0.8	0.0	137.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	15	16	41	18	27	25	1657	24	21	2753	14
Future Volume (veh/h)	14	15	16	41	18	27	25	1657	24	21	2753	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	15	16	42	19	28	26	1708	25	22	2838	14
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	54	46	148	57	84	54	4225	62	50	4260	21
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	331	632	531	1350	665	979	1774	5164	76	1774	5222	26
Grp Volume(v), veh/h	45	0	0	42	0	47	26	1121	612	22	1841	1011
Grp Sat Flow(s),veh/h/ln	1494	0	0	1350	0	1644	1774	1695	1849	1774	1695	1857
Q Serve(g_s), s	0.7	0.0	0.0	0.4	0.0	5.4	2.8	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	6.5	0.0	5.4	2.8	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	152	0	0	148	0	141	54	2774	1513	50	2766	1515
V/C Ratio(X)	0.30	0.00	0.00	0.28	0.00	0.33	0.48	0.40	0.40	0.44	0.67	0.67
Avail Cap(c_a), veh/h	333	0	0	305	0	333	133	2774	1513	133	2766	1515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.9	0.0	0.0	86.5	0.0	86.0	92.3	0.0	0.0	92.8	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.2	0.0	1.6	2.4	0.4	0.8	2.2	1.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	0.0	4.1	0.0	4.5	2.6	0.3	0.6	2.2	0.9	1.8
LnGrp Delay(d),s/veh	87.2	0.0	0.0	87.8	0.0	87.6	94.8	0.4	0.8	95.1	1.3	2.3
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		45			89			1759			2874	
Approach Delay, s/veh		87.2			87.7			2.0			2.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	168.6		21.7	10.1	168.2		21.7
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	4.4	2.0		8.1	4.8	2.0		8.5
Green Ext Time (p_c), s	0.0	126.9		0.8	0.0	126.9		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	27	10	13	18	48	7	3080	32	59	943	11
Future Volume (veh/h)	11	27	10	13	18	48	7	3080	32	59	943	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	29	11	14	19	51	7	3277	34	63	1003	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	88	29	141	40	107	23	4137	43	78	4288	51
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	206	964	314	1339	437	1172	1774	5189	54	1774	5178	62
Grp Volume(v), veh/h	52	0	0	14	0	70	7	2137	1174	63	657	358
Grp Sat Flow(s),veh/h/ln	1484	0	0	1339	0	1609	1774	1695	1853	1774	1695	1850
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.3	0.8	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	2.8	0.0	8.3	0.8	0.0	0.0	7.0	0.0	0.0
Prop In Lane	0.23		0.21	1.00		0.73	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	158	0	0	141	0	147	23	2702	1477	78	2808	1532
V/C Ratio(X)	0.33	0.00	0.00	0.10	0.00	0.48	0.31	0.79	0.79	0.81	0.23	0.23
Avail Cap(c_a), veh/h	257	0	0	223	0	245	133	2702	1477	177	2808	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.0	0.0	0.0	83.8	0.0	86.3	96.5	0.0	0.0	93.3	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.4	0.0	2.9	2.8	2.5	4.5	7.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	0.0	1.3	0.0	6.9	0.7	1.7	3.3	6.5	0.1	0.3
LnGrp Delay(d),s/veh	86.5	0.0	0.0	84.2	0.0	89.2	99.3	2.5	4.5	100.6	0.2	0.4
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		52			84			3318			1078	
Approach Delay, s/veh		86.5			88.3			3.4			6.1	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.8	164.4		22.8	6.6	170.6		22.8
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	9.0	2.0		10.3	2.8	2.0		10.3
Green Ext Time (p_c), s	0.0	131.5		0.8	0.0	136.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	15	46	17	27	24	1332	18	16	2443	13
Future Volume (veh/h)	13	14	15	46	17	27	24	1332	18	16	2443	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	13	14	15	47	18	28	25	1373	19	16	2519	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	55	47	152	56	87	53	4248	59	42	4257	22
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	335	635	539	1352	642	998	1774	5168	72	1774	5220	27
Grp Volume(v), veh/h	42	0	0	47	0	46	25	901	491	16	1635	897
Grp Sat Flow(s),veh/h/ln	1509	0	0	1352	0	1640	1774	1695	1850	1774	1695	1857
Q Serve(g_s), s	0.3	0.0	0.0	1.2	0.0	5.3	2.7	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	6.8	0.0	5.3	2.7	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.61	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	155	0	0	152	0	143	53	2787	1520	42	2765	1514
V/C Ratio(X)	0.27	0.00	0.00	0.31	0.00	0.32	0.47	0.32	0.32	0.38	0.59	0.59
Avail Cap(c_a), veh/h	334	0	0	308	0	332	133	2787	1520	133	2765	1514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.5	0.0	0.0	86.5	0.0	85.8	92.5	0.0	0.0	93.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.4	0.0	1.6	2.4	0.3	0.6	2.1	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	0.0	4.5	0.0	4.4	2.5	0.2	0.4	1.6	0.6	1.3
LnGrp Delay(d),s/veh	86.6	0.0	0.0	87.9	0.0	87.3	94.8	0.3	0.6	96.0	0.9	1.7
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		42			93			1417			2548	
Approach Delay, s/veh		86.6			87.6			2.1			1.8	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.7	169.4		21.9	10.0	168.1		21.9
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	3.8	2.0		7.6	4.7	2.0		8.8
Green Ext Time (p_c), s	0.0	121.7		0.8	0.0	121.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	28	10	14	19	50	7	3357	33	61	1105	11
Future Volume (veh/h)	11	28	10	14	19	50	7	3357	33	61	1105	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	30	11	15	20	53	7	3571	35	65	1176	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	90	28	141	41	108	23	4127	40	80	4291	44
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	197	968	305	1338	441	1169	1774	5193	51	1774	5189	53
Grp Volume(v), veh/h	53	0	0	15	0	73	7	2327	1279	65	768	420
Grp Sat Flow(s),veh/h/ln	1470	0	0	1338	0	1610	1774	1695	1853	1774	1695	1852
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.6	0.8	0.0	0.0	7.2	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0	3.1	0.0	8.6	0.8	0.0	0.0	7.2	0.0	0.0
Prop In Lane	0.23		0.21	1.00		0.73	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	158	0	0	141	0	149	23	2694	1473	80	2804	1531
V/C Ratio(X)	0.33	0.00	0.00	0.11	0.00	0.49	0.31	0.86	0.87	0.81	0.27	0.27
Avail Cap(c_a), veh/h	256	0	0	221	0	246	133	2694	1473	177	2804	1531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.9	0.0	0.0	83.7	0.0	86.2	96.5	0.0	0.0	93.2	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.4	0.0	3.0	2.8	4.0	7.2	7.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.0	0.0	1.4	0.0	7.2	0.7	2.7	5.3	6.7	0.2	0.3
LnGrp Delay(d),s/veh	86.3	0.0	0.0	84.1	0.0	89.2	99.3	4.0	7.2	100.3	0.2	0.4
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		53			88			3613			1253	
Approach Delay, s/veh		86.3			88.4			5.3			5.5	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	163.9		23.0	6.6	170.4		23.0
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	9.2	2.0		10.7	2.8	2.0		10.6
Green Ext Time (p_c), s	0.0	132.8		0.8	0.0	137.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	15	16	48	18	28	25	1579	19	17	2782	14
Future Volume (veh/h)	14	15	16	48	18	28	25	1579	19	17	2782	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	15	16	49	19	29	26	1628	20	18	2868	14
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	56	47	152	58	89	54	4235	52	45	4243	21
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	334	626	530	1351	650	993	1774	5178	64	1774	5222	25
Grp Volume(v), veh/h	45	0	0	49	0	48	26	1066	582	18	1860	1022
Grp Sat Flow(s),veh/h/ln	1490	0	0	1351	0	1643	1774	1695	1851	1774	1695	1857
Q Serve(g_s), s	0.7	0.0	0.0	1.4	0.0	5.5	2.8	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	7.5	0.0	5.5	2.8	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	157	0	0	152	0	147	54	2773	1514	45	2755	1509
V/C Ratio(X)	0.29	0.00	0.00	0.32	0.00	0.33	0.48	0.38	0.38	0.40	0.68	0.68
Avail Cap(c_a), veh/h	332	0	0	305	0	333	133	2773	1514	133	2755	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.3	0.0	0.0	86.4	0.0	85.4	92.3	0.0	0.0	93.5	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.5	0.0	1.5	2.4	0.4	0.7	2.1	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	0.0	4.7	0.0	4.6	2.6	0.3	0.6	1.8	0.9	1.9
LnGrp Delay(d),s/veh	86.5	0.0	0.0	87.9	0.0	87.0	94.8	0.4	0.7	95.6	1.3	2.5
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		45			97			1674			2900	
Approach Delay, s/veh		86.5			87.4			2.0			2.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	168.6		22.4	10.1	167.5		22.4
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	4.0	2.0		8.2	4.8	2.0		9.5
Green Ext Time (p_c), s	0.0	126.7		0.9	0.0	126.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	25	10	15	18	48	7	3077	21	45	943	11
Future Volume (veh/h)	11	25	10	15	18	48	7	3077	21	45	943	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	27	11	16	19	51	7	3273	22	48	1003	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	84	29	142	40	107	23	4189	28	66	4288	51
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	213	922	320	1341	437	1172	1774	5212	35	1774	5178	62
Grp Volume(v), veh/h	50	0	0	16	0	70	7	2127	1168	48	657	358
Grp Sat Flow(s),veh/h/ln	1455	0	0	1341	0	1609	1774	1695	1856	1774	1695	1850
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.3	0.8	0.0	0.0	5.3	0.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	3.2	0.0	8.3	0.8	0.0	0.0	5.3	0.0	0.0
Prop In Lane	0.24		0.22	1.00		0.73	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	155	0	0	142	0	147	23	2725	1492	66	2808	1532
V/C Ratio(X)	0.32	0.00	0.00	0.11	0.00	0.48	0.31	0.78	0.78	0.73	0.23	0.23
Avail Cap(c_a), veh/h	254	0	0	224	0	245	133	2725	1492	177	2808	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.9	0.0	0.0	84.0	0.0	86.3	96.5	0.0	0.0	94.0	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	2.9	2.8	2.3	4.2	5.6	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	0.0	1.5	0.0	6.9	0.7	1.6	3.1	4.9	0.1	0.3
LnGrp Delay(d),s/veh	86.4	0.0	0.0	84.4	0.0	89.2	99.3	2.3	4.2	99.6	0.2	0.4
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		50			86			3302			1063	
Approach Delay, s/veh		86.4			88.3			3.2			4.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.4	165.8		22.8	6.6	170.6		22.8
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	7.3	2.0		10.3	2.8	2.0		10.3
Green Ext Time (p_c), s	0.0	131.4		0.8	0.0	136.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	15	39	17	26	24	1336	21	14	2443	13
Future Volume (veh/h)	13	14	15	39	17	26	24	1336	21	14	2443	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	13	14	15	40	18	27	25	1377	22	14	2519	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	54	45	148	55	82	53	4265	68	38	4274	22
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.06	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	332	641	541	1352	657	985	1774	5156	82	1774	5220	27
Grp Volume(v), veh/h	42	0	0	40	0	45	25	905	494	14	1635	897
Grp Sat Flow(s),veh/h/ln	1514	0	0	1352	0	1641	1774	1695	1848	1774	1695	1857
Q Serve(g_s), s	0.3	0.0	0.0	0.3	0.0	5.2	2.7	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	5.8	0.0	5.2	2.7	0.0	0.0	1.5	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	150	0	0	148	0	137	53	2804	1529	38	2776	1521
V/C Ratio(X)	0.28	0.00	0.00	0.27	0.00	0.33	0.47	0.32	0.32	0.36	0.59	0.59
Avail Cap(c_a), veh/h	334	0	0	309	0	332	133	2804	1529	133	2776	1521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.1	0.0	0.0	86.6	0.0	86.3	92.5	0.0	0.0	94.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.2	0.0	1.7	2.4	0.3	0.6	2.1	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	0.0	3.9	0.0	4.3	2.5	0.2	0.4	1.4	0.6	1.3
LnGrp Delay(d),s/veh	87.3	0.0	0.0	87.8	0.0	88.0	94.8	0.3	0.6	96.5	0.9	1.7
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		42			85			1424			2546	
Approach Delay, s/veh		87.3			87.9			2.1			1.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	170.4		21.2	10.0	168.8		21.2
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	3.5	2.0		7.5	4.7	2.0		7.8
Green Ext Time (p_c), s	0.0	121.7		0.8	0.0	121.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	26	10	16	19	50	7	3354	22	47	1105	11
Future Volume (veh/h)	11	26	10	16	19	50	7	3354	22	47	1105	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	28	11	17	20	53	7	3568	23	50	1176	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	86	29	141	41	108	23	4183	27	67	4291	44
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	204	927	311	1340	441	1169	1774	5213	34	1774	5189	53
Grp Volume(v), veh/h	51	0	0	17	0	73	7	2318	1273	50	768	420
Grp Sat Flow(s),veh/h/ln	1442	0	0	1340	0	1610	1774	1695	1857	1774	1695	1852
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.6	0.8	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0	3.5	0.0	8.6	0.8	0.0	0.0	5.6	0.0	0.0
Prop In Lane	0.24		0.22	1.00		0.73	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	156	0	0	141	0	149	23	2720	1490	67	2804	1531
V/C Ratio(X)	0.33	0.00	0.00	0.12	0.00	0.49	0.31	0.85	0.85	0.75	0.27	0.27
Avail Cap(c_a), veh/h	253	0	0	221	0	246	133	2720	1490	177	2804	1531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.8	0.0	0.0	83.9	0.0	86.2	96.5	0.0	0.0	94.1	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.5	0.0	3.0	2.8	3.6	6.5	6.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	1.6	0.0	7.2	0.7	2.5	4.8	5.1	0.2	0.3
LnGrp Delay(d),s/veh	86.2	0.0	0.0	84.4	0.0	89.2	99.3	3.6	6.5	100.3	0.2	0.4
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		51			90			3598			1238	
Approach Delay, s/veh		86.2			88.3			4.8			4.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	165.5		23.0	6.6	170.4		23.0
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	7.6	2.0		10.7	2.8	2.0		10.6
Green Ext Time (p_c), s	0.0	132.8		0.8	0.0	137.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	15	16	41	18	27	25	1583	22	15	2782	14
Future Volume (veh/h)	14	15	16	41	18	27	25	1583	22	15	2782	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	15	16	42	19	28	26	1632	23	15	2868	14
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	54	46	148	57	84	54	4257	60	40	4261	21
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	331	632	531	1350	665	979	1774	5167	73	1774	5222	25
Grp Volume(v), veh/h	45	0	0	42	0	47	26	1071	584	15	1860	1022
Grp Sat Flow(s),veh/h/ln	1494	0	0	1350	0	1644	1774	1695	1850	1774	1695	1857
Q Serve(g_s), s	0.7	0.0	0.0	0.4	0.0	5.4	2.8	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	6.5	0.0	5.4	2.8	0.0	0.0	1.6	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	152	0	0	148	0	141	54	2793	1524	40	2766	1515
V/C Ratio(X)	0.30	0.00	0.00	0.28	0.00	0.33	0.48	0.38	0.38	0.37	0.67	0.67
Avail Cap(c_a), veh/h	333	0	0	305	0	333	133	2793	1524	133	2766	1515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.9	0.0	0.0	86.5	0.0	86.0	92.3	0.0	0.0	94.1	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.2	0.0	1.6	2.4	0.4	0.7	2.1	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	0.0	4.1	0.0	4.5	2.6	0.3	0.6	1.5	0.9	1.8
LnGrp Delay(d),s/veh	87.2	0.0	0.0	87.8	0.0	87.6	94.8	0.4	0.7	96.2	1.3	2.4
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		45			89			1681			2897	
Approach Delay, s/veh		87.2			87.7			2.0			2.2	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	169.8		21.7	10.1	168.2		21.7
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	3.6	2.0		8.1	4.8	2.0		8.5
Green Ext Time (p_c), s	0.0	126.7		0.8	0.0	126.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	27	10	13	18	47	7	3041	32	61	963	11
Future Volume (veh/h)	11	27	10	13	18	47	7	3041	32	61	963	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	29	11	14	19	50	7	3235	34	65	1024	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	88	29	141	40	106	23	4132	43	80	4292	50
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	208	970	316	1339	443	1167	1774	5189	54	1774	5180	61
Grp Volume(v), veh/h	52	0	0	14	0	69	7	2110	1159	65	670	366
Grp Sat Flow(s),veh/h/ln	1494	0	0	1339	0	1610	1774	1695	1853	1774	1695	1850
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.1	0.8	0.0	0.0	7.2	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	0.0	2.8	0.0	8.1	0.8	0.0	0.0	7.2	0.0	0.0
Prop In Lane	0.23		0.21	1.00		0.72	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	158	0	0	141	0	147	23	2700	1475	80	2809	1533
V/C Ratio(X)	0.33	0.00	0.00	0.10	0.00	0.47	0.31	0.78	0.79	0.81	0.24	0.24
Avail Cap(c_a), veh/h	258	0	0	224	0	246	133	2700	1475	177	2809	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.1	0.0	0.0	83.9	0.0	86.3	96.5	0.0	0.0	93.2	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	2.8	2.8	2.3	4.3	7.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	0.0	1.3	0.0	6.7	0.7	1.6	3.2	6.7	0.1	0.3
LnGrp Delay(d),s/veh	86.6	0.0	0.0	84.2	0.0	89.1	99.3	2.3	4.3	100.3	0.2	0.4
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		52			83			3276			1101	
Approach Delay, s/veh		86.6			88.3			3.2			6.2	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	164.3		22.7	6.6	170.7		22.7
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	9.2	2.0		10.2	2.8	2.0		10.1
Green Ext Time (p_c), s	0.0	131.3		0.8	0.0	136.1		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	15	46	17	27	24	1334	18	22	2398	13
Future Volume (veh/h)	13	14	15	46	17	27	24	1334	18	22	2398	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	13	14	15	47	18	28	25	1375	19	23	2472	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	55	47	152	56	87	53	4221	58	51	4257	22
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	335	635	539	1352	642	998	1774	5169	71	1774	5220	27
Grp Volume(v), veh/h	42	0	0	47	0	46	25	902	492	23	1605	880
Grp Sat Flow(s),veh/h/ln	1509	0	0	1352	0	1640	1774	1695	1850	1774	1695	1857
Q Serve(g_s), s	0.3	0.0	0.0	1.2	0.0	5.3	2.7	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	6.8	0.0	5.3	2.7	0.0	0.0	2.5	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.61	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	155	0	0	152	0	143	53	2769	1511	51	2765	1514
V/C Ratio(X)	0.27	0.00	0.00	0.31	0.00	0.32	0.47	0.33	0.33	0.45	0.58	0.58
Avail Cap(c_a), veh/h	334	0	0	308	0	332	133	2769	1511	133	2765	1514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.5	0.0	0.0	86.5	0.0	85.8	92.5	0.0	0.0	92.7	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.4	0.0	1.6	2.4	0.3	0.6	2.3	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	0.0	4.5	0.0	4.4	2.5	0.2	0.4	2.3	0.6	1.2
LnGrp Delay(d),s/veh	86.6	0.0	0.0	87.9	0.0	87.3	94.8	0.3	0.6	95.0	0.9	1.6
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		42			93			1419			2508	
Approach Delay, s/veh		86.6			87.6			2.1			2.0	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	168.3		21.9	10.0	168.1		21.9
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	4.5	2.0		7.6	4.7	2.0		8.8
Green Ext Time (p_c), s	0.0	121.0		0.8	0.0	121.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	28	10	14	19	49	7	3318	33	63	1125	11
Future Volume (veh/h)	11	28	10	14	19	49	7	3318	33	63	1125	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	30	11	15	20	52	7	3530	35	67	1197	12
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	90	28	141	41	107	23	4122	41	82	4294	43
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	199	974	307	1338	448	1164	1774	5192	51	1774	5190	52
Grp Volume(v), veh/h	53	0	0	15	0	72	7	2301	1264	67	782	427
Grp Sat Flow(s),veh/h/ln	1480	0	0	1338	0	1611	1774	1695	1853	1774	1695	1852
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	8.5	0.8	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	3.1	0.0	8.5	0.8	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.23		0.21	1.00		0.72	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	159	0	0	141	0	149	23	2692	1471	82	2805	1532
V/C Ratio(X)	0.33	0.00	0.00	0.11	0.00	0.48	0.31	0.85	0.86	0.81	0.28	0.28
Avail Cap(c_a), veh/h	257	0	0	222	0	246	133	2692	1471	177	2805	1532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.9	0.0	0.0	83.8	0.0	86.3	96.5	0.0	0.0	93.0	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.4	0.0	2.9	2.8	3.7	6.7	7.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.0	0.0	1.4	0.0	7.1	0.7	2.5	5.0	6.9	0.2	0.3
LnGrp Delay(d),s/veh	86.4	0.0	0.0	84.2	0.0	89.2	99.3	3.7	6.7	100.1	0.2	0.5
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		53			87			3572			1276	
Approach Delay, s/veh		86.4			88.3			5.0			5.6	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.3	163.8		22.9	6.6	170.5		22.9
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	20.0	136.0		30.5	15.0	141.0		30.5
Max Q Clear Time (g_c+I1), s	9.5	2.0		10.6	2.8	2.0		10.5
Green Ext Time (p_c), s	0.0	132.8		0.8	0.0	137.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	15	16	48	18	28	25	1581	19	23	2737	14
Future Volume (veh/h)	14	15	16	48	18	28	25	1581	19	23	2737	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	15	16	49	19	29	26	1630	20	24	2822	14
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	56	47	152	58	89	54	4213	52	52	4243	21
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.06	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	334	626	530	1351	650	993	1774	5178	64	1774	5222	26
Grp Volume(v), veh/h	45	0	0	49	0	48	26	1067	583	24	1831	1005
Grp Sat Flow(s),veh/h/ln	1490	0	0	1351	0	1643	1774	1695	1851	1774	1695	1857
Q Serve(g_s), s	0.7	0.0	0.0	1.4	0.0	5.5	2.8	0.0	0.0	2.6	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	7.5	0.0	5.5	2.8	0.0	0.0	2.6	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	157	0	0	152	0	147	54	2759	1506	52	2755	1509
V/C Ratio(X)	0.29	0.00	0.00	0.32	0.00	0.33	0.48	0.39	0.39	0.46	0.66	0.67
Avail Cap(c_a), veh/h	332	0	0	305	0	333	133	2759	1506	133	2755	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.3	0.0	0.0	86.4	0.0	85.4	92.3	0.0	0.0	92.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.5	0.0	1.5	2.4	0.4	0.8	2.3	1.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	0.0	4.7	0.0	4.6	2.6	0.3	0.6	2.4	0.9	1.8
LnGrp Delay(d),s/veh	86.5	0.0	0.0	87.9	0.0	87.0	94.8	0.4	0.8	94.9	1.3	2.3
LnGrp LOS	F			F		F	F	A	A	F	A	A
Approach Vol, veh/h		45			97			1676			2860	
Approach Delay, s/veh		86.5			87.4			2.0			2.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	167.7		22.4	10.1	167.5		22.4
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	15.0	131.0		40.5	15.0	131.0		40.5
Max Q Clear Time (g_c+I1), s	4.6	2.0		8.2	4.8	2.0		9.5
Green Ext Time (p_c), s	0.0	126.4		0.9	0.0	126.4		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	53	47	3047	929	37
Future Vol, veh/h	3	53	47	3047	929	37
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	55	49	3174	968	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2355	503	1006	0	-	0
Stage 1	987	-	-	-	-	-
Stage 2	1368	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	60	440	389	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	440	389	-	-	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	157	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	389	- 314	-	-
HCM Lane V/C Ratio	0.126	- 0.186	-	-
HCM Control Delay (s)	15.6	- 19.1	-	-
HCM Lane LOS	C	- C	-	-
HCM 95th %tile Q(veh)	0.4	- 0.7	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	62	5	1389	2438	10
Future Vol, veh/h	4	62	5	1389	2438	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	64	5	1432	2513	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3102	1262	2524	0	-	0
Stage 1	2519	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	23	138	67	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	138	67	-	-	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	91	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	67	- 103	-	-
HCM Lane V/C Ratio	0.077	- 0.661	-	-
HCM Control Delay (s)	63.2	- 91	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.2	- 3.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	64	42	3111	992	35
Future Vol, veh/h	5	64	42	3111	992	35
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	67	44	3241	1033	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2436	535	1070	0	-	0
Stage 1	1052	-	-	-	-	-
Stage 2	1384	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	54	419	362	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	419	362	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	155	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	362	-	266	-	-
HCM Lane V/C Ratio	0.121	-	0.27	-	-
HCM Control Delay (s)	16.3	-	23.5	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.1	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	57	5	1447	2507	13
Future Vol, veh/h	16	57	5	1447	2507	13
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	59	5	1492	2585	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3198	1299	2598	0	-	0
Stage 1	2591	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	20	131	62	-	-	-
Stage 1	23	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	131	62	-	-	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	23	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 370.5	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	62	-	55	-	-
HCM Lane V/C Ratio	0.083	-	1.368	-	-
HCM Control Delay (s)	68.3	-	$ 370.5	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.7	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	55	49	3325	1090	39
Future Vol, veh/h	3	55	49	3325	1090	39
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	51	3464	1135	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2644	588	1176	0	-	0
Stage 1	1156	-	-	-	-	-
Stage 2	1488	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	42	387	322	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	35	387	322	-	-	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	130	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	322	-	255	-	-
HCM Lane V/C Ratio	0.159	-	0.237	-	-
HCM Control Delay (s)	18.3	-	23.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.9	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	65	5	1638	2779	10
Future Vol, veh/h	4	65	5	1638	2779	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	67	5	1689	2865	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3556	1438	2875	0	-	0
Stage 1	2870	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	13	105	44	-	-	-
Stage 1	15	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	12	105	44	-	-	-
Mov Cap-2 Maneuver	12	-	-	-	-	-
Stage 1	15	-	-	-	-	-
Stage 2	372	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	201.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	44	-	72	-	-
HCM Lane V/C Ratio	0.117	-	0.988	-	-
HCM Control Delay (s)	97.4	-	201.4	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	5.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	66	44	3389	1153	37
Future Vol, veh/h	5	66	44	3389	1153	37
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	69	46	3530	1201	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2724	620	1240	0	-	0
Stage 1	1220	-	-	-	-	-
Stage 2	1504	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	37	369	299	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	31	369	299	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	128	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.4	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	299	-	209	-	-
HCM Lane V/C Ratio	0.153	-	0.354	-	-
HCM Control Delay (s)	19.2	-	31.4	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	1.5	-	-

Intersection	
Int Delay, s/veh	14

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	60	5	1696	2848	13
Future Vol, veh/h	16	60	5	1696	2848	13
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	62	5	1748	2936	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3653	1475	2949	0	-	0
Stage 1	2943	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	~ 11	99	40	-	-	-
Stage 1	~ 14	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 10	99	40	-	-	-
Mov Cap-2 Maneuver	~ 10	-	-	-	-	-
Stage 1	~ 14	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 847	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	40	-	34	-	-
HCM Lane V/C Ratio	0.129	-	2.304	-	-
HCM Control Delay (s)	107.9	-	$ 847	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	8.9	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	64	60	3056	995	50
Future Vol, veh/h	5	64	60	3056	995	50
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	67	63	3183	1036	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2461	544	1089	0	-	0
Stage 1	1063	-	-	-	-	-
Stage 2	1398	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	52	414	354	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	43	414	354	-	-	-
Mov Cap-2 Maneuver	43	-	-	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	142	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	354	- 255	-	-
HCM Lane V/C Ratio	0.177	- 0.282	-	-
HCM Control Delay (s)	17.3	- 24.6	-	-
HCM Lane LOS	C	- C	-	-
HCM 95th %tile Q(veh)	0.6	- 1.1	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	76	5	1451	2452	13
Future Vol, veh/h	16	76	5	1451	2452	13
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	78	5	1496	2528	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3144	1271	2541	0	-	0
Stage 1	2535	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	22	136	66	-	-	-
Stage 1	25	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	20	136	66	-	-	-
Mov Cap-2 Maneuver	20	-	-	-	-	-
Stage 1	25	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 349.5	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	66	- 68	-	-
HCM Lane V/C Ratio	0.078	- 1.395	-	-
HCM Control Delay (s)	64.1	-$ 349.5	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.2	- 7.9	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	66	62	3334	1156	52
Future Vol, veh/h	5	66	62	3334	1156	52
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	69	65	3473	1204	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2749	629	1258	0	-	0
Stage 1	1231	-	-	-	-	-
Stage 2	1518	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	36	364	293	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	364	293	-	-	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	174	-	-	-	-	-
Stage 2	116	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.9	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	293	- 197	-	-
HCM Lane V/C Ratio	0.22	- 0.375	-	-
HCM Control Delay (s)	20.7	- 33.9	-	-
HCM Lane LOS	C	- D	-	-
HCM 95th %tile Q(veh)	0.8	- 1.6	-	-

Intersection	
Int Delay, s/veh	16.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	79	5	1700	2793	13
Future Vol, veh/h	16	79	5	1700	2793	13
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	81	5	1753	2879	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3597	1446	2893	0	-	0
Stage 1	2886	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	~ 12	104	43	-	-	-
Stage 1	~ 15	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 11	104	43	-	-	-
Mov Cap-2 Maneuver	~ 11	-	-	-	-	-
Stage 1	~ 15	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 786.6	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	43	- 43	-	-
HCM Lane V/C Ratio	0.12	- 2.278	-	-
HCM Control Delay (s)	99.8	-$ 786.6	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.4	- 10.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	53	29	3102	926	22
Future Vol, veh/h	3	53	29	3102	926	22
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	55	30	3231	965	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2329	494	988	0	-	0
Stage 1	976	-	-	-	-	-
Stage 2	1353	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	62	446	397	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	446	397	-	-	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	169	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	397	-	327	-	-
HCM Lane V/C Ratio	0.076	-	0.178	-	-
HCM Control Delay (s)	14.8	-	18.4	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	43	5	1385	2493	10
Future Vol, veh/h	4	43	5	1385	2493	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	44	5	1428	2570	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3156	1290	2580	0	-	0
Stage 1	2575	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	21	132	63	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	19	132	63	-	-	-
Mov Cap-2 Maneuver	19	-	-	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	87.5	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	63	-	88	-	-
HCM Lane V/C Ratio	0.082	-	0.551	-	-
HCM Control Delay (s)	67.2	-	87.5	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	2.5	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	55	31	3380	1087	24
Future Vol, veh/h	3	55	31	3380	1087	24
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	32	3521	1132	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2618	579	1157	0	-	0
Stage 1	1145	-	-	-	-	-
Stage 2	1473	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	43	393	328	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	393	328	-	-	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	142	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	328	-	267	-	-
HCM Lane V/C Ratio	0.098	-	0.226	-	-
HCM Control Delay (s)	17.2	-	22.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	46	5	1634	2834	10
Future Vol, veh/h	4	46	5	1634	2834	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	47	5	1685	2922	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3611	1466	2932	0	-	0
Stage 1	2927	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	12	100	41	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	100	41	-	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	183	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	41	-	61	-	-
HCM Lane V/C Ratio	0.126	-	0.845	-	-
HCM Control Delay (s)	105	-	183	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	3.8	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	53	29	3088	927	22
Future Vol, veh/h	3	53	29	3088	927	22
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	55	30	3217	966	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2324	494	989	0	-	0
Stage 1	977	-	-	-	-	-
Stage 2	1347	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	62	446	396	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	446	396	-	-	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	171	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	396	- 327	-	-
HCM Lane V/C Ratio	0.076	- 0.178	-	-
HCM Control Delay (s)	14.8	- 18.4	-	-
HCM Lane LOS	B	- C	-	-
HCM 95th %tile Q(veh)	0.2	- 0.6	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	43	5	1389	2484	10
Future Vol, veh/h	4	43	5	1389	2484	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	44	5	1432	2561	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3149	1286	2571	0	-	0
Stage 1	2566	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	22	133	64	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	20	133	64	-	-	-
Mov Cap-2 Maneuver	20	-	-	-	-	-
Stage 1	24	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	84.2	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	64	- 90	-	-
HCM Lane V/C Ratio	0.081	- 0.538	-	-
HCM Control Delay (s)	66.1	- 84.2	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.3	- 2.4	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	55	31	3366	1088	24
Future Vol, veh/h	3	55	31	3366	1088	24
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	32	3506	1133	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2613	579	1158	0	-	0
Stage 1	1146	-	-	-	-	-
Stage 2	1467	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	43	393	328	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	393	328	-	-	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	143	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	328	-	267	-	-
HCM Lane V/C Ratio	0.098	-	0.226	-	-
HCM Control Delay (s)	17.2	-	22.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	46	5	1638	2825	10
Future Vol, veh/h	4	46	5	1638	2825	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	47	5	1689	2912	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3604	1461	2923	0	-	0
Stage 1	2918	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	12	101	42	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	101	42	-	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	14	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	183	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	42	-	61	-	-
HCM Lane V/C Ratio	0.123	-	0.845	-	-
HCM Control Delay (s)	102.4	-	183	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	3.8	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	53	47	3061	928	37
Future Vol, veh/h	3	53	47	3061	928	37
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	55	49	3189	967	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2359	503	1005	0	-	0
Stage 1	986	-	-	-	-	-
Stage 2	1373	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	60	440	389	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	440	389	-	-	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	156	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	389	- 314	-	-
HCM Lane V/C Ratio	0.126	- 0.186	-	-
HCM Control Delay (s)	15.6	- 19.1	-	-
HCM Lane LOS	C	- C	-	-
HCM 95th %tile Q(veh)	0.4	- 0.7	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	62	5	1385	2447	10
Future Vol, veh/h	4	62	5	1385	2447	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	64	5	1428	2523	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3109	1266	2533	0	-	0
Stage 1	2528	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	23	137	67	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	137	67	-	-	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	26	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	91	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	67	- 103	-	-
HCM Lane V/C Ratio	0.077	- 0.661	-	-
HCM Control Delay (s)	63.2	- 91	-	-
HCM Lane LOS	F	- F	-	-
HCM 95th %tile Q(veh)	0.2	- 3.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	55	49	3339	1089	39
Future Vol, veh/h	3	55	49	3339	1089	39
Conflicting Peds, #/hr	0	0	0	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	57	51	3478	1134	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2648	588	1175	0	-	0
Stage 1	1155	-	-	-	-	-
Stage 2	1493	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	41	387	322	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	35	387	322	-	-	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	129	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	322	-	255	-	-
HCM Lane V/C Ratio	0.159	-	0.237	-	-
HCM Control Delay (s)	18.3	-	23.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.9	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	4	65	5	1634	2788	10
Future Vol, veh/h	4	65	5	1634	2788	10
Conflicting Peds, #/hr	0	0	0	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	67	5	1685	2874	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3563	1442	2885	0	-	0
Stage 1	2879	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	12	104	44	-	-	-
Stage 1	15	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	104	44	-	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	15	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	213.5	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	44	-	70	-	-
HCM Lane V/C Ratio	0.117	-	1.016	-	-
HCM Control Delay (s)	97.4	-	213.5	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	5.2	-	-

Intersection	
Int Delay, s/veh	9.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	67	3038	18	49	936
Future Vol, veh/h	0	67	3038	18	49	936
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	3165	19	51	975

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3666	1592	0	0	3183	0
Stage 1	3174	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	11	82	-	-	~ 30	-
Stage 1	9	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	11	82	-	-	~ 30	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	9	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	149.3	0	31.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	82	~ 30	-
HCM Lane V/C Ratio	-	-	0.851	1.701	-
HCM Control Delay (s)	-	-	149.3	$ 624.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.4	5.9	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	52	1354	24	3	2511
Future Vol, veh/h	0	52	1354	24	3	2511
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	1382	24	3	2562

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2425	703	0	0	1406	0
Stage 1	1394	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	55	326	-	-	248	-
Stage 1	138	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	52	326	-	-	248	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	262	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	326	248	-
HCM Lane V/C Ratio	-	-	0.163	0.012	-
HCM Control Delay (s)	-	-	18.2	19.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	22	0	0	67	82	3097	18	49	935	75
Future Vol, veh/h	0	0	22	0	0	67	82	3097	18	49	935	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	70	85	3226	19	51	974	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2537	4492	493	3898	4482	1622	974	0	0	3245	0	0
Stage 1	1076	1076	-	3406	3406	-	-	-	-	-	-	-
Stage 2	1461	3416	-	492	1076	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	29	1	446	4	1	78	403	-	-	~ 28	-	-
Stage 1	176	294	-	3	18	-	-	-	-	-	-	-
Stage 2	120	18	-	482	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	1	444	3	1	78	401	-	-	~ 28	-	-
Mov Cap-2 Maneuver	3	1	-	3	1	-	-	-	-	-	-	-
Stage 1	139	294	-	2	14	-	-	-	-	-	-	-
Stage 2	10	14	-	455	294	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	165.8	0.4	32
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	401	-	-	444	78	~ 28	-	-
HCM Lane V/C Ratio	0.213	-	-	0.052	0.895	1.823	-	-
HCM Control Delay (s)	16.4	-	-	13.5	165.8	$ 692.6	-	-
HCM Lane LOS	C	-	-	B	F	F	-	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	4.6	6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	148	0	0	52	20	1412	24	3	2559	16
Future Vol, veh/h	0	0	148	0	0	52	20	1412	24	3	2559	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	44	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	50	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	90	98	90	98	98	98	98	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	164	0	0	53	22	1441	24	3	2611	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3238	4127	1350	2549	4115	733	2611	0	0	1465	0	0
Stage 1	2617	2617	-	1498	1498	-	-	-	-	-	-	-
Stage 2	621	1510	-	1051	2617	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	10	2	~ 120	29	2	312	61	-	-	232	-	-
Stage 1	13	49	-	89	184	-	-	-	-	-	-	-
Stage 2	402	181	-	219	49	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	1	~ 116	-	1	312	59	-	-	232	-	-
Mov Cap-2 Maneuver	6	1	-	-	1	-	-	-	-	-	-	-
Stage 1	8	48	-	56	115	-	-	-	-	-	-	-
Stage 2	209	114	-	-	48	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	299.2		1.5	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	59	-	-	116	-	232	-	-
HCM Lane V/C Ratio	0.377	-	-	1.418	-	0.013	-	-
HCM Control Delay (s)	99	-	-	299.2	-	20.7	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-	11.4	-	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	16.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	3315	19	51	1097
Future Vol, veh/h	0	70	3315	19	51	1097
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	3453	20	53	1143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4026	1736	0	0	3473	0
Stage 1	3463	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	7	~ 65	-	-	~ 21	-
Stage 1	6	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	7	~ 65	-	-	~ 21	-
Mov Cap-2 Maneuver	7	-	-	-	-	-
Stage 1	6	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	257.2	0	48
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	65	~ 21	-
HCM Lane V/C Ratio	-	-	1.122	2.53	-
HCM Control Delay (s)	-	-	257.2	$ 1080.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.7	6.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	54	1602	25	3	2855
Future Vol, veh/h	0	54	1602	25	3	2855
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1635	26	3	2913

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2818	830	0	0	1660	0
Stage 1	1647	-	-	-	-	-
Stage 2	1171	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	33	269	-	-	186	-
Stage 1	96	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	31	269	-	-	186	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	269	186	-
HCM Lane V/C Ratio	-	-	0.205	0.016	-
HCM Control Delay (s)	-	-	21.8	24.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	16.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	22	0	0	70	82	3374	19	51	1096	75
Future Vol, veh/h	0	0	22	0	0	70	82	3374	19	51	1096	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	73	85	3515	20	53	1142	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2825	4953	577	4258	4943	1767	1142	0	0	3534	0	0
Stage 1	1248	1248	-	3695	3695	-	-	-	-	-	-	-
Stage 2	1577	3705	-	563	1248	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	19	1	394	2	1	~ 62	334	-	-	~ 20	-	-
Stage 1	133	243	-	2	13	-	-	-	-	-	-	-
Stage 2	101	13	-	436	243	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	1	392	2	1	~ 62	332	-	-	~ 20	-	-
Mov Cap-2 Maneuver	-	1	-	2	1	-	-	-	-	-	-	-
Stage 1	99	243	-	1	10	-	-	-	-	-	-	-
Stage 2	-	10	-	408	243	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	282.4	0.5	48.1
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	332	-	-	392	62	~ 20	-	-
HCM Lane V/C Ratio	0.257	-	-	0.058	1.176	2.656	-	-
HCM Control Delay (s)	19.6	-	-	14.8	282.8	$ 1152.7	-	-
HCM Lane LOS	C	-	-	B	F	F	-	-
HCM 95th %tile Q(veh)	1	-	-	0.2	6	7	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	17.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	148	0	0	54	20	1660	25	3	2903	16
Future Vol, veh/h	0	0	148	0	0	54	20	1660	25	3	2903	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	44	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	50	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	90	98	90	98	98	98	98	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	164	0	0	55	22	1694	26	3	2962	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3690	4732	1525	2942	4719	860	2962	0	0	1719	0	0
Stage 1	2968	2968	-	1751	1751	-	-	-	-	-	-	-
Stage 2	722	1764	-	1191	2968	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	5	1	~ 91	16	1	257	40	-	-	173	-	-
Stage 1	7	32	-	58	138	-	-	-	-	-	-	-
Stage 2	349	136	-	179	32	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	2	0	~ 88	-	0	257	39	-	-	173	-	-
Mov Cap-2 Maneuver	2	0	-	-	0	-	-	-	-	-	-	-
Stage 1	3	31	-	25	60	-	-	-	-	-	-	-
Stage 2	120	59	-	-	31	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 510.8		2.3	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	39	-	-	88	-	173	-	-
HCM Lane V/C Ratio	0.57	-	-	1.869	-	0.018	-	-
HCM Control Delay (s)	182.3	-	-	$ 510.8	-	26.2	-	-
HCM Lane LOS	F	-	-	F	-	D	-	-
HCM 95th %tile Q(veh)	2	-	-	14	-	0.1	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	22	0	0	67	82	3060	18	49	938	75
Future Vol, veh/h	0	0	22	0	0	67	82	3060	18	49	938	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	70	85	3188	19	51	977	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2525	4456	495	3861	4447	1603	977	0	0	3206	0	0
Stage 1	1079	1079	-	3368	3368	-	-	-	-	-	-	-
Stage 2	1446	3377	-	493	1079	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	30	1	445	4	1	81	402	-	-	~ 29	-	-
Stage 1	175	293	-	4	19	-	-	-	-	-	-	-
Stage 2	123	19	-	481	293	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	1	443	3	1	81	400	-	-	~ 29	-	-
Mov Cap-2 Maneuver	3	1	-	3	1	-	-	-	-	-	-	-
Stage 1	138	293	-	3	15	-	-	-	-	-	-	-
Stage 2	13	15	-	454	293	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	153.2	0.4	30.3
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	400	-	-	443	81	~ 29	-	-
HCM Lane V/C Ratio	0.214	-	-	0.052	0.862	1.76	-	-
HCM Control Delay (s)	16.4	-	-	13.6	153.2	$ 657.3	-	-
HCM Lane LOS	C	-	-	B	F	F	-	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	4.5	6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	148	0	0	52	20	1416	24	3	2523	16
Future Vol, veh/h	0	0	148	0	0	52	20	1416	24	3	2523	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	44	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	50	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	90	98	90	98	98	98	98	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	164	0	0	53	22	1445	24	3	2574	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3203	4095	1331	2538	4083	735	2574	0	0	1469	0	0
Stage 1	2581	2581	-	1502	1502	-	-	-	-	-	-	-
Stage 2	622	1514	-	1036	2581	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	11	2	~ 124	29	2	311	63	-	-	231	-	-
Stage 1	14	52	-	88	183	-	-	-	-	-	-	-
Stage 2	402	181	-	223	52	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	1	~ 119	-	1	311	61	-	-	231	-	-
Mov Cap-2 Maneuver	7	1	-	-	1	-	-	-	-	-	-	-
Stage 1	9	51	-	56	117	-	-	-	-	-	-	-
Stage 2	213	116	-	-	51	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	283		1.4	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	61	-	-	119	-	231	-	-
HCM Lane V/C Ratio	0.364	-	-	1.382	-	0.013	-	-
HCM Control Delay (s)	94.6	-	-	283	-	20.8	-	-
HCM Lane LOS	F	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	1.3	-	-	11.2	-	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	15.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	22	0	0	70	82	3337	19	51	1099	75
Future Vol, veh/h	0	0	22	0	0	70	82	3337	19	51	1099	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	0	73	85	3476	20	53	1145	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2812	4918	578	4221	4908	1748	1145	0	0	3496	0	0
Stage 1	1251	1251	-	3657	3657	-	-	-	-	-	-	-
Stage 2	1561	3667	-	564	1251	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	19	1	393	2	1	~ 64	333	-	-	~ 21	-	-
Stage 1	133	242	-	2	13	-	-	-	-	-	-	-
Stage 2	104	13	-	436	242	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	1	391	2	1	~ 64	331	-	-	~ 21	-	-
Mov Cap-2 Maneuver	-	1	-	2	1	-	-	-	-	-	-	-
Stage 1	99	242	-	1	10	-	-	-	-	-	-	-
Stage 2	-	10	-	408	242	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	265.3	0.5	45
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	331	-	-	391	64	~ 21	-	-
HCM Lane V/C Ratio	0.258	-	-	0.059	1.139	2.53	-	-
HCM Control Delay (s)	19.6	-	-	14.8	265.3	1080.6	-	-
HCM Lane LOS	C	-	-	B	F	F	-	-
HCM 95th %tile Q(veh)	1	-	-	0.2	5.8	6.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	16.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	148	0	0	54	20	1664	25	3	2867	16
Future Vol, veh/h	0	0	148	0	0	54	20	1664	25	3	2867	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	44	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	50	-	-	50	-	65
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	90	98	90	98	98	98	98	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	164	0	0	55	22	1698	26	3	2926	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3656	4700	1507	2931	4687	862	2926	0	0	1723	0	0
Stage 1	2932	2932	-	1755	1755	-	-	-	-	-	-	-
Stage 2	724	1768	-	1176	2932	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	5	1	~ 94	16	1	256	41	-	-	173	-	-
Stage 1	8	33	-	58	137	-	-	-	-	-	-	-
Stage 2	348	135	-	182	33	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	2	0	~ 91	-	0	256	39	-	-	173	-	-
Mov Cap-2 Maneuver	2	0	-	-	0	-	-	-	-	-	-	-
Stage 1	3	32	-	25	60	-	-	-	-	-	-	-
Stage 2	119	59	-	-	32	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 481.4		2.3	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	39	-	-	91	-	173	-	-
HCM Lane V/C Ratio	0.57	-	-	1.807	-	0.018	-	-
HCM Control Delay (s)	182.3	-	-	$ 481.4	-	26.2	-	-
HCM Lane LOS	F	-	-	F	-	D	-	-
HCM 95th %tile Q(veh)	2	-	-	13.7	-	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	10.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	67	3075	18	49	933
Future Vol, veh/h	0	67	3075	18	49	933
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	3203	19	51	972

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3704	1611	0	0	3222	0
Stage 1	3213	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	10	80	-	-	~ 29	-
Stage 1	9	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	10	80	-	-	~ 29	-
Mov Cap-2 Maneuver	10	-	-	-	-	-
Stage 1	9	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	157.3	0	32.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	80	~ 29	-
HCM Lane V/C Ratio	-	-	0.872	1.76	-
HCM Control Delay (s)	-	-	157.3	$ 657.3	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.5	6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	52	1350	24	3	2547
Future Vol, veh/h	0	52	1350	24	3	2547
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	1378	24	3	2599

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2436	701	0	0	1402	0
Stage 1	1390	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	54	327	-	-	249	-
Stage 1	139	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	51	327	-	-	249	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	257	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	249	-
HCM Lane V/C Ratio	-	-	0.162	0.012	-
HCM Control Delay (s)	-	-	18.1	19.6	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	17

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	3352	19	51	1094
Future Vol, veh/h	0	70	3352	19	51	1094
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	3492	20	53	1140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4064	1756	0	0	3511	0
Stage 1	3502	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	6	~ 63	-	-	~ 20	-
Stage 1	6	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	6	~ 63	-	-	~ 20	-
Mov Cap-2 Maneuver	6	-	-	-	-	-
Stage 1	6	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	273.7	0	51.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	63	~ 20	-
HCM Lane V/C Ratio	-	-	1.157	2.656	-
HCM Control Delay (s)	-	-	273.7	$ 1152.7	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.9	7	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	54	1598	25	3	2891
Future Vol, veh/h	0	54	1598	25	3	2891
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1631	26	3	2950

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2829	828	0	0	1656	0
Stage 1	1643	-	-	-	-	-
Stage 2	1186	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	33	270	-	-	186	-
Stage 1	96	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	31	270	-	-	186	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	270	186	-
HCM Lane V/C Ratio	-	-	0.204	0.016	-
HCM Control Delay (s)	-	-	21.7	24.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	10.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	67	3061	18	49	934
Future Vol, veh/h	0	67	3061	18	49	934
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	3189	19	51	973

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3689	1604	0	0	3207	0
Stage 1	3198	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	10	81	-	-	~ 29	-
Stage 1	9	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	10	81	-	-	~ 29	-
Mov Cap-2 Maneuver	10	-	-	-	-	-
Stage 1	9	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	153.2	0	32.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	81	~ 29	-
HCM Lane V/C Ratio	-	-	0.862	1.76	-
HCM Control Delay (s)	-	-	153.2	$ 657.3	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.5	6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	52	1354	24	3	2538
Future Vol, veh/h	0	52	1354	24	3	2538
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	1382	24	3	2590

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2436	703	0	0	1406	0
Stage 1	1394	-	-	-	-	-
Stage 2	1042	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	54	326	-	-	248	-
Stage 1	138	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	51	326	-	-	248	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	326	248	-
HCM Lane V/C Ratio	-	-	0.163	0.012	-
HCM Control Delay (s)	-	-	18.2	19.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	16.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	3338	19	51	1095
Future Vol, veh/h	0	70	3338	19	51	1095
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	3477	20	53	1141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4050	1748	0	0	3497	0
Stage 1	3487	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	6	~ 64	-	-	~ 21	-
Stage 1	6	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	6	~ 64	-	-	~ 21	-
Mov Cap-2 Maneuver	6	-	-	-	-	-
Stage 1	6	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	265.3	0	48.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	64	~ 21	-
HCM Lane V/C Ratio	-	-	1.139	2.53	-
HCM Control Delay (s)	-	-	265.3	$ 1080.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.8	6.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	54	1602	25	3	2882
Future Vol, veh/h	0	54	1602	25	3	2882
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1635	26	3	2941

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2829	830	0	0	1660	0
Stage 1	1647	-	-	-	-	-
Stage 2	1182	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	33	269	-	-	186	-
Stage 1	96	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	31	269	-	-	186	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	216	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	269	186	-
HCM Lane V/C Ratio	-	-	0.205	0.016	-
HCM Control Delay (s)	-	-	21.8	24.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	9.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	67	3052	18	49	932
Future Vol, veh/h	0	67	3052	18	49	932
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	3179	19	51	971

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3679	1599	0	0	3198	0
Stage 1	3189	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	11	81	-	-	~ 30	-
Stage 1	9	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	11	81	-	-	~ 30	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	9	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	153.2	0	31.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	81	~ 30	-
HCM Lane V/C Ratio	-	-	0.862	1.701	-
HCM Control Delay (s)	-	-	153.2	$ 624.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.5	5.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	52	1350	24	3	2527
Future Vol, veh/h	0	52	1350	24	3	2527
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	1378	24	3	2579

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2428	701	0	0	1402	0
Stage 1	1390	-	-	-	-	-
Stage 2	1038	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	55	327	-	-	249	-
Stage 1	139	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	52	327	-	-	249	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	249	-
HCM Lane V/C Ratio	-	-	0.162	0.012	-
HCM Control Delay (s)	-	-	18.1	19.6	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	16

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	3329	19	51	1093
Future Vol, veh/h	0	70	3329	19	51	1093
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	3468	20	53	1139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4040	1744	0	0	3488	0
Stage 1	3478	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	7	~ 65	-	-	~ 21	-
Stage 1	6	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	7	~ 65	-	-	~ 21	-
Mov Cap-2 Maneuver	7	-	-	-	-	-
Stage 1	6	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	257.2	0	48.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	65	~ 21	-
HCM Lane V/C Ratio	-	-	1.122	2.53	-
HCM Control Delay (s)	-	-	257.2	$ 1080.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.7	6.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	54	1598	25	3	2871
Future Vol, veh/h	0	54	1598	25	3	2871
Conflicting Peds, #/hr	0	0	0	44	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1631	26	3	2930

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2821	828	0	0	1656	0
Stage 1	1643	-	-	-	-	-
Stage 2	1178	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	33	270	-	-	186	-
Stage 1	96	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	31	270	-	-	186	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	217	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	270	186	-
HCM Lane V/C Ratio	-	-	0.204	0.016	-
HCM Control Delay (s)	-	-	21.7	24.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Intersection Delay, s/veh	247.3
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	23	73	3620	1273
Demand Flow Rate, veh/h	23	74	3692	1299
Vehicles Circulating, veh/h	1219	3672	54	87
Vehicles Exiting, veh/h	167	74	1188	3659
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	6	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.1	145.7	333.6	11.9
Approach LOS	A	F	F	B

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	23	74	1735	1957	611	688
Cap Entry Lane, veh/h	481	86	1085	1088	1059	1063
Entry HV Adj Factor	1.000	0.986	0.981	0.980	0.979	0.981
Flow Entry, veh/h	23	73	1701	1918	598	675
Cap Entry, veh/h	481	85	1064	1067	1037	1043
V/C Ratio	0.048	0.856	1.599	1.799	0.577	0.647
Control Delay, s/veh	8.1	145.7	286.7	375.2	11.0	12.8
LOS	A	F	F	F	B	B
95th %tile Queue, veh	0	5	87	113	4	5

Intersection	
Intersection Delay, s/veh	127.1
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	164	55	1742	2983
Demand Flow Rate, veh/h	167	56	1777	3042
Vehicles Circulating, veh/h	3024	1750	3	22
Vehicles Exiting, veh/h	40	30	3188	1784
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	44	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	215.4	14.1	18.7	187.6
Approach LOS	F	B	C	F

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	167	56	835	942	1430	1612
Cap Entry Lane, veh/h	136	332	1127	1128	1111	1113
Entry HV Adj Factor	0.982	0.982	0.981	0.980	0.980	0.981
Flow Entry, veh/h	164	55	819	923	1402	1581
Cap Entry, veh/h	134	326	1106	1105	1090	1091
V/C Ratio	1.227	0.169	0.741	0.835	1.287	1.449
Control Delay, s/veh	215.4	14.1	15.6	21.4	150.7	220.4
LOS	F	B	C	C	F	F
95th %tile Queue, veh	10	1	7	10	50	70

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	22	0	0	70	82	3374	19	51	1096	75
Future Volume (veh/h)	0	0	22	0	0	70	82	3374	19	51	1096	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	0	23	0	0	73	85	3515	20	53	1142	78
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	92	0	0	92	101	4366	25	67	4159	1295
Arrive On Green	0.00	0.00	0.06	0.00	0.00	0.06	0.11	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	0	0	1583	0	0	1583	1774	5218	30	1774	5085	1583
Grp Volume(v), veh/h	0	0	23	0	0	73	85	2281	1254	53	1142	78
Grp Sat Flow(s),veh/h/ln	0	0	1583	0	0	1583	1774	1695	1857	1774	1695	1583
Q Serve(g_s), s	0.0	0.0	2.8	0.0	0.0	9.1	9.4	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.8	0.0	0.0	9.1	9.4	0.0	0.0	5.9	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	92	0	0	92	101	2836	1554	67	4159	1295
V/C Ratio(X)	0.00	0.00	0.25	0.00	0.00	0.80	0.84	0.80	0.81	0.79	0.27	0.06
Avail Cap(c_a), veh/h	0	0	241	0	0	241	186	2836	1554	186	4159	1295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	90.1	0.0	0.0	93.0	87.8	0.0	0.0	91.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.7	0.0	0.0	16.8	7.1	2.5	4.6	7.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	2.3	0.0	0.0	7.9	8.4	1.8	3.6	5.4	0.1	0.1
LnGrp Delay(d),s/veh	0.0	0.0	91.8	0.0	0.0	109.9	94.9	2.5	4.6	99.1	0.2	0.1
LnGrp LOS			F			F	F	A	A	F	A	A
Approach Vol, veh/h		23			73			3620			1273	
Approach Delay, s/veh		91.8			109.9			5.4			4.3	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	172.3		16.1	15.3	168.6		16.1
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	21.0	135.0		30.5	21.0	135.0		30.5
Max Q Clear Time (g_c+I1), s	7.9	2.0		4.8	11.4	2.0		11.1
Green Ext Time (p_c), s	0.0	131.8		0.6	0.1	131.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	148	0	0	54	20	1660	25	3	2903	16
Future Volume (veh/h)	0	0	148	0	0	54	20	1660	25	3	2903	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	0	0	164	0	0	55	22	1694	26	3	2962	18
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.90	0.90	0.90	0.98	0.90	0.98	0.90	0.98	0.98	0.98	0.98	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	184	0	0	184	50	4177	64	11	4006	1247
Arrive On Green	0.00	0.00	0.12	0.00	0.00	0.12	0.04	1.00	1.00	0.01	1.00	1.00
Sat Flow, veh/h	0	0	1583	0	0	1583	1774	5157	79	1774	5085	1583
Grp Volume(v), veh/h	0	0	164	0	0	55	22	1113	607	3	2962	18
Grp Sat Flow(s),veh/h/ln	0	0	1583	0	0	1583	1774	1695	1846	1774	1695	1583
Q Serve(g_s), s	0.0	0.0	20.4	0.0	0.0	6.4	2.4	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	20.4	0.0	0.0	6.4	2.4	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	184	0	0	184	50	2746	1495	11	4006	1247
V/C Ratio(X)	0.00	0.00	0.89	0.00	0.00	0.30	0.44	0.41	0.41	0.28	0.74	0.01
Avail Cap(c_a), veh/h	0	0	241	0	0	241	186	2746	1495	186	4006	1247
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	87.1	0.0	0.0	80.9	94.7	0.0	0.0	98.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	26.8	0.0	0.0	1.1	2.2	0.4	0.8	5.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	15.6	0.0	0.0	5.1	2.2	0.3	0.6	0.3	0.8	0.0
LnGrp Delay(d),s/veh	0.0	0.0	113.9	0.0	0.0	81.9	96.9	0.4	0.8	103.7	1.3	0.0
LnGrp LOS			F			F	F	A	A	F	A	A
Approach Vol, veh/h		164			55			1742			2983	
Approach Delay, s/veh		113.9			81.9			1.8			1.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	167.0		27.8	9.6	162.6		27.8
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	21.0	135.0		30.5	21.0	135.0		30.5
Max Q Clear Time (g_c+I1), s	2.3	2.0		22.4	4.4	2.0		8.4
Green Ext Time (p_c), s	0.0	131.5		0.9	0.0	131.5		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	39	2943	6	34	954
Future Vol, veh/h	0	39	2943	6	34	954
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	3034	6	35	984

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3501	1520	0	0	3040	0
Stage 1	3037	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	14	92	-	-	36	-
Stage 1	12	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	92	-	-	36	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	12	-	-	-	-	-
Stage 2	15	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	71.5	0	10.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	92	36	-
HCM Lane V/C Ratio	-	-	0.437	0.974	-
HCM Control Delay (s)	-	-	71.5	$ 308.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	1.8	3.6	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	7	50	1297	17	58	2447
Future Vol, veh/h	7	50	1297	17	58	2447
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	51	1323	17	59	2497

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2449	670	0	0	1341	0
Stage 1	1332	-	-	-	-	-
Stage 2	1117	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	53	343	-	-	267	-
Stage 1	151	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	343	-	-	267	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	151	-	-	-	-	-
Stage 2	190	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	267	-
HCM Lane V/C Ratio	-	-	0.323	0.222	-
HCM Control Delay (s)	-	-	34.3	22.3	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	0.8	-

Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	39	3075	6	9	34	969
Future Vol, veh/h	0	39	3075	6	9	34	969
Conflicting Peds, #/hr	0	0	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	40	3170	6	9	35	999

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3661	1588	0	0	2359	3176	0
Stage 1	3173	-	-	-	-	-	-
Stage 2	488	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	11	83	-	-	75	~ 31	-
Stage 1	9	-	-	-	-	-	-
Stage 2	532	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	11	83	-	-	33	~ 33	-
Mov Cap-2 Maneuver	11	-	-	-	-	-	-
Stage 1	9	-	-	-	-	-	-
Stage 2	530	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	83.7	0	20
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	83	~ 33	-
HCM Lane V/C Ratio	-	-	0.484	1.343	-
HCM Control Delay (s)	-	-	83.7	$ 470.2	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	2	4.8	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	7	50	1313	17	62	58	2574
Future Vol, veh/h	7	50	1313	17	62	58	2574
Conflicting Peds, #/hr	0	0	0	14	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	51	1340	17	63	59	2627

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2644	679	0	0	1042	1357	0
Stage 1	1348	-	-	-	-	-	-
Stage 2	1296	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	42	338	-	-	416	262	-
Stage 1	147	-	-	-	-	-	-
Stage 2	197	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	42	338	-	-	303	303	-
Mov Cap-2 Maneuver	42	-	-	-	-	-	-
Stage 1	147	-	-	-	-	-	-
Stage 2	195	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	181	303	-
HCM Lane V/C Ratio	-	-	0.321	0.404	-
HCM Control Delay (s)	-	-	34	24.7	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	1.9	-

Intersection	
Int Delay, s/veh	9.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	43	3214	6	39	1112
Future Vol, veh/h	5	43	3214	6	39	1112
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	44	3313	6	40	1146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3855	1660	0	0	3320	0
Stage 1	3316	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	8	74	-	-	~ 26	-
Stage 1	8	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	74	-	-	~ 26	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	8	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 378.5	0	20.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	40	~ 26	-
HCM Lane V/C Ratio	-	-	1.237	1.546	-
HCM Control Delay (s)	-	-	$ 378.5	$ 600.3	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.9	4.9	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	24	60	1535	18	69	2779
Future Vol, veh/h	24	60	1535	18	69	2779
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	61	1566	18	70	2836

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2851	792	0	0	1585	0
Stage 1	1576	-	-	-	-	-
Stage 2	1275	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	32	285	-	-	202	-
Stage 1	106	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	285	-	-	202	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	106	-	-	-	-	-
Stage 2	130	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 357.8	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	62	202	-
HCM Lane V/C Ratio	-	-	1.382	0.349	-
HCM Control Delay (s)	-	-	$ 357.8	32.1	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	7.3	1.5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	15.1

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	5	43	3346	6	9	39	1127
Future Vol, veh/h	5	43	3346	6	9	39	1127
Conflicting Peds, #/hr	0	0	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	5	44	3449	6	9	40	1162

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	4017	1728	0	0	2567	3456	0
Stage 1	3453	-	-	-	-	-	-
Stage 2	564	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	7	66	-	-	57	~ 22	-
Stage 1	6	-	-	-	-	-	-
Stage 2	486	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	7	66	-	-	22	~ 22	-
Mov Cap-2 Maneuver	7	-	-	-	-	-	-
Stage 1	6	-	-	-	-	-	-
Stage 2	484	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 473.2	0	39.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	35	~ 22	-
HCM Lane V/C Ratio	-	-	1.414	2.249	-
HCM Control Delay (s)	-	-	$ 473.2	$ 968.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.3	6.4	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	24	60	1551	18	62	69	2906
Future Vol, veh/h	24	60	1551	18	62	69	2906
Conflicting Peds, #/hr	0	0	0	14	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	24	61	1583	18	63	70	2965

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3045	801	0	0	1230	1601	0
Stage 1	1592	-	-	-	-	-	-
Stage 2	1453	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	25	281	-	-	327	199	-
Stage 1	104	-	-	-	-	-	-
Stage 2	161	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	25	281	-	-	223	223	-
Mov Cap-2 Maneuver	25	-	-	-	-	-	-
Stage 1	104	-	-	-	-	-	-
Stage 2	159	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	267	0	1.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	72	223	-
HCM Lane V/C Ratio	-	-	1.19	0.599	-
HCM Control Delay (s)	-	-	267	42.8	-
HCM Lane LOS	-	-	F	E	-
HCM 95th %tile Q(veh)	-	-	6.6	3.4	-

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	39	3038	6	9	34	969
Future Vol, veh/h	0	39	3038	6	9	34	969
Conflicting Peds, #/hr	0	0	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	40	3132	6	9	35	999

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3623	1569	0	0	2331	3138	0
Stage 1	3135	-	-	-	-	-	-
Stage 2	488	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	11	85	-	-	78	~ 32	-
Stage 1	10	-	-	-	-	-	-
Stage 2	532	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	11	85	-	-	34	~ 34	-
Mov Cap-2 Maneuver	11	-	-	-	-	-	-
Stage 1	10	-	-	-	-	-	-
Stage 2	530	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	80.7	0	18.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	85	~ 34	-
HCM Lane V/C Ratio	-	-	0.473	1.304	-
HCM Control Delay (s)	-	-	80.7	$ 444.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	2	4.8	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	7	50	1317	17	62	58	2545
Future Vol, veh/h	7	50	1317	17	62	58	2545
Conflicting Peds, #/hr	0	0	0	14	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	51	1344	17	63	59	2597

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2637	681	0	0	1045	1361	0
Stage 1	1353	-	-	-	-	-	-
Stage 2	1284	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	42	337	-	-	415	261	-
Stage 1	146	-	-	-	-	-	-
Stage 2	200	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	42	337	-	-	302	302	-
Mov Cap-2 Maneuver	42	-	-	-	-	-	-
Stage 1	146	-	-	-	-	-	-
Stage 2	198	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	181	302	-
HCM Lane V/C Ratio	-	-	0.321	0.405	-
HCM Control Delay (s)	-	-	34	24.9	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	1.9	-

Intersection	
Int Delay, s/veh	14.3

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	5	43	3309	6	9	39	1127
Future Vol, veh/h	5	43	3309	6	9	39	1127
Conflicting Peds, #/hr	0	0	0	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	5	44	3411	6	9	40	1162

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3978	1709	0	0	2539	3418	0
Stage 1	3414	-	-	-	-	-	-
Stage 2	564	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	7	68	-	-	59	~ 23	-
Stage 1	6	-	-	-	-	-	-
Stage 2	486	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	7	68	-	-	23	~ 23	-
Mov Cap-2 Maneuver	7	-	-	-	-	-	-
Stage 1	6	-	-	-	-	-	-
Stage 2	484	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 451.9	0	36.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	36	~ 23	-
HCM Lane V/C Ratio	-	-	1.375	2.152	-
HCM Control Delay (s)	-	-	$ 451.9	$ 898.7	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5.2	6.3	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	24	60	1555	18	62	69	2877
Future Vol, veh/h	24	60	1555	18	62	69	2877
Conflicting Peds, #/hr	0	0	0	14	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	24	61	1587	18	63	70	2936

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3038	803	0	0	1233	1605	0
Stage 1	1596	-	-	-	-	-	-
Stage 2	1442	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	25	280	-	-	326	198	-
Stage 1	103	-	-	-	-	-	-
Stage 2	164	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	25	280	-	-	222	222	-
Mov Cap-2 Maneuver	25	-	-	-	-	-	-
Stage 1	103	-	-	-	-	-	-
Stage 2	162	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	267	0	1.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	72	222	-
HCM Lane V/C Ratio	-	-	1.19	0.602	-
HCM Control Delay (s)	-	-	267	43.2	-
HCM Lane LOS	-	-	F	E	-
HCM 95th %tile Q(veh)	-	-	6.6	3.5	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	39	2980	6	34	954
Future Vol, veh/h	0	39	2980	6	34	954
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	3072	6	35	984

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3539	1539	0	0	3078	0
Stage 1	3075	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	13	89	-	-	~ 34	-
Stage 1	11	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	89	-	-	~ 34	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	11	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	75.2	0	11.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	89	~ 34	-
HCM Lane V/C Ratio	-	-	0.452	1.031	-
HCM Control Delay (s)	-	-	75.2	$ 339.6	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	1.9	3.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	7	50	1293	17	58	2476
Future Vol, veh/h	7	50	1293	17	58	2476
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	51	1319	17	59	2527

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2457	668	0	0	1337	0
Stage 1	1328	-	-	-	-	-
Stage 2	1129	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	53	344	-	-	268	-
Stage 1	152	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	344	-	-	268	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	152	-	-	-	-	-
Stage 2	187	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	268	-
HCM Lane V/C Ratio	-	-	0.323	0.221	-
HCM Control Delay (s)	-	-	34.3	22.2	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	0.8	-

Intersection	
Int Delay, s/veh	10.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	43	3251	6	39	1112
Future Vol, veh/h	5	43	3251	6	39	1112
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	44	3352	6	40	1146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3894	1679	0	0	3358	0
Stage 1	3355	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	8	72	-	-	~ 24	-
Stage 1	7	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	72	-	-	~ 24	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	7	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 395.2	0	22.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	39	~ 24	-
HCM Lane V/C Ratio	-	-	1.269	1.675	-
HCM Control Delay (s)	-	-	$ 395.2	$ 675.9	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5	5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	24	60	1531	18	69	2808
Future Vol, veh/h	24	60	1531	18	69	2808
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	61	1562	18	70	2865

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2858	790	0	0	1581	0
Stage 1	1571	-	-	-	-	-
Stage 2	1287	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	32	286	-	-	203	-
Stage 1	107	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	286	-	-	203	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	107	-	-	-	-	-
Stage 2	129	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 357.8	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	62	203	-
HCM Lane V/C Ratio	-	-	1.382	0.347	-
HCM Control Delay (s)	-	-	$ 357.8	31.9	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	7.3	1.5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	39	2966	6	34	955
Future Vol, veh/h	0	39	2966	6	34	955
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	3058	6	35	985

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3525	1532	0	0	3064	0
Stage 1	3061	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	13	90	-	-	~ 35	-
Stage 1	11	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	90	-	-	~ 35	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	11	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	73.9	0	11.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	90	~ 35	-
HCM Lane V/C Ratio	-	-	0.447	1.001	-
HCM Control Delay (s)	-	-	73.9	$ 323.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	1.9	3.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	7	50	1297	17	58	2467
Future Vol, veh/h	7	50	1297	17	58	2467
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	51	1323	17	59	2517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2457	670	0	0	1341	0
Stage 1	1332	-	-	-	-	-
Stage 2	1125	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	53	343	-	-	267	-
Stage 1	151	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	343	-	-	267	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	151	-	-	-	-	-
Stage 2	188	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	267	-
HCM Lane V/C Ratio	-	-	0.323	0.222	-
HCM Control Delay (s)	-	-	34.3	22.3	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	0.8	-

Intersection	
Int Delay, s/veh	9.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	43	3237	6	39	1113
Future Vol, veh/h	5	43	3237	6	39	1113
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	44	3337	6	40	1147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3879	1672	0	0	3343	0
Stage 1	3340	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	8	72	-	-	~ 25	-
Stage 1	7	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	72	-	-	~ 25	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	7	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 395.2	0	21.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	39	~ 25	-
HCM Lane V/C Ratio	-	-	1.269	1.608	-
HCM Control Delay (s)	-	-	$ 395.2	$ 636.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	5	4.9	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	24	60	1535	18	69	2799
Future Vol, veh/h	24	60	1535	18	69	2799
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	61	1566	18	70	2856

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2859	792	0	0	1585	0
Stage 1	1576	-	-	-	-	-
Stage 2	1283	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	31	285	-	-	202	-
Stage 1	106	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 20	285	-	-	202	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-
Stage 1	106	-	-	-	-	-
Stage 2	129	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 380.2	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	60	202	-
HCM Lane V/C Ratio	-	-	1.429	0.349	-
HCM Control Delay (s)	-	-	$ 380.2	32.1	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	7.5	1.5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	39	2957	6	34	953
Future Vol, veh/h	0	39	2957	6	34	953
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	3048	6	35	982

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3515	1527	0	0	3055	0
Stage 1	3052	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	13	91	-	-	~ 35	-
Stage 1	11	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	91	-	-	~ 35	-
Mov Cap-2 Maneuver	13	-	-	-	-	-
Stage 1	11	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	72.7	0	11.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	91	~ 35	-
HCM Lane V/C Ratio	-	-	0.442	1.001	-
HCM Control Delay (s)	-	-	72.7	$ 323.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	1.8	3.6	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	7	50	1293	17	58	2456
Future Vol, veh/h	7	50	1293	17	58	2456
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	51	1319	17	59	2506

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2449	668	0	0	1337	0
Stage 1	1328	-	-	-	-	-
Stage 2	1121	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	53	344	-	-	268	-
Stage 1	152	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	344	-	-	268	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	152	-	-	-	-	-
Stage 2	190	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	268	-
HCM Lane V/C Ratio	-	-	0.323	0.221	-
HCM Control Delay (s)	-	-	34.3	22.2	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.3	0.8	-

Intersection	
Int Delay, s/veh	9.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	43	3228	6	39	1111
Future Vol, veh/h	5	43	3228	6	39	1111
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	44	3328	6	40	1145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3870	1667	0	0	3334	0
Stage 1	3331	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	8	73	-	-	~ 25	-
Stage 1	7	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	73	-	-	~ 25	-
Mov Cap-2 Maneuver	8	-	-	-	-	-
Stage 1	7	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 378.5	0	21.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	40	~ 25	-
HCM Lane V/C Ratio	-	-	1.237	1.608	-
HCM Control Delay (s)	-	-	$ 378.5	$ 636.5	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	4.9	4.9	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	24	60	1531	18	69	2788
Future Vol, veh/h	24	60	1531	18	69	2788
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	85	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	61	1562	18	70	2845

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2850	790	0	0	1581	0
Stage 1	1571	-	-	-	-	-
Stage 2	1279	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	32	286	-	-	203	-
Stage 1	107	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 21	286	-	-	203	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	107	-	-	-	-	-
Stage 2	130	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 357.8	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	62	203	-
HCM Lane V/C Ratio	-	-	1.382	0.347	-
HCM Control Delay (s)	-	-	$ 357.8	31.9	-
HCM Lane LOS	-	-	F	D	-
HCM 95th %tile Q(veh)	-	-	7.3	1.5	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	363	69	282	506	592	46	2299	154	176	706	45
Future Volume (veh/h)	92	363	69	282	506	592	46	2299	154	176	706	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	378	72	294	527	617	48	2395	0	183	735	47
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	536	101	332	761	434	99	2893	901	216	2813	179
Arrive On Green	0.06	0.18	0.18	0.10	0.22	0.22	0.11	1.00	0.00	0.13	1.00	1.00
Sat Flow, veh/h	1774	2942	553	3442	3539	1555	1774	5085	1583	3442	4886	311
Grp Volume(v), veh/h	96	225	225	294	527	617	48	2395	0	183	509	273
Grp Sat Flow(s),veh/h/ln	1774	1770	1726	1721	1770	1555	1774	1695	1583	1721	1695	1807
Q Serve(g_s), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear(g_c), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.4	0.0	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	113	322	314	332	761	434	99	2893	901	216	1952	1040
V/C Ratio(X)	0.85	0.70	0.71	0.89	0.69	1.42	0.48	0.83	0.00	0.85	0.26	0.26
Avail Cap(c_a), veh/h	160	322	314	430	761	434	124	2893	901	258	1952	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.7	76.7	76.9	89.3	72.4	72.3	86.1	0.0	0.0	86.5	0.0	0.0
Incr Delay (d2), s/veh	19.1	6.9	7.8	15.3	2.8	203.5	0.9	2.0	0.0	19.6	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	18.1	18.1	13.6	19.9	87.4	4.5	1.0	0.0	9.4	0.2	0.3
LnGrp Delay(d),s/veh	111.8	83.5	84.7	104.5	75.3	275.8	87.1	2.0	0.0	106.2	0.3	0.6
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		546			1438			2443			965	
Approach Delay, s/veh		89.0			167.3			3.7			20.5	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	118.8	23.3	40.9	15.7	120.1	16.7	47.5
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	12.4	2.0	18.9	26.5	7.1	2.0	12.7	45.0
Green Ext Time (p_c), s	0.1	90.6	0.4	6.4	0.0	91.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	59.0
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	404	53	268	346	274	40	993	265	481	1893	66
Future Volume (veh/h)	67	404	53	268	346	274	40	993	265	481	1893	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	69	416	55	276	357	282	41	1024	0	496	1952	68
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	526	69	314	750	564	96	2558	796	508	3011	105
Arrive On Green	0.05	0.17	0.17	0.09	0.21	0.21	0.04	0.34	0.00	0.20	0.79	0.79
Sat Flow, veh/h	1774	3124	410	3442	3539	1558	1774	5085	1583	3442	5046	176
Grp Volume(v), veh/h	69	234	237	276	357	282	41	1024	0	496	1310	710
Grp Sat Flow(s),veh/h/ln	1774	1770	1764	1721	1770	1558	1774	1695	1583	1721	1695	1832
Q Serve(g_s), s	7.7	25.4	25.8	15.8	17.7	28.3	4.5	30.9	0.0	28.7	32.8	33.0
Cycle Q Clear(g_c), s	7.7	25.4	25.8	15.8	17.7	28.3	4.5	30.9	0.0	28.7	32.8	33.0
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	84	298	297	314	750	564	96	2558	796	508	2023	1093
V/C Ratio(X)	0.82	0.79	0.80	0.88	0.48	0.50	0.43	0.40	0.00	0.98	0.65	0.65
Avail Cap(c_a), veh/h	124	323	322	430	841	604	129	2558	796	508	2023	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	94.4	79.7	79.9	89.8	69.1	50.1	93.4	43.2	0.0	80.0	11.7	11.7
Incr Delay (d2), s/veh	14.7	11.8	12.8	13.3	0.6	0.8	1.1	0.5	0.0	33.9	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	19.4	19.8	12.8	13.6	18.1	4.1	20.8	0.0	22.5	22.0	24.1
LnGrp Delay(d),s/veh	109.1	91.5	92.7	103.1	69.6	50.9	94.5	43.6	0.0	114.0	13.3	14.7
LnGrp LOS	F	F	F	F	E	D	F	D		F	B	B
Approach Vol, veh/h		540			915			1065			2516	
Approach Delay, s/veh		94.3			74.0			45.6			33.6	
Approach LOS		F			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	105.6	22.2	38.1	15.3	124.3	13.5	46.9
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	30.7	32.9	17.8	27.8	6.5	35.0	9.7	30.3
Green Ext Time (p_c), s	0.0	51.6	0.4	4.5	0.0	61.6	0.0	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	50.0
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	363	69	282	506	647	46	2375	154	183	713	46
Future Volume (veh/h)	92	363	69	282	506	647	46	2375	154	183	713	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	378	72	294	527	674	48	2474	0	191	743	48
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	536	101	332	761	437	99	2881	897	223	2811	181
Arrive On Green	0.06	0.18	0.18	0.10	0.22	0.22	0.11	1.00	0.00	0.13	1.00	1.00
Sat Flow, veh/h	1774	2942	553	3442	3539	1555	1774	5085	1583	3442	4883	314
Grp Volume(v), veh/h	96	225	225	294	527	674	48	2474	0	191	515	276
Grp Sat Flow(s),veh/h/ln	1774	1770	1726	1721	1770	1555	1774	1695	1583	1721	1695	1806
Q Serve(g_s), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.9	0.0	0.0
Cycle Q Clear(g_c), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.9	0.0	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	113	322	314	332	761	437	99	2881	897	223	1952	1040
V/C Ratio(X)	0.85	0.70	0.71	0.89	0.69	1.54	0.48	0.86	0.00	0.85	0.26	0.27
Avail Cap(c_a), veh/h	160	322	314	430	761	437	124	2881	897	258	1952	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.66	0.66	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.7	76.7	76.9	89.3	72.4	72.1	86.1	0.0	0.0	86.1	0.0	0.0
Incr Delay (d2), s/veh	19.1	6.9	7.8	15.3	2.8	255.2	0.9	2.4	0.0	21.2	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	18.1	18.1	13.6	19.9	99.3	4.5	1.2	0.0	9.8	0.2	0.3
LnGrp Delay(d),s/veh	111.8	83.5	84.7	104.5	75.3	327.3	87.0	2.4	0.0	107.3	0.3	0.6
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		546			1495			2522			982	
Approach Delay, s/veh		89.0			194.6			4.0			21.2	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	118.3	23.3	40.9	15.7	120.1	16.7	47.5
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	12.9	2.0	18.9	26.5	7.1	2.0	12.7	45.0
Green Ext Time (p_c), s	0.1	92.6	0.4	6.5	0.0	93.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.8
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	404	53	268	346	280	40	1002	265	531	1961	76
Future Volume (veh/h)	67	404	53	268	346	280	40	1002	265	531	1961	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	69	416	55	276	357	289	41	1033	0	547	2022	78
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	526	69	314	750	564	96	2558	796	508	2998	115
Arrive On Green	0.05	0.17	0.17	0.09	0.21	0.21	0.02	0.17	0.00	0.20	0.79	0.79
Sat Flow, veh/h	1774	3124	410	3442	3539	1558	1774	5085	1583	3442	5025	193
Grp Volume(v), veh/h	69	234	237	276	357	289	41	1033	0	547	1363	737
Grp Sat Flow(s),veh/h/ln	1774	1770	1764	1721	1770	1558	1774	1695	1583	1721	1695	1828
Q Serve(g_s), s	7.7	25.4	25.8	15.8	17.7	29.2	4.6	36.3	0.0	29.5	35.7	35.9
Cycle Q Clear(g_c), s	7.7	25.4	25.8	15.8	17.7	29.2	4.6	36.3	0.0	29.5	35.7	35.9
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	84	298	297	314	750	564	96	2558	796	508	2023	1091
V/C Ratio(X)	0.82	0.79	0.80	0.88	0.48	0.51	0.43	0.40	0.00	1.08	0.67	0.68
Avail Cap(c_a), veh/h	124	323	322	430	841	604	129	2558	796	508	2023	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	94.4	79.7	79.9	89.8	69.1	50.4	95.2	56.6	0.0	80.4	12.0	12.0
Incr Delay (d2), s/veh	14.7	11.8	12.8	13.3	0.6	0.9	1.1	0.5	0.0	62.4	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	19.4	19.7	12.8	13.6	18.5	4.1	23.9	0.0	33.1	23.7	25.9
LnGrp Delay(d),s/veh	109.1	91.5	92.7	103.1	69.6	51.2	96.3	57.1	0.0	142.8	13.8	15.4
LnGrp LOS	F	F	F	F	E	D	F	E		F	B	B
Approach Vol, veh/h		540			922			1074			2647	
Approach Delay, s/veh		94.3			73.9			58.6			40.9	
Approach LOS		F			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	105.6	22.2	38.2	15.3	124.3	13.5	46.9
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.5	38.3	17.8	27.8	6.6	37.9	9.7	31.2
Green Ext Time (p_c), s	0.0	48.0	0.4	4.6	0.0	60.5	0.0	6.8

Intersection Summary	
HCM 2010 Ctrl Delay	56.0
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	397	72	354	555	660	48	2497	202	212	823	51
Future Volume (veh/h)	105	397	72	354	555	660	48	2497	202	212	823	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	109	414	75	369	578	688	50	2601	0	221	857	53
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	505	90	403	765	452	100	2796	870	251	2774	171
Arrive On Green	0.07	0.17	0.17	0.12	0.22	0.22	0.11	1.00	0.00	0.15	1.00	1.00
Sat Flow, veh/h	1774	2967	532	3442	3539	1555	1774	5085	1583	3442	4897	302
Grp Volume(v), veh/h	109	245	244	369	578	688	50	2601	0	221	593	317
Grp Sat Flow(s),veh/h/ln	1774	1770	1729	1721	1770	1555	1774	1695	1583	1721	1695	1809
Q Serve(g_s), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.6	0.0	0.0
Cycle Q Clear(g_c), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.6	0.0	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	126	301	294	403	765	452	100	2796	870	251	1921	1025
V/C Ratio(X)	0.87	0.81	0.83	0.92	0.76	1.52	0.50	0.93	0.00	0.88	0.31	0.31
Avail Cap(c_a), veh/h	160	319	311	430	765	452	124	2796	870	258	1921	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	80.0	80.2	87.3	73.4	71.2	86.1	0.0	0.0	84.5	0.0	0.0
Incr Delay (d2), s/veh	26.8	14.7	16.6	23.0	4.4	246.2	0.8	4.3	0.0	26.9	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	20.5	20.7	16.9	21.9	100.6	4.6	2.0	0.0	11.2	0.2	0.4
LnGrp Delay(d),s/veh	118.8	94.7	96.8	110.4	77.9	317.3	86.9	4.3	0.0	111.4	0.4	0.8
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		598			1635			2651			1131	
Approach Delay, s/veh		99.9			186.0			5.9			22.2	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	115.0	27.4	38.5	15.8	118.3	18.2	47.8
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	14.6	2.0	23.2	29.3	7.3	2.0	14.2	45.3
Green Ext Time (p_c), s	0.0	96.5	0.2	4.4	0.0	97.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	67.3
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	465	55	386	399	333	42	1173	385	559	2147	83
Future Volume (veh/h)	85	465	55	386	399	333	42	1173	385	559	2147	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	88	479	57	398	411	343	43	1209	0	576	2213	86
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	548	65	429	845	606	97	2365	736	508	2803	108
Arrive On Green	0.06	0.17	0.17	0.12	0.24	0.24	0.02	0.15	0.00	0.15	0.56	0.56
Sat Flow, veh/h	1774	3168	375	3442	3539	1559	1774	5085	1583	3442	5024	194
Grp Volume(v), veh/h	88	266	270	398	411	343	43	1209	0	576	1490	809
Grp Sat Flow(s),veh/h/ln	1774	1770	1773	1721	1770	1559	1774	1695	1583	1721	1695	1828
Q Serve(g_s), s	9.8	29.3	29.7	22.9	20.0	34.6	4.8	43.7	0.0	29.5	69.3	70.1
Cycle Q Clear(g_c), s	9.8	29.3	29.7	22.9	20.0	34.6	4.8	43.7	0.0	29.5	69.3	70.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	104	306	307	429	845	606	97	2365	736	508	1892	1020
V/C Ratio(X)	0.84	0.87	0.88	0.93	0.49	0.57	0.44	0.51	0.00	1.13	0.79	0.79
Avail Cap(c_a), veh/h	124	323	324	430	845	606	129	2365	736	508	1892	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.2	80.5	80.7	86.7	65.6	48.3	95.2	63.8	0.0	85.3	34.9	35.0
Incr Delay (d2), s/veh	30.3	21.4	22.7	26.2	0.5	1.4	1.1	0.7	0.0	82.5	3.4	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	22.8	23.1	18.2	15.0	21.6	4.3	27.9	0.0	35.7	42.6	47.0
LnGrp Delay(d),s/veh	123.5	102.0	103.4	112.9	66.1	49.7	96.3	64.5	0.0	167.8	38.3	41.3
LnGrp LOS	F	F	F	F	E	D	F	E		F	D	D
Approach Vol, veh/h		624			1152			1252			2875	
Approach Delay, s/veh		105.6			77.4			65.6			65.1	
Approach LOS		F			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	98.0	28.9	39.1	15.4	116.6	15.8	52.2
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.5	45.7	24.9	31.7	6.8	72.1	11.8	36.6
Green Ext Time (p_c), s	0.0	43.4	0.0	2.9	0.0	32.8	0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	71.9
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	397	72	354	555	715	48	2573	202	219	830	52
Future Volume (veh/h)	105	397	72	354	555	715	48	2573	202	219	830	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	109	414	75	369	578	745	50	2680	0	228	865	54
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	505	90	403	765	455	100	2786	868	258	2773	173
Arrive On Green	0.07	0.17	0.17	0.12	0.22	0.22	0.11	1.00	0.00	0.15	1.00	1.00
Sat Flow, veh/h	1774	2967	532	3442	3539	1555	1774	5085	1583	3442	4894	305
Grp Volume(v), veh/h	109	245	244	369	578	745	50	2680	0	228	599	320
Grp Sat Flow(s),veh/h/ln	1774	1770	1729	1721	1770	1555	1774	1695	1583	1721	1695	1808
Q Serve(g_s), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	13.0	0.0	0.0
Cycle Q Clear(g_c), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	13.0	0.0	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	126	301	294	403	765	455	100	2786	868	258	1921	1024
V/C Ratio(X)	0.87	0.81	0.83	0.92	0.76	1.64	0.50	0.96	0.00	0.88	0.31	0.31
Avail Cap(c_a), veh/h	160	319	311	430	765	455	124	2786	868	258	1921	1024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	80.0	80.2	87.3	73.4	71.0	86.1	0.0	0.0	84.2	0.0	0.0
Incr Delay (d2), s/veh	26.8	14.7	16.6	23.0	4.4	296.8	0.8	6.4	0.0	28.2	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	20.5	20.7	16.9	21.9	112.7	4.6	3.0	0.0	11.5	0.2	0.4
LnGrp Delay(d),s/veh	118.8	94.7	96.8	110.4	77.9	367.8	86.9	6.4	0.0	112.4	0.4	0.8
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		598			1692			2730			1147	
Approach Delay, s/veh		99.9			212.6			7.9			22.8	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	114.6	27.4	38.5	15.8	118.3	18.2	47.8
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	15.0	2.0	23.2	29.3	7.3	2.0	14.2	45.3
Green Ext Time (p_c), s	0.0	97.7	0.2	4.5	0.0	98.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.8
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	465	55	386	399	339	42	1182	385	609	2215	93
Future Volume (veh/h)	85	465	55	386	399	339	42	1182	385	609	2215	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	88	479	57	398	411	349	43	1219	0	628	2284	96
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	548	65	429	845	606	97	2365	736	508	2794	117
Arrive On Green	0.06	0.17	0.17	0.12	0.24	0.24	0.02	0.15	0.00	0.15	0.56	0.56
Sat Flow, veh/h	1774	3168	375	3442	3539	1559	1774	5085	1583	3442	5006	209
Grp Volume(v), veh/h	88	266	270	398	411	349	43	1219	0	628	1543	837
Grp Sat Flow(s),veh/h/ln	1774	1770	1773	1721	1770	1559	1774	1695	1583	1721	1695	1826
Q Serve(g_s), s	9.8	29.3	29.7	22.9	20.0	35.4	4.8	44.1	0.0	29.5	73.8	74.9
Cycle Q Clear(g_c), s	9.8	29.3	29.7	22.9	20.0	35.4	4.8	44.1	0.0	29.5	73.8	74.9
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	104	306	307	429	845	606	97	2365	736	508	1892	1019
V/C Ratio(X)	0.84	0.87	0.88	0.93	0.49	0.58	0.44	0.52	0.00	1.24	0.82	0.82
Avail Cap(c_a), veh/h	124	323	324	430	845	606	129	2365	736	508	1892	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.2	80.5	80.7	86.7	65.6	48.5	95.2	63.9	0.0	85.3	35.8	36.1
Incr Delay (d2), s/veh	30.3	21.4	22.7	26.2	0.5	1.5	1.1	0.7	0.0	122.8	4.0	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	22.8	23.1	18.2	15.0	22.0	4.3	28.1	0.0	40.8	45.3	50.1
LnGrp Delay(d),s/veh	123.5	102.0	103.4	112.9	66.1	50.0	96.3	64.7	0.0	208.0	39.9	43.6
LnGrp LOS	F	F	F	F	E	D	F	E		F	D	D
Approach Vol, veh/h		624			1158			1262			3008	
Approach Delay, s/veh		105.6			77.3			65.8			76.0	
Approach LOS		F			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	98.0	28.9	39.1	15.4	116.6	15.8	52.2
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.5	46.1	24.9	31.7	6.8	76.9	11.8	37.4
Green Ext Time (p_c), s	0.0	43.4	0.0	2.9	0.0	28.4	0.0	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	77.2
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	363	69	282	506	632	46	2354	154	182	714	46
Future Volume (veh/h)	92	363	69	282	506	632	46	2354	154	182	714	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	378	72	294	527	658	48	2452	0	190	744	48
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	536	101	332	761	437	99	2883	898	222	2811	181
Arrive On Green	0.06	0.18	0.18	0.10	0.22	0.22	0.11	1.00	0.00	0.13	1.00	1.00
Sat Flow, veh/h	1774	2942	553	3442	3539	1555	1774	5085	1583	3442	4883	314
Grp Volume(v), veh/h	96	225	225	294	527	658	48	2452	0	190	516	276
Grp Sat Flow(s),veh/h/ln	1774	1770	1726	1721	1770	1555	1774	1695	1583	1721	1695	1806
Q Serve(g_s), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.8	0.0	0.0
Cycle Q Clear(g_c), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	113	322	314	332	761	437	99	2883	898	222	1952	1040
V/C Ratio(X)	0.85	0.70	0.71	0.89	0.69	1.51	0.48	0.85	0.00	0.85	0.26	0.27
Avail Cap(c_a), veh/h	160	322	314	430	761	437	124	2883	898	258	1952	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.7	76.7	76.9	89.3	72.4	72.1	86.1	0.0	0.0	86.1	0.0	0.0
Incr Delay (d2), s/veh	19.1	6.9	7.8	15.3	2.8	239.9	0.9	2.3	0.0	21.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	18.1	18.1	13.6	19.9	95.8	4.5	1.1	0.0	9.7	0.2	0.3
LnGrp Delay(d),s/veh	111.8	83.5	84.7	104.5	75.3	312.0	87.0	2.3	0.0	107.2	0.3	0.6
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		546			1479			2500			982	
Approach Delay, s/veh		89.0			186.4			3.9			21.1	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	118.4	23.3	40.9	15.7	120.1	16.7	47.5
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	12.8	2.0	18.9	26.5	7.1	2.0	12.7	45.0
Green Ext Time (p_c), s	0.1	92.1	0.4	6.5	0.0	92.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	64.4
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	404	53	268	346	282	40	1004	265	519	1945	75
Future Volume (veh/h)	67	404	53	268	346	282	40	1004	265	519	1945	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	69	416	55	276	357	291	41	1035	0	535	2005	77
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	526	69	314	750	564	96	2558	796	508	2999	115
Arrive On Green	0.05	0.17	0.17	0.09	0.21	0.21	0.02	0.17	0.00	0.20	0.79	0.79
Sat Flow, veh/h	1774	3124	410	3442	3539	1558	1774	5085	1583	3442	5026	193
Grp Volume(v), veh/h	69	234	237	276	357	291	41	1035	0	535	1351	731
Grp Sat Flow(s),veh/h/ln	1774	1770	1764	1721	1770	1558	1774	1695	1583	1721	1695	1829
Q Serve(g_s), s	7.7	25.4	25.8	15.8	17.7	29.4	4.6	36.4	0.0	29.5	35.0	35.3
Cycle Q Clear(g_c), s	7.7	25.4	25.8	15.8	17.7	29.4	4.6	36.4	0.0	29.5	35.0	35.3
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	84	298	297	314	750	564	96	2558	796	508	2023	1091
V/C Ratio(X)	0.82	0.79	0.80	0.88	0.48	0.52	0.43	0.40	0.00	1.05	0.67	0.67
Avail Cap(c_a), veh/h	124	323	322	430	841	604	129	2558	796	508	2023	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	94.4	79.7	79.9	89.8	69.1	50.5	95.2	56.6	0.0	80.4	11.9	12.0
Incr Delay (d2), s/veh	14.7	11.8	12.8	13.3	0.6	0.9	1.1	0.5	0.0	54.9	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	19.4	19.7	12.8	13.6	18.7	4.1	23.9	0.0	32.2	23.2	25.4
LnGrp Delay(d),s/veh	109.1	91.5	92.7	103.1	69.6	51.3	96.3	57.1	0.0	135.3	13.7	15.3
LnGrp LOS	F	F	F	F	E	D	F	E		F	B	B
Approach Vol, veh/h		540			924			1076			2617	
Approach Delay, s/veh		94.3			73.9			58.6			39.0	
Approach LOS		F			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	105.6	22.2	38.2	15.3	124.3	13.5	46.9
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.5	38.4	17.8	27.8	6.6	37.3	9.7	31.4
Green Ext Time (p_c), s	0.0	47.8	0.4	4.6	0.0	60.8	0.0	6.7

Intersection Summary	
HCM 2010 Ctrl Delay	55.1
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	397	72	354	555	700	48	2552	202	218	831	52
Future Volume (veh/h)	105	397	72	354	555	700	48	2552	202	218	831	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	109	414	75	369	578	729	50	2658	0	227	866	54
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	505	90	403	765	454	100	2788	868	257	2773	172
Arrive On Green	0.07	0.17	0.17	0.12	0.22	0.22	0.11	1.00	0.00	0.15	1.00	1.00
Sat Flow, veh/h	1774	2967	532	3442	3539	1555	1774	5085	1583	3442	4894	304
Grp Volume(v), veh/h	109	245	244	369	578	729	50	2658	0	227	599	321
Grp Sat Flow(s),veh/h/ln	1774	1770	1729	1721	1770	1555	1774	1695	1583	1721	1695	1808
Q Serve(g_s), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.9	0.0	0.0
Cycle Q Clear(g_c), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.9	0.0	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	126	301	294	403	765	454	100	2788	868	257	1921	1024
V/C Ratio(X)	0.87	0.81	0.83	0.92	0.76	1.60	0.50	0.95	0.00	0.88	0.31	0.31
Avail Cap(c_a), veh/h	160	319	311	430	765	454	124	2788	868	258	1921	1024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.55	0.55	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	80.0	80.2	87.3	73.4	71.0	86.1	0.0	0.0	84.2	0.0	0.0
Incr Delay (d2), s/veh	26.8	14.7	16.6	23.0	4.4	282.0	0.8	5.7	0.0	28.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	20.5	20.7	16.9	21.9	109.3	4.6	2.7	0.0	11.5	0.2	0.4
LnGrp Delay(d),s/veh	118.8	94.7	96.8	110.4	77.9	353.0	86.9	5.7	0.0	112.3	0.4	0.8
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		598			1676			2708			1147	
Approach Delay, s/veh		99.9			204.7			7.2			22.7	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	114.6	27.4	38.5	15.8	118.3	18.2	47.8
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	14.9	2.0	23.2	29.3	7.3	2.0	14.2	45.3
Green Ext Time (p_c), s	0.0	97.4	0.2	4.5	0.0	98.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	73.2
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	465	55	386	399	341	42	1184	385	597	2199	92
Future Volume (veh/h)	85	465	55	386	399	341	42	1184	385	597	2199	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	88	479	57	398	411	352	43	1221	0	615	2267	95
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	548	65	429	845	606	97	2365	736	508	2794	116
Arrive On Green	0.06	0.17	0.17	0.12	0.24	0.24	0.02	0.15	0.00	0.15	0.56	0.56
Sat Flow, veh/h	1774	3168	375	3442	3539	1559	1774	5085	1583	3442	5007	209
Grp Volume(v), veh/h	88	266	270	398	411	352	43	1221	0	615	1531	831
Grp Sat Flow(s),veh/h/ln	1774	1770	1773	1721	1770	1559	1774	1695	1583	1721	1695	1826
Q Serve(g_s), s	9.8	29.3	29.7	22.9	20.0	35.8	4.8	44.2	0.0	29.5	72.8	73.8
Cycle Q Clear(g_c), s	9.8	29.3	29.7	22.9	20.0	35.8	4.8	44.2	0.0	29.5	72.8	73.8
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	104	306	307	429	845	606	97	2365	736	508	1892	1019
V/C Ratio(X)	0.84	0.87	0.88	0.93	0.49	0.58	0.44	0.52	0.00	1.21	0.81	0.82
Avail Cap(c_a), veh/h	124	323	324	430	845	606	129	2365	736	508	1892	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.2	80.5	80.7	86.7	65.6	48.7	95.2	64.0	0.0	85.3	35.6	35.9
Incr Delay (d2), s/veh	30.3	21.4	22.7	26.2	0.5	1.6	1.1	0.8	0.0	112.4	3.9	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	22.8	23.1	18.2	15.0	22.2	4.3	28.2	0.0	39.5	44.7	49.5
LnGrp Delay(d),s/veh	123.5	102.0	103.4	112.9	66.1	50.2	96.3	64.7	0.0	197.6	39.5	43.0
LnGrp LOS	F	F	F	F	E	D	F	E		F	D	D
Approach Vol, veh/h		624			1161			1264			2977	
Approach Delay, s/veh		105.6			77.3			65.8			73.1	
Approach LOS		F			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	98.0	28.9	39.1	15.4	116.6	15.8	52.2
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.5	46.2	24.9	31.7	6.8	75.8	11.8	37.8
Green Ext Time (p_c), s	0.0	43.2	0.0	2.9	0.0	29.4	0.0	5.6

Intersection Summary	
HCM 2010 Ctrl Delay	75.8
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	363	69	282	506	607	46	2320	154	177	705	45
Future Volume (veh/h)	92	363	69	282	506	607	46	2320	154	177	705	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	378	72	294	527	632	48	2417	0	184	734	47
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	536	101	332	761	434	99	2891	900	217	2813	179
Arrive On Green	0.06	0.18	0.18	0.10	0.22	0.22	0.11	1.00	0.00	0.13	1.00	1.00
Sat Flow, veh/h	1774	2942	553	3442	3539	1555	1774	5085	1583	3442	4886	311
Grp Volume(v), veh/h	96	225	225	294	527	632	48	2417	0	184	508	273
Grp Sat Flow(s),veh/h/ln	1774	1770	1726	1721	1770	1555	1774	1695	1583	1721	1695	1807
Q Serve(g_s), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.5	0.0	0.0
Cycle Q Clear(g_c), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.5	0.0	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	113	322	314	332	761	434	99	2891	900	217	1952	1040
V/C Ratio(X)	0.85	0.70	0.71	0.89	0.69	1.46	0.48	0.84	0.00	0.85	0.26	0.26
Avail Cap(c_a), veh/h	160	322	314	430	761	434	124	2891	900	258	1952	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.7	76.7	76.9	89.3	72.4	72.3	86.1	0.0	0.0	86.5	0.0	0.0
Incr Delay (d2), s/veh	19.1	6.9	7.8	15.3	2.8	217.8	0.9	2.1	0.0	19.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	18.1	18.1	13.6	19.9	90.5	4.5	1.0	0.0	9.4	0.2	0.3
LnGrp Delay(d),s/veh	111.8	83.5	84.7	104.5	75.3	290.1	87.1	2.1	0.0	106.3	0.3	0.6
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		546			1453			2465			965	
Approach Delay, s/veh		89.0			174.6			3.7			20.6	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	118.7	23.3	40.9	15.7	120.1	16.7	47.5
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	12.5	2.0	18.9	26.5	7.1	2.0	12.7	45.0
Green Ext Time (p_c), s	0.1	91.1	0.4	6.4	0.0	91.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.1
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	404	53	268	346	272	40	991	265	493	1909	67
Future Volume (veh/h)	67	404	53	268	346	272	40	991	265	493	1909	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	69	416	55	276	357	280	41	1022	0	508	1968	69
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	526	69	314	750	564	96	2558	796	508	3010	105
Arrive On Green	0.05	0.17	0.17	0.09	0.21	0.21	0.02	0.17	0.00	0.20	0.79	0.79
Sat Flow, veh/h	1774	3124	410	3442	3539	1558	1774	5085	1583	3442	5045	177
Grp Volume(v), veh/h	69	234	237	276	357	280	41	1022	0	508	1321	716
Grp Sat Flow(s),veh/h/ln	1774	1770	1764	1721	1770	1558	1774	1695	1583	1721	1695	1831
Q Serve(g_s), s	7.7	25.4	25.8	15.8	17.7	28.1	4.6	35.9	0.0	29.5	33.4	33.6
Cycle Q Clear(g_c), s	7.7	25.4	25.8	15.8	17.7	28.1	4.6	35.9	0.0	29.5	33.4	33.6
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	84	298	297	314	750	564	96	2558	796	508	2023	1093
V/C Ratio(X)	0.82	0.79	0.80	0.88	0.48	0.50	0.43	0.40	0.00	1.00	0.65	0.65
Avail Cap(c_a), veh/h	124	323	322	430	841	604	129	2558	796	508	2023	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	94.4	79.7	79.9	89.8	69.1	50.0	95.2	56.4	0.0	80.4	11.8	11.8
Incr Delay (d2), s/veh	14.7	11.8	12.8	13.3	0.6	0.8	1.1	0.4	0.0	40.1	1.7	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	19.4	19.8	12.8	13.6	17.9	4.1	23.6	0.0	30.3	22.5	24.6
LnGrp Delay(d),s/veh	109.1	91.5	92.7	103.1	69.7	50.9	96.3	56.9	0.0	120.5	13.4	14.9
LnGrp LOS	F	F	F	F	E	D	F	E		F	B	B
Approach Vol, veh/h		540			913			1063			2545	
Approach Delay, s/veh		94.3			74.0			58.4			35.2	
Approach LOS		F			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	105.6	22.2	38.1	15.3	124.3	13.5	46.9
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.5	37.9	17.8	27.8	6.6	35.6	9.7	30.1
Green Ext Time (p_c), s	0.0	47.8	0.4	4.5	0.0	61.4	0.0	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	53.4
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	397	72	354	555	675	48	2518	202	213	822	51
Future Volume (veh/h)	105	397	72	354	555	675	48	2518	202	213	822	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	109	414	75	369	578	703	50	2623	0	222	856	53
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	505	90	403	765	452	100	2794	870	252	2774	171
Arrive On Green	0.07	0.17	0.17	0.12	0.22	0.22	0.11	1.00	0.00	0.15	1.00	1.00
Sat Flow, veh/h	1774	2967	532	3442	3539	1555	1774	5085	1583	3442	4896	302
Grp Volume(v), veh/h	109	245	244	369	578	703	50	2623	0	222	592	317
Grp Sat Flow(s),veh/h/ln	1774	1770	1729	1721	1770	1555	1774	1695	1583	1721	1695	1808
Q Serve(g_s), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.6	0.0	0.0
Cycle Q Clear(g_c), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.6	0.0	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	126	301	294	403	765	452	100	2794	870	252	1921	1025
V/C Ratio(X)	0.87	0.81	0.83	0.92	0.76	1.55	0.50	0.94	0.00	0.88	0.31	0.31
Avail Cap(c_a), veh/h	160	319	311	430	765	452	124	2794	870	258	1921	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	80.0	80.2	87.3	73.4	71.1	86.1	0.0	0.0	84.5	0.0	0.0
Incr Delay (d2), s/veh	26.8	14.7	16.6	23.0	4.4	260.0	0.8	4.7	0.0	27.1	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	20.5	20.7	16.9	21.9	103.8	4.6	2.2	0.0	11.2	0.2	0.4
LnGrp Delay(d),s/veh	118.8	94.7	96.8	110.4	77.9	331.2	86.9	4.7	0.0	111.6	0.4	0.8
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		598			1650			2673			1131	
Approach Delay, s/veh		99.9			193.1			6.3			22.3	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	114.9	27.4	38.5	15.8	118.3	18.2	47.8
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	14.6	2.0	23.2	29.3	7.3	2.0	14.2	45.3
Green Ext Time (p_c), s	0.0	96.8	0.2	4.4	0.0	97.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	69.5
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	465	55	386	399	331	42	1171	385	571	2163	84
Future Volume (veh/h)	85	465	55	386	399	331	42	1171	385	571	2163	84
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	88	479	57	398	411	341	43	1207	0	589	2230	87
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	548	65	429	845	606	97	2365	736	508	2803	109
Arrive On Green	0.06	0.17	0.17	0.12	0.24	0.24	0.02	0.15	0.00	0.15	0.56	0.56
Sat Flow, veh/h	1774	3168	375	3442	3539	1559	1774	5085	1583	3442	5023	195
Grp Volume(v), veh/h	88	266	270	398	411	341	43	1207	0	589	1502	815
Grp Sat Flow(s),veh/h/ln	1774	1770	1773	1721	1770	1559	1774	1695	1583	1721	1695	1828
Q Serve(g_s), s	9.8	29.3	29.7	22.9	20.0	34.4	4.8	43.6	0.0	29.5	70.3	71.1
Cycle Q Clear(g_c), s	9.8	29.3	29.7	22.9	20.0	34.4	4.8	43.6	0.0	29.5	70.3	71.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	104	306	307	429	845	606	97	2365	736	508	1892	1020
V/C Ratio(X)	0.84	0.87	0.88	0.93	0.49	0.56	0.44	0.51	0.00	1.16	0.79	0.80
Avail Cap(c_a), veh/h	124	323	324	430	845	606	129	2365	736	508	1892	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.2	80.5	80.7	86.7	65.6	48.2	95.2	63.7	0.0	85.3	35.1	35.3
Incr Delay (d2), s/veh	30.3	21.4	22.7	26.2	0.5	1.3	1.1	0.7	0.0	92.2	3.5	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	22.8	23.1	18.2	15.0	21.4	4.3	27.9	0.0	37.0	43.2	47.7
LnGrp Delay(d),s/veh	123.5	102.0	103.4	112.9	66.1	49.6	96.3	64.5	0.0	177.4	38.6	41.8
LnGrp LOS	F	F	F	F	E	D	F	E		F	D	D
Approach Vol, veh/h		624			1150			1250			2906	
Approach Delay, s/veh		105.6			77.4			65.6			67.6	
Approach LOS		F			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	98.0	28.9	39.1	15.4	116.6	15.8	52.2
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.5	45.6	24.9	31.7	6.8	73.1	11.8	36.4
Green Ext Time (p_c), s	0.0	43.6	0.0	2.9	0.0	31.9	0.0	6.1

Intersection Summary	
HCM 2010 Ctrl Delay	73.1
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	363	69	282	506	601	46	2312	154	177	706	45
Future Volume (veh/h)	92	363	69	282	506	601	46	2312	154	177	706	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	378	72	294	527	626	48	2408	0	184	735	47
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	536	101	332	761	434	99	2891	900	217	2813	179
Arrive On Green	0.06	0.18	0.18	0.10	0.22	0.22	0.11	1.00	0.00	0.13	1.00	1.00
Sat Flow, veh/h	1774	2942	553	3442	3539	1555	1774	5085	1583	3442	4886	311
Grp Volume(v), veh/h	96	225	225	294	527	626	48	2408	0	184	509	273
Grp Sat Flow(s),veh/h/ln	1774	1770	1726	1721	1770	1555	1774	1695	1583	1721	1695	1807
Q Serve(g_s), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.5	0.0	0.0
Cycle Q Clear(g_c), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.5	0.0	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	113	322	314	332	761	434	99	2891	900	217	1952	1040
V/C Ratio(X)	0.85	0.70	0.71	0.89	0.69	1.44	0.48	0.83	0.00	0.85	0.26	0.26
Avail Cap(c_a), veh/h	160	322	314	430	761	434	124	2891	900	258	1952	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.7	76.7	76.9	89.3	72.4	72.3	86.1	0.0	0.0	86.5	0.0	0.0
Incr Delay (d2), s/veh	19.1	6.9	7.8	15.3	2.8	211.8	0.9	2.1	0.0	19.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	18.1	18.1	13.6	19.9	89.2	4.5	1.0	0.0	9.4	0.2	0.3
LnGrp Delay(d),s/veh	111.8	83.5	84.7	104.5	75.3	284.1	87.1	2.1	0.0	106.3	0.3	0.6
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		546			1447			2456			966	
Approach Delay, s/veh		89.0			171.6			3.7			20.6	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	118.7	23.3	40.9	15.7	120.1	16.7	47.5
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	12.5	2.0	18.9	26.5	7.1	2.0	12.7	45.0
Green Ext Time (p_c), s	0.1	90.9	0.4	6.4	0.0	91.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.2
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	404	53	268	346	274	40	993	265	489	1904	67
Future Volume (veh/h)	67	404	53	268	346	274	40	993	265	489	1904	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	69	416	55	276	357	282	41	1024	0	504	1963	69
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	526	69	314	750	564	96	2558	796	508	3010	106
Arrive On Green	0.05	0.17	0.17	0.09	0.21	0.21	0.02	0.17	0.00	0.20	0.79	0.79
Sat Flow, veh/h	1774	3124	410	3442	3539	1558	1774	5085	1583	3442	5044	177
Grp Volume(v), veh/h	69	234	237	276	357	282	41	1024	0	504	1318	714
Grp Sat Flow(s),veh/h/ln	1774	1770	1764	1721	1770	1558	1774	1695	1583	1721	1695	1831
Q Serve(g_s), s	7.7	25.4	25.8	15.8	17.7	28.3	4.6	36.0	0.0	29.2	33.2	33.4
Cycle Q Clear(g_c), s	7.7	25.4	25.8	15.8	17.7	28.3	4.6	36.0	0.0	29.2	33.2	33.4
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	84	298	297	314	750	564	96	2558	796	508	2023	1093
V/C Ratio(X)	0.82	0.79	0.80	0.88	0.48	0.50	0.43	0.40	0.00	0.99	0.65	0.65
Avail Cap(c_a), veh/h	124	323	322	430	841	604	129	2558	796	508	2023	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	94.4	79.7	79.9	89.8	69.1	50.1	95.2	56.5	0.0	80.3	11.8	11.8
Incr Delay (d2), s/veh	14.7	11.8	12.8	13.3	0.6	0.8	1.1	0.5	0.0	38.0	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	19.4	19.8	12.8	13.6	18.1	4.1	23.7	0.0	23.3	22.1	24.5
LnGrp Delay(d),s/veh	109.1	91.5	92.7	103.1	69.6	50.9	96.3	56.9	0.0	118.3	13.4	14.8
LnGrp LOS	F	F	F	F	E	D	F	E		F	B	B
Approach Vol, veh/h		540			915			1065			2536	
Approach Delay, s/veh		94.3			74.0			58.4			34.6	
Approach LOS		F			E			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	105.6	22.2	38.1	15.3	124.3	13.5	46.9
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.2	38.0	17.8	27.8	6.6	35.4	9.7	30.3
Green Ext Time (p_c), s	0.0	47.7	0.4	4.5	0.0	61.4	0.0	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	53.1
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	397	72	354	555	669	48	2510	202	213	823	51
Future Volume (veh/h)	105	397	72	354	555	669	48	2510	202	213	823	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	109	414	75	369	578	697	50	2615	0	222	857	53
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	505	90	403	765	452	100	2794	870	252	2774	171
Arrive On Green	0.07	0.17	0.17	0.12	0.22	0.22	0.11	1.00	0.00	0.15	1.00	1.00
Sat Flow, veh/h	1774	2967	532	3442	3539	1555	1774	5085	1583	3442	4897	302
Grp Volume(v), veh/h	109	245	244	369	578	697	50	2615	0	222	593	317
Grp Sat Flow(s),veh/h/ln	1774	1770	1729	1721	1770	1555	1774	1695	1583	1721	1695	1809
Q Serve(g_s), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.6	0.0	0.0
Cycle Q Clear(g_c), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.6	0.0	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	126	301	294	403	765	452	100	2794	870	252	1921	1025
V/C Ratio(X)	0.87	0.81	0.83	0.92	0.76	1.54	0.50	0.94	0.00	0.88	0.31	0.31
Avail Cap(c_a), veh/h	160	319	311	430	765	452	124	2794	870	258	1921	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	80.0	80.2	87.3	73.4	71.1	86.1	0.0	0.0	84.5	0.0	0.0
Incr Delay (d2), s/veh	26.8	14.7	16.6	23.0	4.4	254.2	0.8	4.6	0.0	27.1	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	20.5	20.7	16.9	21.9	102.5	4.6	2.1	0.0	11.2	0.2	0.4
LnGrp Delay(d),s/veh	118.8	94.7	96.8	110.4	77.9	325.4	86.9	4.6	0.0	111.6	0.4	0.8
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		598			1644			2665			1132	
Approach Delay, s/veh		99.9			190.1			6.1			22.3	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	114.9	27.4	38.5	15.8	118.3	18.2	47.8
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	14.6	2.0	23.2	29.3	7.3	2.0	14.2	45.3
Green Ext Time (p_c), s	0.0	96.7	0.2	4.4	0.0	97.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.5
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	465	55	386	399	333	42	1173	385	567	2158	84
Future Volume (veh/h)	85	465	55	386	399	333	42	1173	385	567	2158	84
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	88	479	57	398	411	343	43	1209	0	585	2225	87
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	548	65	429	845	606	97	2365	736	508	2803	109
Arrive On Green	0.06	0.17	0.17	0.12	0.24	0.24	0.02	0.15	0.00	0.15	0.56	0.56
Sat Flow, veh/h	1774	3168	375	3442	3539	1559	1774	5085	1583	3442	5023	196
Grp Volume(v), veh/h	88	266	270	398	411	343	43	1209	0	585	1499	813
Grp Sat Flow(s),veh/h/ln	1774	1770	1773	1721	1770	1559	1774	1695	1583	1721	1695	1828
Q Serve(g_s), s	9.8	29.3	29.7	22.9	20.0	34.6	4.8	43.7	0.0	29.5	70.0	70.8
Cycle Q Clear(g_c), s	9.8	29.3	29.7	22.9	20.0	34.6	4.8	43.7	0.0	29.5	70.0	70.8
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	104	306	307	429	845	606	97	2365	736	508	1892	1020
V/C Ratio(X)	0.84	0.87	0.88	0.93	0.49	0.57	0.44	0.51	0.00	1.15	0.79	0.80
Avail Cap(c_a), veh/h	124	323	324	430	845	606	129	2365	736	508	1892	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.2	80.5	80.7	86.7	65.6	48.3	95.2	63.8	0.0	85.3	35.0	35.2
Incr Delay (d2), s/veh	30.3	21.4	22.7	26.2	0.5	1.4	1.1	0.7	0.0	89.2	3.5	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	22.8	23.1	18.2	15.0	21.6	4.3	27.9	0.0	36.6	43.1	47.6
LnGrp Delay(d),s/veh	123.5	102.0	103.4	112.9	66.1	49.7	96.3	64.5	0.0	174.4	38.5	41.7
LnGrp LOS	F	F	F	F	E	D	F	E		F	D	D
Approach Vol, veh/h		624			1152			1252			2897	
Approach Delay, s/veh		105.6			77.4			65.6			66.8	
Approach LOS		F			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	98.0	28.9	39.1	15.4	116.6	15.8	52.2
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.5	45.7	24.9	31.7	6.8	72.8	11.8	36.6
Green Ext Time (p_c), s	0.0	43.5	0.0	2.9	0.0	32.1	0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	72.7
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	363	69	282	506	598	46	2307	154	176	705	45
Future Volume (veh/h)	92	363	69	282	506	598	46	2307	154	176	705	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	378	72	294	527	623	48	2403	0	183	734	47
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	536	101	332	761	434	99	2893	901	216	2813	179
Arrive On Green	0.06	0.18	0.18	0.10	0.22	0.22	0.11	1.00	0.00	0.13	1.00	1.00
Sat Flow, veh/h	1774	2942	553	3442	3539	1555	1774	5085	1583	3442	4886	311
Grp Volume(v), veh/h	96	225	225	294	527	623	48	2403	0	183	508	273
Grp Sat Flow(s),veh/h/ln	1774	1770	1726	1721	1770	1555	1774	1695	1583	1721	1695	1807
Q Serve(g_s), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear(g_c), s	10.7	23.9	24.5	16.9	27.5	43.0	5.1	0.0	0.0	10.4	0.0	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	113	322	314	332	761	434	99	2893	901	216	1952	1040
V/C Ratio(X)	0.85	0.70	0.71	0.89	0.69	1.44	0.48	0.83	0.00	0.85	0.26	0.26
Avail Cap(c_a), veh/h	160	322	314	430	761	434	124	2893	901	258	1952	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.7	76.7	76.9	89.3	72.4	72.3	86.1	0.0	0.0	86.5	0.0	0.0
Incr Delay (d2), s/veh	19.1	6.9	7.8	15.3	2.8	209.5	0.9	2.0	0.0	19.6	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	18.1	18.1	13.6	19.9	88.6	4.5	1.0	0.0	9.4	0.2	0.3
LnGrp Delay(d),s/veh	111.8	83.5	84.7	104.5	75.3	281.8	87.1	2.0	0.0	106.2	0.3	0.6
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		546			1444			2451			964	
Approach Delay, s/veh		89.0			170.3			3.7			20.5	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	118.8	23.3	40.9	15.7	120.1	16.7	47.5
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	12.4	2.0	18.9	26.5	7.1	2.0	12.7	45.0
Green Ext Time (p_c), s	0.1	90.8	0.4	6.4	0.0	91.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	59.8
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	404	53	268	346	272	40	991	265	485	1898	66
Future Volume (veh/h)	67	404	53	268	346	272	40	991	265	485	1898	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	69	416	55	276	357	280	41	1022	0	500	1957	68
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	526	69	314	750	564	96	2558	796	508	3011	104
Arrive On Green	0.05	0.17	0.17	0.09	0.21	0.21	0.04	0.34	0.00	0.20	0.79	0.79
Sat Flow, veh/h	1774	3124	410	3442	3539	1558	1774	5085	1583	3442	5047	175
Grp Volume(v), veh/h	69	234	237	276	357	280	41	1022	0	500	1314	711
Grp Sat Flow(s),veh/h/ln	1774	1770	1764	1721	1770	1558	1774	1695	1583	1721	1695	1832
Q Serve(g_s), s	7.7	25.4	25.8	15.8	17.7	28.1	4.5	30.8	0.0	28.9	33.0	33.2
Cycle Q Clear(g_c), s	7.7	25.4	25.8	15.8	17.7	28.1	4.5	30.8	0.0	28.9	33.0	33.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	84	298	297	314	750	564	96	2558	796	508	2023	1093
V/C Ratio(X)	0.82	0.79	0.80	0.88	0.48	0.50	0.43	0.40	0.00	0.98	0.65	0.65
Avail Cap(c_a), veh/h	124	323	322	430	841	604	129	2558	796	508	2023	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	94.4	79.7	79.9	89.8	69.1	50.0	93.4	43.2	0.0	80.2	11.7	11.7
Incr Delay (d2), s/veh	14.7	11.8	12.8	13.3	0.6	0.8	1.1	0.4	0.0	35.9	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	19.4	19.8	12.8	13.6	17.9	4.1	20.7	0.0	23.0	22.1	24.1
LnGrp Delay(d),s/veh	109.1	91.5	92.7	103.1	69.7	50.9	94.5	43.6	0.0	116.1	13.4	14.8
LnGrp LOS	F	F	F	F	E	D	F	D		F	B	B
Approach Vol, veh/h		540			913			1063			2525	
Approach Delay, s/veh		94.3			74.0			45.6			34.1	
Approach LOS		F			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	105.6	22.2	38.1	15.3	124.3	13.5	46.9
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	30.9	32.8	17.8	27.8	6.5	35.2	9.7	30.1
Green Ext Time (p_c), s	0.0	51.7	0.4	4.5	0.0	61.5	0.0	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	50.2
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	397	72	354	555	666	48	2505	202	212	822	51
Future Volume (veh/h)	105	397	72	354	555	666	48	2505	202	212	822	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	109	414	75	369	578	694	50	2609	0	221	856	53
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	505	90	403	765	452	100	2796	870	251	2774	171
Arrive On Green	0.07	0.17	0.17	0.12	0.22	0.22	0.11	1.00	0.00	0.15	1.00	1.00
Sat Flow, veh/h	1774	2967	532	3442	3539	1555	1774	5085	1583	3442	4896	302
Grp Volume(v), veh/h	109	245	244	369	578	694	50	2609	0	221	592	317
Grp Sat Flow(s),veh/h/ln	1774	1770	1729	1721	1770	1555	1774	1695	1583	1721	1695	1808
Q Serve(g_s), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.6	0.0	0.0
Cycle Q Clear(g_c), s	12.2	26.7	27.3	21.2	30.6	43.3	5.3	0.0	0.0	12.6	0.0	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	126	301	294	403	765	452	100	2796	870	251	1921	1025
V/C Ratio(X)	0.87	0.81	0.83	0.92	0.76	1.54	0.50	0.93	0.00	0.88	0.31	0.31
Avail Cap(c_a), veh/h	160	319	311	430	765	452	124	2796	870	258	1921	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.0	80.0	80.2	87.3	73.4	71.2	86.1	0.0	0.0	84.5	0.0	0.0
Incr Delay (d2), s/veh	26.8	14.7	16.6	23.0	4.4	252.0	0.8	4.5	0.0	26.9	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	20.5	20.7	16.9	21.9	101.9	4.6	2.1	0.0	11.2	0.2	0.4
LnGrp Delay(d),s/veh	118.8	94.7	96.8	110.4	77.9	323.1	86.9	4.5	0.0	111.4	0.4	0.8
LnGrp LOS	F	F	F	F	E	F	F	A		F	A	A
Approach Vol, veh/h		598			1641			2659			1130	
Approach Delay, s/veh		99.9			188.9			6.0			22.2	
Approach LOS		F			F			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	115.0	27.4	38.5	15.8	118.3	18.2	47.8
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	15.0	106.0	25.0	36.0	14.0	107.0	18.0	43.0
Max Q Clear Time (g_c+I1), s	14.6	2.0	23.2	29.3	7.3	2.0	14.2	45.3
Green Ext Time (p_c), s	0.0	96.6	0.2	4.4	0.0	97.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.2
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	465	55	386	399	331	42	1171	385	563	2152	83
Future Volume (veh/h)	85	465	55	386	399	331	42	1171	385	563	2152	83
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	88	479	57	398	411	341	43	1207	0	580	2219	86
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	548	65	429	845	606	97	2365	736	508	2804	108
Arrive On Green	0.06	0.17	0.17	0.12	0.24	0.24	0.02	0.15	0.00	0.15	0.56	0.56
Sat Flow, veh/h	1774	3168	375	3442	3539	1559	1774	5085	1583	3442	5025	194
Grp Volume(v), veh/h	88	266	270	398	411	341	43	1207	0	580	1494	811
Grp Sat Flow(s),veh/h/ln	1774	1770	1773	1721	1770	1559	1774	1695	1583	1721	1695	1828
Q Serve(g_s), s	9.8	29.3	29.7	22.9	20.0	34.4	4.8	43.6	0.0	29.5	69.7	70.4
Cycle Q Clear(g_c), s	9.8	29.3	29.7	22.9	20.0	34.4	4.8	43.6	0.0	29.5	69.7	70.4
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	104	306	307	429	845	606	97	2365	736	508	1892	1020
V/C Ratio(X)	0.84	0.87	0.88	0.93	0.49	0.56	0.44	0.51	0.00	1.14	0.79	0.79
Avail Cap(c_a), veh/h	124	323	324	430	845	606	129	2365	736	508	1892	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.2	80.5	80.7	86.7	65.6	48.2	95.2	63.7	0.0	85.3	34.9	35.1
Incr Delay (d2), s/veh	30.3	21.4	22.7	26.2	0.5	1.3	1.1	0.7	0.0	85.5	3.4	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	22.8	23.1	18.2	15.0	21.4	4.3	27.9	0.0	36.1	43.0	47.4
LnGrp Delay(d),s/veh	123.5	102.0	103.4	112.9	66.1	49.6	96.3	64.5	0.0	170.7	38.4	41.5
LnGrp LOS	F	F	F	F	E	D	F	E		F	D	D
Approach Vol, veh/h		624			1150			1250			2885	
Approach Delay, s/veh		105.6			77.4			65.6			65.9	
Approach LOS		F			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	98.0	28.9	39.1	15.4	116.6	15.8	52.2
Change Period (Y+Rc), s	4.5	5.0	4.0	4.5	4.5	5.0	4.0	4.5
Max Green Setting (Gmax), s	29.5	91.0	25.0	36.5	14.5	106.0	14.0	47.5
Max Q Clear Time (g_c+I1), s	31.5	45.6	24.9	31.7	6.8	72.4	11.8	36.4
Green Ext Time (p_c), s	0.0	43.5	0.0	2.9	0.0	32.5	0.0	6.1

Intersection Summary	
HCM 2010 Ctrl Delay	72.2
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	84	13	75	92	63	42	2477	33	20	897	14
Future Volume (veh/h)	54	84	13	75	92	63	42	2477	33	20	897	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	0.99		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	56	87	13	77	95	65	43	2554	34	21	925	14
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	143	20	103	114	73	484	3911	52	98	3901	59
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.76	0.76	0.76	1.00	1.00	1.00
Sat Flow, veh/h	374	735	101	410	589	378	593	5172	69	120	5158	78
Grp Volume(v), veh/h	156	0	0	237	0	0	43	1672	916	21	608	331
Grp Sat Flow(s),veh/h/ln	1211	0	0	1376	0	0	593	1695	1850	120	1695	1846
Q Serve(g_s), s	0.0	0.0	0.0	10.1	0.0	0.0	3.8	47.4	47.8	14.4	0.0	0.0
Cycle Q Clear(g_c), s	24.1	0.0	0.0	34.2	0.0	0.0	3.8	47.4	47.8	62.3	0.0	0.0
Prop In Lane	0.36		0.08	0.32		0.27	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	259	0	0	291	0	0	484	2564	1399	98	2564	1396
V/C Ratio(X)	0.60	0.00	0.00	0.82	0.00	0.00	0.09	0.65	0.65	0.21	0.24	0.24
Avail Cap(c_a), veh/h	384	0	0	416	0	0	484	2564	1399	98	2564	1396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.73	0.91	0.91	0.91
Uniform Delay (d), s/veh	73.9	0.0	0.0	79.1	0.0	0.0	6.4	11.7	11.8	9.8	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	8.1	0.0	0.0	0.3	0.9	1.8	4.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	0.0	0.0	19.5	0.0	0.0	1.2	29.0	31.8	1.1	0.1	0.3
LnGrp Delay(d),s/veh	76.6	0.0	0.0	87.3	0.0	0.0	6.7	12.7	13.5	14.4	0.2	0.4
LnGrp LOS	E			F			A	B	B	B	A	A
Approach Vol, veh/h		156			237			2631			960	
Approach Delay, s/veh		76.6			87.3			12.9			0.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		156.2		43.8		156.2		43.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		49.8		26.1		64.3		36.2
Green Ext Time (p_c), s		80.7		2.9		67.6		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	47	13	33	56	41	31	1245	25	74	2074	76
Future Volume (veh/h)	21	47	13	33	56	41	31	1245	25	74	2074	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	49	14	34	58	43	32	1297	26	77	2160	79
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	116	29	60	90	59	157	4286	86	358	4205	153
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	292	1015	258	328	785	520	169	5128	103	413	5032	183
Grp Volume(v), veh/h	85	0	0	135	0	0	32	857	466	77	1453	786
Grp Sat Flow(s),veh/h/ln	1566	0	0	1633	0	0	169	1695	1841	413	1695	1825
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.0	13.4	11.1	11.1	10.1	24.6	24.9
Cycle Q Clear(g_c), s	9.7	0.0	0.0	15.7	0.0	0.0	38.3	11.1	11.1	21.2	24.6	24.9
Prop In Lane	0.26		0.16	0.25		0.32	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	202	0	0	209	0	0	157	2833	1538	358	2833	1525
V/C Ratio(X)	0.42	0.00	0.00	0.65	0.00	0.00	0.20	0.30	0.30	0.22	0.51	0.52
Avail Cap(c_a), veh/h	460	0	0	463	0	0	157	2833	1538	358	2833	1525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.68	0.68	0.68
Uniform Delay (d), s/veh	82.5	0.0	0.0	85.2	0.0	0.0	10.3	3.6	3.6	5.9	4.7	4.7
Incr Delay (d2), s/veh	1.7	0.0	0.0	3.3	0.0	0.0	2.8	0.3	0.5	0.9	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	0.0	11.9	0.0	0.0	1.4	8.9	9.6	2.2	16.0	17.6
LnGrp Delay(d),s/veh	84.2	0.0	0.0	88.6	0.0	0.0	13.1	3.9	4.1	6.9	5.2	5.6
LnGrp LOS	F			F			B	A	A	A	A	A
Approach Vol, veh/h		85			135			1355			2316	
Approach Delay, s/veh		84.2			88.6			4.2			5.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		172.1		27.9		172.1		27.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		40.3		11.7		26.9		17.7
Green Ext Time (p_c), s		89.4		1.6		101.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	84	13	75	92	63	42	2553	33	20	904	14
Future Volume (veh/h)	54	84	13	75	92	63	42	2553	33	20	904	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	0.99		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	56	87	13	77	95	65	43	2632	34	21	932	14
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	143	20	103	114	73	481	3913	50	92	3901	59
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.76	0.76	0.76	1.00	1.00	1.00
Sat Flow, veh/h	374	735	101	410	589	378	589	5174	67	111	5159	77
Grp Volume(v), veh/h	156	0	0	237	0	0	43	1722	944	21	612	334
Grp Sat Flow(s),veh/h/ln	1211	0	0	1376	0	0	589	1695	1851	111	1695	1846
Q Serve(g_s), s	0.0	0.0	0.0	10.1	0.0	0.0	3.8	50.3	50.8	17.0	0.0	0.0
Cycle Q Clear(g_c), s	24.1	0.0	0.0	34.2	0.0	0.0	3.8	50.3	50.8	67.8	0.0	0.0
Prop In Lane	0.36		0.08	0.32		0.27	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	259	0	0	291	0	0	481	2564	1400	92	2564	1396
V/C Ratio(X)	0.60	0.00	0.00	0.82	0.00	0.00	0.09	0.67	0.67	0.23	0.24	0.24
Avail Cap(c_a), veh/h	384	0	0	416	0	0	481	2564	1400	92	2564	1396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.70	0.70	0.70	0.91	0.91	0.91
Uniform Delay (d), s/veh	73.9	0.0	0.0	79.1	0.0	0.0	6.4	12.1	12.1	11.4	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	8.1	0.0	0.0	0.3	1.0	1.8	5.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	0.0	0.0	19.5	0.0	0.0	1.2	30.5	33.5	1.2	0.1	0.3
LnGrp Delay(d),s/veh	76.6	0.0	0.0	87.3	0.0	0.0	6.7	13.1	14.0	16.6	0.2	0.4
LnGrp LOS	E			F			A	B	B	B	A	A
Approach Vol, veh/h		156			237			2709			967	
Approach Delay, s/veh		76.6			87.3			13.3			0.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		156.2		43.8		156.2		43.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		52.8		26.1		69.8		36.2
Green Ext Time (p_c), s		78.7		2.9		63.0		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	47	13	33	56	41	31	1254	25	74	2142	76
Future Volume (veh/h)	21	47	13	33	56	41	31	1254	25	74	2142	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	49	14	34	58	43	32	1306	26	77	2231	79
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	116	29	60	90	59	168	4286	85	355	4211	148
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.84	0.84	0.84	1.00	1.00	1.00
Sat Flow, veh/h	292	1015	258	328	785	520	158	5129	102	409	5039	178
Grp Volume(v), veh/h	85	0	0	135	0	0	32	863	469	77	1498	812
Grp Sat Flow(s),veh/h/ln	1566	0	0	1633	0	0	158	1695	1841	409	1695	1826
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.0	8.4	11.2	11.2	3.3	0.0	0.0
Cycle Q Clear(g_c), s	9.7	0.0	0.0	15.7	0.0	0.0	8.4	11.2	11.2	14.5	0.0	0.0
Prop In Lane	0.26		0.16	0.25		0.32	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	202	0	0	209	0	0	168	2833	1539	355	2833	1526
V/C Ratio(X)	0.42	0.00	0.00	0.65	0.00	0.00	0.19	0.30	0.30	0.22	0.53	0.53
Avail Cap(c_a), veh/h	460	0	0	463	0	0	168	2833	1539	355	2833	1526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.65	0.65	0.65
Uniform Delay (d), s/veh	82.5	0.0	0.0	85.2	0.0	0.0	3.4	3.6	3.6	0.5	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	3.3	0.0	0.0	2.4	0.3	0.5	0.9	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	0.0	11.9	0.0	0.0	0.9	8.9	9.7	0.8	0.3	0.7
LnGrp Delay(d),s/veh	84.2	0.0	0.0	88.6	0.0	0.0	5.8	3.9	4.1	1.4	0.5	0.9
LnGrp LOS	F			F			A	A	A	A	A	A
Approach Vol, veh/h		85			135			1364			2387	
Approach Delay, s/veh		84.2			88.6			4.0			0.6	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		172.1		27.9		172.1		27.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		13.2		11.7		16.5		17.7
Green Ext Time (p_c), s		114.5		1.6		111.6		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	87	14	78	96	72	44	2725	34	26	1078	15
Future Volume (veh/h)	56	87	14	78	96	72	44	2725	34	26	1078	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	90	14	80	99	74	45	2809	35	27	1111	15
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	147	21	106	118	83	406	3857	48	77	3851	52
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	368	717	103	402	574	403	497	5177	64	93	5168	70
Grp Volume(v), veh/h	162	0	0	253	0	0	45	1836	1008	27	729	397
Grp Sat Flow(s),veh/h/ln	1188	0	0	1379	0	0	497	1695	1851	93	1695	1848
Q Serve(g_s), s	0.0	0.0	0.0	11.0	0.0	0.0	5.1	60.2	61.0	39.2	0.0	0.0
Cycle Q Clear(g_c), s	25.4	0.0	0.0	36.4	0.0	0.0	5.1	60.2	61.0	100.2	0.0	0.0
Prop In Lane	0.36		0.09	0.32		0.29	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	268	0	0	306	0	0	406	2526	1379	77	2526	1377
V/C Ratio(X)	0.60	0.00	0.00	0.83	0.00	0.00	0.11	0.73	0.73	0.35	0.29	0.29
Avail Cap(c_a), veh/h	375	0	0	414	0	0	406	2526	1379	77	2526	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.64	0.64	0.64	0.87	0.87	0.87
Uniform Delay (d), s/veh	72.4	0.0	0.0	78.1	0.0	0.0	7.1	14.2	14.3	20.5	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	9.7	0.0	0.0	0.4	1.2	2.2	10.7	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.3	0.0	0.0	20.8	0.0	0.0	1.3	35.5	39.1	2.2	0.2	0.3
LnGrp Delay(d),s/veh	75.0	0.0	0.0	87.8	0.0	0.0	7.5	15.4	16.5	31.2	0.3	0.5
LnGrp LOS	E			F			A	B	B	C	A	A
Approach Vol, veh/h		162			253			2889			1153	
Approach Delay, s/veh		75.0			87.8			15.6			1.0	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		154.0		46.0		154.0		46.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		63.0		27.4		102.2		38.4
Green Ext Time (p_c), s		70.7		3.1		32.5		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	49	14	34	58	66	32	1536	26	97	2428	79
Future Volume (veh/h)	22	49	14	34	58	66	32	1536	26	97	2428	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	23	51	15	35	60	69	33	1600	27	101	2529	82
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	117	31	56	83	85	132	4246	72	266	4171	134
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	272	937	245	276	662	682	117	5148	87	308	5057	163
Grp Volume(v), veh/h	89	0	0	164	0	0	33	1054	573	101	1689	922
Grp Sat Flow(s),veh/h/ln	1453	0	0	1621	0	0	117	1695	1844	308	1695	1829
Q Serve(g_s), s	0.0	0.0	0.0	8.8	0.0	0.0	13.8	15.8	15.8	10.4	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	0.0	19.5	0.0	0.0	13.8	15.8	15.8	26.2	0.0	0.0
Prop In Lane	0.26		0.17	0.21		0.42	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	205	0	0	225	0	0	132	2796	1521	266	2796	1509
V/C Ratio(X)	0.44	0.00	0.00	0.73	0.00	0.00	0.25	0.38	0.38	0.38	0.60	0.61
Avail Cap(c_a), veh/h	444	0	0	460	0	0	132	2796	1521	266	2796	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	0.47	0.47	0.47
Uniform Delay (d), s/veh	80.8	0.0	0.0	84.9	0.0	0.0	4.3	4.5	4.5	1.3	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	4.5	0.0	0.0	4.0	0.4	0.6	1.9	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.0	0.0	14.1	0.0	0.0	1.1	11.7	12.7	1.8	0.3	0.7
LnGrp Delay(d),s/veh	82.6	0.0	0.0	89.4	0.0	0.0	8.3	4.8	5.1	3.2	0.5	0.9
LnGrp LOS	F			F			A	A	A	A	A	A
Approach Vol, veh/h		89			164			1660			2712	
Approach Delay, s/veh		82.6			89.4			5.0			0.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		170.0		30.0		170.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		17.8		12.7		28.2		21.5
Green Ext Time (p_c), s		115.3		1.9		105.2		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	87	14	78	96	72	44	2801	34	26	1085	15
Future Volume (veh/h)	56	87	14	78	96	72	44	2801	34	26	1085	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	90	14	80	99	74	45	2888	35	27	1119	15
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	147	21	106	118	83	404	3859	47	72	3851	52
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	368	717	103	402	574	403	493	5179	63	85	5169	69
Grp Volume(v), veh/h	162	0	0	253	0	0	45	1886	1037	27	734	400
Grp Sat Flow(s),veh/h/ln	1188	0	0	1379	0	0	493	1695	1852	85	1695	1848
Q Serve(g_s), s	0.0	0.0	0.0	11.0	0.0	0.0	5.1	64.0	64.8	47.8	0.0	0.0
Cycle Q Clear(g_c), s	25.4	0.0	0.0	36.4	0.0	0.0	5.1	64.0	64.8	112.6	0.0	0.0
Prop In Lane	0.36		0.09	0.32		0.29	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	268	0	0	306	0	0	404	2526	1380	72	2526	1377
V/C Ratio(X)	0.60	0.00	0.00	0.83	0.00	0.00	0.11	0.75	0.75	0.38	0.29	0.29
Avail Cap(c_a), veh/h	375	0	0	414	0	0	404	2526	1380	72	2526	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.61	0.61	0.61	0.87	0.87	0.87
Uniform Delay (d), s/veh	72.4	0.0	0.0	78.1	0.0	0.0	7.2	14.7	14.8	24.5	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	9.7	0.0	0.0	0.3	1.3	2.4	12.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.3	0.0	0.0	20.8	0.0	0.0	1.3	37.1	41.2	2.5	0.2	0.3
LnGrp Delay(d),s/veh	75.0	0.0	0.0	87.8	0.0	0.0	7.5	15.9	17.1	37.0	0.3	0.5
LnGrp LOS	E			F			A	B	B	D	A	A
Approach Vol, veh/h		162			253			2968			1161	
Approach Delay, s/veh		75.0			87.8			16.2			1.2	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		154.0		46.0		154.0		46.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		66.8		27.4		114.6		38.4
Green Ext Time (p_c), s		67.2		3.1		20.3		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	49	14	34	58	66	32	1545	26	97	2496	79
Future Volume (veh/h)	22	49	14	34	58	66	32	1545	26	97	2496	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	23	51	15	35	60	69	33	1609	27	101	2600	82
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	117	31	56	83	85	126	4246	71	264	4175	131
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	272	937	245	276	662	682	109	5148	86	306	5062	158
Grp Volume(v), veh/h	89	0	0	164	0	0	33	1060	576	101	1734	948
Grp Sat Flow(s),veh/h/ln	1453	0	0	1621	0	0	109	1695	1844	306	1695	1830
Q Serve(g_s), s	0.0	0.0	0.0	8.8	0.0	0.0	15.2	15.9	15.9	10.7	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	0.0	19.5	0.0	0.0	15.2	15.9	15.9	26.6	0.0	0.0
Prop In Lane	0.26		0.17	0.21		0.42	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	205	0	0	225	0	0	126	2796	1521	264	2796	1509
V/C Ratio(X)	0.44	0.00	0.00	0.73	0.00	0.00	0.26	0.38	0.38	0.38	0.62	0.63
Avail Cap(c_a), veh/h	444	0	0	460	0	0	126	2796	1521	264	2796	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	0.42	0.42	0.42
Uniform Delay (d), s/veh	80.8	0.0	0.0	84.9	0.0	0.0	4.4	4.5	4.5	1.3	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	4.5	0.0	0.0	4.5	0.4	0.6	1.8	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.0	0.0	14.1	0.0	0.0	1.1	11.8	12.8	1.8	0.3	0.6
LnGrp Delay(d),s/veh	82.6	0.0	0.0	89.4	0.0	0.0	8.9	4.8	5.1	3.1	0.4	0.8
LnGrp LOS	F			F			A	A	A	A	A	A
Approach Vol, veh/h		89			164			1669			2783	
Approach Delay, s/veh		82.6			89.4			5.0			0.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		170.0		30.0		170.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		17.9		12.7		28.6		21.5
Green Ext Time (p_c), s		115.5		1.9		105.1		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	84	13	75	92	63	42	2532	33	20	905	14
Future Volume (veh/h)	54	84	13	75	92	63	42	2532	33	20	905	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	0.99		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	56	87	13	77	95	65	43	2610	34	21	933	14
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	143	20	103	114	73	481	3912	51	93	3901	59
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.76	0.76	0.76	1.00	1.00	1.00
Sat Flow, veh/h	374	735	101	410	589	378	588	5174	67	113	5159	77
Grp Volume(v), veh/h	156	0	0	237	0	0	43	1708	936	21	613	334
Grp Sat Flow(s),veh/h/ln	1211	0	0	1376	0	0	588	1695	1851	113	1695	1846
Q Serve(g_s), s	0.0	0.0	0.0	10.1	0.0	0.0	3.8	49.5	49.9	16.2	0.0	0.0
Cycle Q Clear(g_c), s	24.1	0.0	0.0	34.2	0.0	0.0	3.8	49.5	49.9	66.2	0.0	0.0
Prop In Lane	0.36		0.08	0.32		0.27	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	259	0	0	291	0	0	481	2564	1399	93	2564	1396
V/C Ratio(X)	0.60	0.00	0.00	0.82	0.00	0.00	0.09	0.67	0.67	0.22	0.24	0.24
Avail Cap(c_a), veh/h	384	0	0	416	0	0	481	2564	1399	93	2564	1396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.71	0.71	0.71	0.91	0.91	0.91
Uniform Delay (d), s/veh	73.9	0.0	0.0	79.1	0.0	0.0	6.4	12.0	12.0	10.9	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	8.1	0.0	0.0	0.3	1.0	1.8	5.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	0.0	0.0	19.5	0.0	0.0	1.2	30.0	33.0	1.1	0.1	0.3
LnGrp Delay(d),s/veh	76.6	0.0	0.0	87.3	0.0	0.0	6.7	13.0	13.8	15.9	0.2	0.4
LnGrp LOS	E			F			A	B	B	B	A	A
Approach Vol, veh/h		156			237			2687			968	
Approach Delay, s/veh		76.6			87.3			13.2			0.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		156.2		43.8		156.2		43.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		51.9		26.1		68.2		36.2
Green Ext Time (p_c), s		79.3		2.9		64.4		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	47	13	33	56	41	31	1256	25	74	2126	76
Future Volume (veh/h)	21	47	13	33	56	41	31	1256	25	74	2126	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	49	14	34	58	43	32	1308	26	77	2215	79
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	116	29	60	90	59	149	4287	85	354	4210	149
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	292	1015	258	328	785	520	160	5129	102	408	5037	179
Grp Volume(v), veh/h	85	0	0	135	0	0	32	864	470	77	1488	806
Grp Sat Flow(s),veh/h/ln	1566	0	0	1633	0	0	160	1695	1841	408	1695	1826
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.0	14.7	11.2	11.2	10.2	25.7	26.0
Cycle Q Clear(g_c), s	9.7	0.0	0.0	15.7	0.0	0.0	40.7	11.2	11.2	21.5	25.7	26.0
Prop In Lane	0.26		0.16	0.25		0.32	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	202	0	0	209	0	0	149	2833	1539	354	2833	1526
V/C Ratio(X)	0.42	0.00	0.00	0.65	0.00	0.00	0.21	0.31	0.31	0.22	0.53	0.53
Avail Cap(c_a), veh/h	460	0	0	463	0	0	149	2833	1539	354	2833	1526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.65	0.65	0.65
Uniform Delay (d), s/veh	82.5	0.0	0.0	85.2	0.0	0.0	10.8	3.6	3.6	6.0	4.8	4.8
Incr Delay (d2), s/veh	1.7	0.0	0.0	3.3	0.0	0.0	3.1	0.3	0.5	0.9	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	0.0	11.9	0.0	0.0	1.4	8.9	9.7	2.2	16.5	18.2
LnGrp Delay(d),s/veh	84.2	0.0	0.0	88.6	0.0	0.0	13.9	3.9	4.1	6.9	5.3	5.7
LnGrp LOS	F			F			B	A	A	A	A	A
Approach Vol, veh/h		85			135			1366			2371	
Approach Delay, s/veh		84.2			88.6			4.2			5.5	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		172.1		27.9		172.1		27.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		42.7		11.7		28.0		17.7
Green Ext Time (p_c), s		87.9		1.6		101.1		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	87	14	78	96	72	44	2780	34	26	1086	15
Future Volume (veh/h)	56	87	14	78	96	72	44	2780	34	26	1086	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	90	14	80	99	74	45	2866	35	27	1120	15
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	147	21	106	118	83	403	3858	47	73	3851	52
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	368	717	103	402	574	403	493	5179	63	87	5169	69
Grp Volume(v), veh/h	162	0	0	253	0	0	45	1872	1029	27	734	401
Grp Sat Flow(s),veh/h/ln	1188	0	0	1379	0	0	493	1695	1851	87	1695	1848
Q Serve(g_s), s	0.0	0.0	0.0	11.0	0.0	0.0	5.1	62.9	63.7	45.2	0.0	0.0
Cycle Q Clear(g_c), s	25.4	0.0	0.0	36.4	0.0	0.0	5.1	62.9	63.7	108.9	0.0	0.0
Prop In Lane	0.36		0.09	0.32		0.29	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	268	0	0	306	0	0	403	2526	1379	73	2526	1377
V/C Ratio(X)	0.60	0.00	0.00	0.83	0.00	0.00	0.11	0.74	0.75	0.37	0.29	0.29
Avail Cap(c_a), veh/h	375	0	0	414	0	0	403	2526	1379	73	2526	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.62	0.62	0.62	0.87	0.87	0.87
Uniform Delay (d), s/veh	72.4	0.0	0.0	78.1	0.0	0.0	7.2	14.5	14.6	23.3	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	9.7	0.0	0.0	0.3	1.3	2.3	11.9	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.3	0.0	0.0	20.8	0.0	0.0	1.3	36.6	40.6	2.4	0.2	0.3
LnGrp Delay(d),s/veh	75.0	0.0	0.0	87.8	0.0	0.0	7.5	15.8	17.0	35.2	0.3	0.5
LnGrp LOS	E			F			A	B	B	D	A	A
Approach Vol, veh/h		162			253			2946			1162	
Approach Delay, s/veh		75.0			87.8			16.1			1.1	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		154.0		46.0		154.0		46.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		65.7		27.4		110.9		38.4
Green Ext Time (p_c), s		68.2		3.1		23.9		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	49	14	34	58	66	32	1547	26	97	2480	79
Future Volume (veh/h)	22	49	14	34	58	66	32	1547	26	97	2480	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	23	51	15	35	60	69	33	1611	27	101	2583	82
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	117	31	56	83	85	127	4247	71	263	4174	131
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	272	937	245	276	662	682	111	5148	86	305	5061	159
Grp Volume(v), veh/h	89	0	0	164	0	0	33	1061	577	101	1723	942
Grp Sat Flow(s),veh/h/ln	1453	0	0	1621	0	0	111	1695	1844	305	1695	1830
Q Serve(g_s), s	0.0	0.0	0.0	8.8	0.0	0.0	14.9	16.0	16.0	10.7	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	0.0	19.5	0.0	0.0	14.9	16.0	16.0	26.7	0.0	0.0
Prop In Lane	0.26		0.17	0.21		0.42	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	205	0	0	225	0	0	127	2796	1521	263	2796	1509
V/C Ratio(X)	0.44	0.00	0.00	0.73	0.00	0.00	0.26	0.38	0.38	0.38	0.62	0.62
Avail Cap(c_a), veh/h	444	0	0	460	0	0	127	2796	1521	263	2796	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	0.43	0.43	0.43
Uniform Delay (d), s/veh	80.8	0.0	0.0	84.9	0.0	0.0	4.4	4.5	4.5	1.3	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	4.5	0.0	0.0	4.4	0.4	0.7	1.8	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.0	0.0	14.1	0.0	0.0	1.1	11.8	12.8	1.8	0.3	0.6
LnGrp Delay(d),s/veh	82.6	0.0	0.0	89.4	0.0	0.0	8.8	4.8	5.1	3.1	0.4	0.9
LnGrp LOS	F			F			A	A	A	A	A	A
Approach Vol, veh/h		89			164			1671			2766	
Approach Delay, s/veh		82.6			89.4			5.0			0.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		170.0		30.0		170.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		18.0		12.7		28.7		21.5
Green Ext Time (p_c), s		115.4		1.9		105.0		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	84	13	75	92	63	42	2498	33	20	896	14
Future Volume (veh/h)	54	84	13	75	92	63	42	2498	33	20	896	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	0.99		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	56	87	13	77	95	65	43	2575	34	21	924	14
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	143	20	103	114	73	485	3912	52	96	3901	59
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.76	0.76	0.76	1.00	1.00	1.00
Sat Flow, veh/h	374	735	101	410	589	378	593	5173	68	117	5158	78
Grp Volume(v), veh/h	156	0	0	237	0	0	43	1685	924	21	607	331
Grp Sat Flow(s),veh/h/ln	1211	0	0	1376	0	0	593	1695	1851	117	1695	1846
Q Serve(g_s), s	0.0	0.0	0.0	10.1	0.0	0.0	3.8	48.2	48.6	15.1	0.0	0.0
Cycle Q Clear(g_c), s	24.1	0.0	0.0	34.2	0.0	0.0	3.8	48.2	48.6	63.7	0.0	0.0
Prop In Lane	0.36		0.08	0.32		0.27	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	259	0	0	291	0	0	485	2564	1399	96	2564	1396
V/C Ratio(X)	0.60	0.00	0.00	0.82	0.00	0.00	0.09	0.66	0.66	0.22	0.24	0.24
Avail Cap(c_a), veh/h	384	0	0	416	0	0	485	2564	1399	96	2564	1396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.72	0.72	0.72	0.91	0.91	0.91
Uniform Delay (d), s/veh	73.9	0.0	0.0	79.1	0.0	0.0	6.4	11.8	11.9	10.2	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	8.1	0.0	0.0	0.3	1.0	1.8	4.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	0.0	0.0	19.5	0.0	0.0	1.2	29.5	32.3	1.1	0.1	0.3
LnGrp Delay(d),s/veh	76.6	0.0	0.0	87.3	0.0	0.0	6.7	12.8	13.6	14.9	0.2	0.4
LnGrp LOS	E			F			A	B	B	B	A	A
Approach Vol, veh/h		156			237			2652			959	
Approach Delay, s/veh		76.6			87.3			13.0			0.6	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		156.2		43.8		156.2		43.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		50.6		26.1		65.7		36.2
Green Ext Time (p_c), s		80.2		2.9		66.4		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	47	13	33	56	41	31	1243	25	74	2090	76
Future Volume (veh/h)	21	47	13	33	56	41	31	1243	25	74	2090	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	49	14	34	58	43	32	1295	26	77	2177	79
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	116	29	60	90	59	154	4286	86	359	4206	152
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	292	1015	258	328	785	520	167	5128	103	413	5033	182
Grp Volume(v), veh/h	85	0	0	135	0	0	32	856	465	77	1463	793
Grp Sat Flow(s),veh/h/ln	1566	0	0	1633	0	0	167	1695	1841	413	1695	1825
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.0	13.8	11.1	11.1	10.1	25.0	25.2
Cycle Q Clear(g_c), s	9.7	0.0	0.0	15.7	0.0	0.0	39.0	11.1	11.1	21.2	25.0	25.2
Prop In Lane	0.26		0.16	0.25		0.32	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	202	0	0	209	0	0	154	2833	1538	359	2833	1525
V/C Ratio(X)	0.42	0.00	0.00	0.65	0.00	0.00	0.21	0.30	0.30	0.21	0.52	0.52
Avail Cap(c_a), veh/h	460	0	0	463	0	0	154	2833	1538	359	2833	1525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.67	0.67	0.67
Uniform Delay (d), s/veh	82.5	0.0	0.0	85.2	0.0	0.0	10.4	3.6	3.6	5.9	4.7	4.8
Incr Delay (d2), s/veh	1.7	0.0	0.0	3.3	0.0	0.0	2.9	0.3	0.5	0.9	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	0.0	11.9	0.0	0.0	1.4	8.9	9.6	2.2	16.4	17.7
LnGrp Delay(d),s/veh	84.2	0.0	0.0	88.6	0.0	0.0	13.3	3.9	4.1	6.9	5.2	5.6
LnGrp LOS	F			F			B	A	A	A	A	A
Approach Vol, veh/h		85			135			1353			2333	
Approach Delay, s/veh		84.2			88.6			4.2			5.4	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		172.1		27.9		172.1		27.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		41.0		11.7		27.2		17.7
Green Ext Time (p_c), s		88.9		1.6		101.2		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	87	14	78	96	72	44	2746	34	26	1077	15
Future Volume (veh/h)	56	87	14	78	96	72	44	2746	34	26	1077	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	90	14	80	99	74	45	2831	35	27	1110	15
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	147	21	106	118	83	407	3858	48	75	3851	52
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	368	717	103	402	574	403	498	5178	64	90	5168	70
Grp Volume(v), veh/h	162	0	0	253	0	0	45	1850	1016	27	728	397
Grp Sat Flow(s),veh/h/ln	1188	0	0	1379	0	0	498	1695	1851	90	1695	1848
Q Serve(g_s), s	0.0	0.0	0.0	11.0	0.0	0.0	5.1	61.2	62.0	41.4	0.0	0.0
Cycle Q Clear(g_c), s	25.4	0.0	0.0	36.4	0.0	0.0	5.1	61.2	62.0	103.4	0.0	0.0
Prop In Lane	0.36		0.09	0.32		0.29	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	268	0	0	306	0	0	407	2526	1379	75	2526	1377
V/C Ratio(X)	0.60	0.00	0.00	0.83	0.00	0.00	0.11	0.73	0.74	0.36	0.29	0.29
Avail Cap(c_a), veh/h	375	0	0	414	0	0	407	2526	1379	75	2526	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.63	0.63	0.63	0.87	0.87	0.87
Uniform Delay (d), s/veh	72.4	0.0	0.0	78.1	0.0	0.0	7.1	14.3	14.4	21.5	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	9.7	0.0	0.0	0.3	1.2	2.3	11.1	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.3	0.0	0.0	20.8	0.0	0.0	1.3	36.0	39.6	2.3	0.2	0.3
LnGrp Delay(d),s/veh	75.0	0.0	0.0	87.8	0.0	0.0	7.5	15.5	16.7	32.7	0.3	0.5
LnGrp LOS	E			F			A	B	B	C	A	A
Approach Vol, veh/h		162			253			2911			1152	
Approach Delay, s/veh		75.0			87.8			15.8			1.1	
Approach LOS		E			F			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		154.0		46.0		154.0		46.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		64.0		27.4		105.4		38.4
Green Ext Time (p_c), s		69.8		3.1		29.3		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	49	14	34	58	66	32	1534	26	97	2444	79
Future Volume (veh/h)	22	49	14	34	58	66	32	1534	26	97	2444	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	23	51	15	35	60	69	33	1598	27	101	2546	82
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	117	31	56	83	85	131	4246	72	266	4172	133
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.82	0.82	0.82	1.00	1.00	1.00
Sat Flow, veh/h	272	937	245	276	662	682	115	5147	87	309	5058	162
Grp Volume(v), veh/h	89	0	0	164	0	0	33	1052	573	101	1700	928
Grp Sat Flow(s),veh/h/ln	1453	0	0	1621	0	0	115	1695	1844	309	1695	1829
Q Serve(g_s), s	0.0	0.0	0.0	8.8	0.0	0.0	14.1	15.8	15.8	10.4	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	0.0	19.5	0.0	0.0	14.1	15.8	15.8	26.1	0.0	0.0
Prop In Lane	0.26		0.17	0.21		0.42	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	205	0	0	225	0	0	131	2796	1521	266	2796	1509
V/C Ratio(X)	0.44	0.00	0.00	0.73	0.00	0.00	0.25	0.38	0.38	0.38	0.61	0.62
Avail Cap(c_a), veh/h	444	0	0	460	0	0	131	2796	1521	266	2796	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	0.46	0.46	0.46
Uniform Delay (d), s/veh	80.8	0.0	0.0	84.9	0.0	0.0	4.3	4.4	4.4	1.2	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	4.5	0.0	0.0	4.1	0.4	0.6	1.9	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.0	0.0	14.1	0.0	0.0	1.1	11.7	12.7	1.8	0.3	0.7
LnGrp Delay(d),s/veh	82.6	0.0	0.0	89.4	0.0	0.0	8.4	4.8	5.1	3.1	0.5	0.9
LnGrp LOS	F			F			A	A	A	A	A	A
Approach Vol, veh/h		89			164			1658			2729	
Approach Delay, s/veh		82.6			89.4			5.0			0.7	
Approach LOS		F			F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		170.0		30.0		170.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		135.0		55.0		135.0		55.0
Max Q Clear Time (g_c+I1), s		17.8		12.7		28.1		21.5
Green Ext Time (p_c), s		115.4		1.9		105.4		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	2	52	29	2	25	70	2311	30	7	813	159
Future Volume (vph)	79	2	52	29	2	25	70	2311	30	7	813	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.68		0.95		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1084		1624		1770	5074		1770	5085	1514
Flt Permitted		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1084		1624		1770	5074		1770	5085	1514
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	81	2	54	30	2	26	72	2382	31	7	838	164
RTOR Reduction (vph)	0	0	50	0	25	0	0	1	0	0	0	57
Lane Group Flow (vph)	0	83	4	0	34	0	72	2412	0	7	838	107
Confl. Peds. (#/hr)			77			18			3			9
Confl. Bikes (#/hr)			1			1						1
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		8.8	8.8		7.5		8.2	91.8		1.4	85.0	85.0
Effective Green, g (s)		8.8	8.8		7.5		8.2	91.8		1.4	85.0	85.0
Actuated g/C Ratio		0.07	0.07		0.06		0.06	0.71		0.01	0.65	0.65
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		120	73		93		111	3583		19	3324	989
v/s Ratio Prot		c0.05			c0.02		c0.04	c0.48		0.00	0.16	
v/s Ratio Perm			0.00									0.07
v/c Ratio		0.69	0.05		0.36		0.65	0.67		0.37	0.25	0.11
Uniform Delay, d1		59.3	56.7		58.9		59.5	10.7		63.9	9.3	8.4
Progression Factor		1.00	1.00		1.00		1.21	0.26		1.00	1.00	1.00
Incremental Delay, d2		14.7	0.2		2.5		7.8	0.8		4.4	0.2	0.2
Delay (s)		73.9	56.9		61.4		79.8	3.6		68.2	9.5	8.6
Level of Service		E	E		E		E	A		E	A	A
Approach Delay (s)		67.2			61.4			5.8			9.8	
Approach LOS		E			E			A			A	

Intersection Summary				
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	74.8%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	4	112	27	0	4	89	1026	21	4	1884	271
Future Volume (vph)	167	4	112	27	0	4	89	1026	21	4	1884	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.87		0.98		1.00	1.00		1.00	1.00	0.91
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1375		1715		1770	5067		1770	5085	1443
Flt Permitted		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1375		1715		1770	5067		1770	5085	1443
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	176	4	118	28	0	4	94	1080	22	4	1983	285
RTOR Reduction (vph)	0	0	110	0	31	0	0	1	0	0	0	75
Lane Group Flow (vph)	0	180	8	0	1	0	94	1101	0	4	1983	210
Confl. Peds. (#/hr)			27			21			3			27
Confl. Bikes (#/hr)			2									
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		9.0	9.0		4.8		12.0	76.1		1.4	65.5	65.5
Effective Green, g (s)		9.0	9.0		4.8		12.0	76.1		1.4	65.5	65.5
Actuated g/C Ratio		0.07	0.07		0.04		0.09	0.59		0.01	0.50	0.50
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		122	95		63		163	2966		19	2562	727
v/s Ratio Prot		c0.10			c0.00		c0.05	0.22		0.00	c0.39	
v/s Ratio Perm			0.01									0.15
v/c Ratio		1.48	0.09		0.02		0.58	0.37		0.21	0.77	0.29
Uniform Delay, d1		60.5	56.6		60.3		56.6	14.3		63.8	26.2	18.7
Progression Factor		1.00	1.00		1.00		0.84	0.80		1.00	1.00	1.00
Incremental Delay, d2		252.7	0.3		0.1		3.0	0.3		2.0	2.4	1.0
Delay (s)		313.2	56.9		60.5		50.7	11.7		65.8	28.6	19.7
Level of Service		F	E		E		D	B		E	C	B
Approach Delay (s)		211.7			60.5			14.8			27.5	
Approach LOS		F			E			B			C	

Intersection Summary				
HCM 2000 Control Delay	38.3	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	65.4%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	2	52	29	2	25	70	2387	30	7	820	159
Future Volume (vph)	79	2	52	29	2	25	70	2387	30	7	820	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.68		0.95		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1084		1624		1770	5074		1770	5085	1514
Flt Permitted		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1084		1624		1770	5074		1770	5085	1514
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	81	2	54	30	2	26	72	2461	31	7	845	164
RTOR Reduction (vph)	0	0	50	0	25	0	0	0	0	0	0	57
Lane Group Flow (vph)	0	83	4	0	34	0	72	2492	0	7	845	107
Confl. Peds. (#/hr)			77			18			3			9
Confl. Bikes (#/hr)			1			1						1
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		8.8	8.8		7.5		8.2	91.8		1.4	85.0	85.0
Effective Green, g (s)		8.8	8.8		7.5		8.2	91.8		1.4	85.0	85.0
Actuated g/C Ratio		0.07	0.07		0.06		0.06	0.71		0.01	0.65	0.65
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		120	73		93		111	3583		19	3324	989
v/s Ratio Prot		c0.05			c0.02		c0.04	c0.49		0.00	0.17	
v/s Ratio Perm			0.00									0.07
v/c Ratio		0.69	0.05		0.36		0.65	0.70		0.37	0.25	0.11
Uniform Delay, d1		59.3	56.7		58.9		59.5	11.0		63.9	9.3	8.4
Progression Factor		1.00	1.00		1.00		1.20	0.24		1.00	1.00	1.00
Incremental Delay, d2		14.7	0.2		2.5		7.6	0.9		4.4	0.2	0.2
Delay (s)		73.9	56.9		61.4		79.3	3.6		68.2	9.5	8.6
Level of Service		E	E		E		E	A		E	A	A
Approach Delay (s)		67.2			61.4			5.7			9.8	
Approach LOS		E			E			A			A	

Intersection Summary				
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	76.2%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	4	112	27	0	4	89	1035	21	4	1952	271
Future Volume (vph)	167	4	112	27	0	4	89	1035	21	4	1952	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.87		0.98		1.00	1.00		1.00	1.00	0.91
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1375		1715		1770	5067		1770	5085	1443
Flt Permitted		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1375		1715		1770	5067		1770	5085	1443
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	176	4	118	28	0	4	94	1089	22	4	2055	285
RTOR Reduction (vph)	0	0	110	0	31	0	0	1	0	0	0	72
Lane Group Flow (vph)	0	180	8	0	1	0	94	1110	0	4	2055	213
Confl. Peds. (#/hr)			27			21			3			27
Confl. Bikes (#/hr)			2									
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		9.0	9.0		4.8		12.0	76.1		1.4	65.5	65.5
Effective Green, g (s)		9.0	9.0		4.8		12.0	76.1		1.4	65.5	65.5
Actuated g/C Ratio		0.07	0.07		0.04		0.09	0.59		0.01	0.50	0.50
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		122	95		63		163	2966		19	2562	727
v/s Ratio Prot		c0.10			c0.00		c0.05	0.22		0.00	c0.40	
v/s Ratio Perm			0.01									0.15
v/c Ratio		1.48	0.09		0.02		0.58	0.37		0.21	0.80	0.29
Uniform Delay, d1		60.5	56.6		60.3		56.6	14.3		63.8	26.9	18.8
Progression Factor		1.00	1.00		1.00		0.85	0.80		1.00	1.00	1.00
Incremental Delay, d2		252.7	0.3		0.1		3.0	0.4		2.0	2.8	1.0
Delay (s)		313.2	56.9		60.5		51.0	11.7		65.8	29.6	19.8
Level of Service		F	E		E		D	B		E	C	B
Approach Delay (s)		211.7			60.5			14.8			28.5	
Approach LOS		F			E			B			C	

Intersection Summary				
HCM 2000 Control Delay	38.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	66.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	2	54	30	2	26	73	2552	31	7	991	165
Future Volume (vph)	82	2	54	30	2	26	73	2552	31	7	991	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.68		0.95		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1084		1624		1770	5074		1770	5085	1514
Flt Permitted		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1084		1624		1770	5074		1770	5085	1514
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	85	2	56	31	2	27	75	2631	32	7	1022	170
RTOR Reduction (vph)	0	0	52	0	24	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	87	4	0	36	0	75	2663	0	7	1022	111
Confl. Peds. (#/hr)			77			18			3			9
Confl. Bikes (#/hr)			1			1						1
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		8.8	8.8		7.6		8.4	91.7		1.4	84.7	84.7
Effective Green, g (s)		8.8	8.8		7.6		8.4	91.7		1.4	84.7	84.7
Actuated g/C Ratio		0.07	0.07		0.06		0.06	0.71		0.01	0.65	0.65
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		120	73		94		114	3579		19	3313	986
v/s Ratio Prot		c0.05			c0.02		c0.04	c0.52		0.00	0.20	
v/s Ratio Perm			0.00									0.07
v/c Ratio		0.72	0.05		0.38		0.66	0.74		0.37	0.31	0.11
Uniform Delay, d1		59.4	56.7		58.9		59.4	11.9		63.9	9.9	8.5
Progression Factor		1.00	1.00		1.00		1.19	0.23		1.00	1.00	1.00
Incremental Delay, d2		18.3	0.2		2.6		7.7	1.1		4.4	0.2	0.2
Delay (s)		77.7	56.9		61.6		78.6	3.8		68.2	10.1	8.7
Level of Service		E	E		E		E	A		E	B	A
Approach Delay (s)		69.6			61.6			5.9			10.3	
Approach LOS		E			E			A			B	

Intersection Summary				
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	79.6%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	4	117	28	0	4	93	1308	22	4	2230	282
Future Volume (vph)	174	4	117	28	0	4	93	1308	22	4	2230	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.87		0.98		1.00	1.00		1.00	1.00	0.91
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1375		1717		1770	5070		1770	5085	1443
Flt Permitted		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1375		1717		1770	5070		1770	5085	1443
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	4	123	29	0	4	98	1377	23	4	2347	297
RTOR Reduction (vph)	0	0	114	0	32	0	0	1	0	0	0	66
Lane Group Flow (vph)	0	187	9	0	1	0	98	1399	0	4	2347	231
Confl. Peds. (#/hr)			27			21			3			27
Confl. Bikes (#/hr)			2									
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		9.0	9.0		4.8		12.6	76.1		1.4	64.9	64.9
Effective Green, g (s)		9.0	9.0		4.8		12.6	76.1		1.4	64.9	64.9
Actuated g/C Ratio		0.07	0.07		0.04		0.10	0.59		0.01	0.50	0.50
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		122	95		63		171	2967		19	2538	720
v/s Ratio Prot		c0.11			c0.00		c0.06	0.28		0.00	c0.46	
v/s Ratio Perm			0.01									0.16
v/c Ratio		1.53	0.10		0.02		0.57	0.47		0.21	0.92	0.32
Uniform Delay, d1		60.5	56.7		60.3		56.1	15.4		63.8	30.3	19.4
Progression Factor		1.00	1.00		1.00		1.02	0.73		1.00	1.00	1.00
Incremental Delay, d2		276.6	0.3		0.1		2.7	0.5		2.0	7.2	1.2
Delay (s)		337.1	57.0		60.5		59.8	11.8		65.8	37.5	20.6
Level of Service		F	E		E		E	B		E	D	C
Approach Delay (s)		225.9			60.5			15.0			35.6	
Approach LOS		F			E			B			D	

Intersection Summary				
HCM 2000 Control Delay	42.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	72.4%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	2	54	30	2	26	73	2628	31	7	998	165
Future Volume (vph)	82	2	54	30	2	26	73	2628	31	7	998	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.68		0.95		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1084		1624		1770	5075		1770	5085	1514
Flt Permitted		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1084		1624		1770	5075		1770	5085	1514
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	85	2	56	31	2	27	75	2709	32	7	1029	170
RTOR Reduction (vph)	0	0	52	0	24	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	87	4	0	36	0	75	2741	0	7	1029	111
Confl. Peds. (#/hr)			77			18			3			9
Confl. Bikes (#/hr)			1			1						1
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		8.8	8.8		7.6		8.4	91.7		1.4	84.7	84.7
Effective Green, g (s)		8.8	8.8		7.6		8.4	91.7		1.4	84.7	84.7
Actuated g/C Ratio		0.07	0.07		0.06		0.06	0.71		0.01	0.65	0.65
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		120	73		94		114	3579		19	3313	986
v/s Ratio Prot		c0.05			c0.02		c0.04	c0.54		0.00	0.20	
v/s Ratio Perm			0.00									0.07
v/c Ratio		0.72	0.05		0.38		0.66	0.77		0.37	0.31	0.11
Uniform Delay, d1		59.4	56.7		58.9		59.4	12.3		63.9	9.9	8.5
Progression Factor		1.00	1.00		1.00		1.19	0.23		1.00	1.00	1.00
Incremental Delay, d2		18.3	0.2		2.6		7.5	1.2		4.4	0.2	0.2
Delay (s)		77.7	56.9		61.6		78.3	4.0		68.2	10.1	8.7
Level of Service		E	E		E		E	A		E	B	A
Approach Delay (s)		69.6			61.6			6.0			10.3	
Approach LOS		E			E			A			B	

Intersection Summary				
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	80.2%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	4	117	28	0	4	93	1317	22	4	2298	282
Future Volume (vph)	174	4	117	28	0	4	93	1317	22	4	2298	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.87		0.98		1.00	1.00		1.00	1.00	0.91
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1375		1717		1770	5071		1770	5085	1443
Flt Permitted		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1375		1717		1770	5071		1770	5085	1443
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	4	123	29	0	4	98	1386	23	4	2419	297
RTOR Reduction (vph)	0	0	114	0	32	0	0	1	0	0	0	65
Lane Group Flow (vph)	0	187	9	0	1	0	98	1408	0	4	2419	232
Confl. Peds. (#/hr)			27			21			3			27
Confl. Bikes (#/hr)			2									
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		9.0	9.0		4.8		12.6	76.1		1.4	64.9	64.9
Effective Green, g (s)		9.0	9.0		4.8		12.6	76.1		1.4	64.9	64.9
Actuated g/C Ratio		0.07	0.07		0.04		0.10	0.59		0.01	0.50	0.50
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		122	95		63		171	2968		19	2538	720
v/s Ratio Prot		c0.11			c0.00		c0.06	0.28		0.00	c0.48	
v/s Ratio Perm			0.01									0.16
v/c Ratio		1.53	0.10		0.02		0.57	0.47		0.21	0.95	0.32
Uniform Delay, d1		60.5	56.7		60.3		56.1	15.5		63.8	31.1	19.4
Progression Factor		1.00	1.00		1.00		1.02	0.73		1.00	1.00	1.00
Incremental Delay, d2		276.6	0.3		0.1		2.7	0.5		2.0	9.8	1.2
Delay (s)		337.1	57.0		60.5		59.7	11.8		65.8	40.9	20.6
Level of Service		F	E		E		E	B		E	D	C
Approach Delay (s)		225.9			60.5			15.0			38.7	
Approach LOS		F			E			B			D	

Intersection Summary				
HCM 2000 Control Delay	43.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	73.7%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	2	52	29	2	25	70	2366	30	7	821	159
Future Volume (vph)	79	2	52	29	2	25	70	2366	30	7	821	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.68		0.95		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1084		1624		1770	5074		1770	5085	1514
Flt Permitted		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1084		1624		1770	5074		1770	5085	1514
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	81	2	54	30	2	26	72	2439	31	7	846	164
RTOR Reduction (vph)	0	0	50	0	25	0	0	0	0	0	0	57
Lane Group Flow (vph)	0	83	4	0	34	0	72	2470	0	7	846	107
Confl. Peds. (#/hr)			77			18			3			9
Confl. Bikes (#/hr)			1			1						1
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		8.8	8.8		7.5		8.2	91.8		1.4	85.0	85.0
Effective Green, g (s)		8.8	8.8		7.5		8.2	91.8		1.4	85.0	85.0
Actuated g/C Ratio		0.07	0.07		0.06		0.06	0.71		0.01	0.65	0.65
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		120	73		93		111	3583		19	3324	989
v/s Ratio Prot		c0.05			c0.02		c0.04	c0.49		0.00	0.17	
v/s Ratio Perm			0.00									0.07
v/c Ratio		0.69	0.05		0.36		0.65	0.69		0.37	0.25	0.11
Uniform Delay, d1		59.3	56.7		58.9		59.5	10.9		63.9	9.3	8.4
Progression Factor		1.00	1.00		1.00		1.21	0.25		1.00	1.00	1.00
Incremental Delay, d2		14.7	0.2		2.5		7.6	0.9		4.4	0.2	0.2
Delay (s)		73.9	56.9		61.4		79.8	3.6		68.2	9.5	8.6
Level of Service		E	E		E		E	A		E	A	A
Approach Delay (s)		67.2			61.4			5.7			9.8	
Approach LOS		E			E			A			A	

Intersection Summary				
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	75.8%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	4	112	27	0	4	89	1037	21	4	1936	271
Future Volume (vph)	167	4	112	27	0	4	89	1037	21	4	1936	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.87		0.98		1.00	1.00		1.00	1.00	0.91
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1375		1715		1770	5067		1770	5085	1443
Flt Permitted		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1375		1715		1770	5067		1770	5085	1443
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	176	4	118	28	0	4	94	1092	22	4	2038	285
RTOR Reduction (vph)	0	0	110	0	31	0	0	1	0	0	0	72
Lane Group Flow (vph)	0	180	8	0	1	0	94	1113	0	4	2038	213
Confl. Peds. (#/hr)			27			21			3			27
Confl. Bikes (#/hr)			2									
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		9.0	9.0		4.8		12.0	76.1		1.4	65.5	65.5
Effective Green, g (s)		9.0	9.0		4.8		12.0	76.1		1.4	65.5	65.5
Actuated g/C Ratio		0.07	0.07		0.04		0.09	0.59		0.01	0.50	0.50
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		122	95		63		163	2966		19	2562	727
v/s Ratio Prot		c0.10			c0.00		c0.05	0.22		0.00	c0.40	
v/s Ratio Perm			0.01									0.15
v/c Ratio		1.48	0.09		0.02		0.58	0.38		0.21	0.80	0.29
Uniform Delay, d1		60.5	56.6		60.3		56.6	14.3		63.8	26.7	18.8
Progression Factor		1.00	1.00		1.00		0.85	0.80		1.00	1.00	1.00
Incremental Delay, d2		252.7	0.3		0.1		3.0	0.4		2.0	2.7	1.0
Delay (s)		313.2	56.9		60.5		51.0	11.7		65.8	29.4	19.8
Level of Service		F	E		E		D	B		E	C	B
Approach Delay (s)		211.7			60.5			14.8			28.2	
Approach LOS		F			E			B			C	

Intersection Summary				
HCM 2000 Control Delay	38.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	66.4%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	2	54	30	2	26	73	2607	31	7	999	165
Future Volume (vph)	82	2	54	30	2	26	73	2607	31	7	999	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.68		0.95		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1084		1624		1770	5075		1770	5085	1514
Flt Permitted		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1084		1624		1770	5075		1770	5085	1514
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	85	2	56	31	2	27	75	2688	32	7	1030	170
RTOR Reduction (vph)	0	0	52	0	24	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	87	4	0	36	0	75	2720	0	7	1030	111
Confl. Peds. (#/hr)			77			18			3			9
Confl. Bikes (#/hr)			1			1						1
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		8.8	8.8		7.6		8.4	91.7		1.4	84.7	84.7
Effective Green, g (s)		8.8	8.8		7.6		8.4	91.7		1.4	84.7	84.7
Actuated g/C Ratio		0.07	0.07		0.06		0.06	0.71		0.01	0.65	0.65
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		120	73		94		114	3579		19	3313	986
v/s Ratio Prot		c0.05			c0.02		c0.04	c0.54		0.00	0.20	
v/s Ratio Perm			0.00									0.07
v/c Ratio		0.72	0.05		0.38		0.66	0.76		0.37	0.31	0.11
Uniform Delay, d1		59.4	56.7		58.9		59.4	12.2		63.9	9.9	8.5
Progression Factor		1.00	1.00		1.00		1.19	0.23		1.00	1.00	1.00
Incremental Delay, d2		18.3	0.2		2.6		7.6	1.2		4.4	0.2	0.2
Delay (s)		77.7	56.9		61.6		78.1	4.0		68.2	10.1	8.7
Level of Service		E	E		E		E	A		E	B	A
Approach Delay (s)		69.6			61.6			5.9			10.3	
Approach LOS		E			E			A			B	

Intersection Summary				
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	80.2%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	4	117	28	0	4	93	1319	22	4	2282	282
Future Volume (vph)	174	4	117	28	0	4	93	1319	22	4	2282	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.87		0.98		1.00	1.00		1.00	1.00	0.91
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1375		1717		1770	5071		1770	5085	1443
Flt Permitted		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1375		1717		1770	5071		1770	5085	1443
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	4	123	29	0	4	98	1388	23	4	2402	297
RTOR Reduction (vph)	0	0	114	0	32	0	0	1	0	0	0	65
Lane Group Flow (vph)	0	187	9	0	1	0	98	1410	0	4	2402	232
Confl. Peds. (#/hr)			27			21			3			27
Confl. Bikes (#/hr)			2									
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		9.0	9.0		4.8		12.6	76.1		1.4	64.9	64.9
Effective Green, g (s)		9.0	9.0		4.8		12.6	76.1		1.4	64.9	64.9
Actuated g/C Ratio		0.07	0.07		0.04		0.10	0.59		0.01	0.50	0.50
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		122	95		63		171	2968		19	2538	720
v/s Ratio Prot		c0.11			c0.00		c0.06	0.28		0.00	c0.47	
v/s Ratio Perm			0.01									0.16
v/c Ratio		1.53	0.10		0.02		0.57	0.48		0.21	0.95	0.32
Uniform Delay, d1		60.5	56.7		60.3		56.1	15.5		63.8	30.9	19.4
Progression Factor		1.00	1.00		1.00		1.02	0.73		1.00	1.00	1.00
Incremental Delay, d2		276.6	0.3		0.1		2.7	0.5		2.0	9.1	1.2
Delay (s)		337.1	57.0		60.5		59.9	11.9		65.8	40.0	20.6
Level of Service		F	E		E		E	B		E	D	C
Approach Delay (s)		225.9			60.5			15.0			37.9	
Approach LOS		F			E			B			D	

Intersection Summary				
HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	73.4%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	2	52	29	2	25	70	2332	30	7	812	159
Future Volume (vph)	79	2	52	29	2	25	70	2332	30	7	812	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.68		0.95		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1084		1624		1770	5074		1770	5085	1514
Flt Permitted		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1084		1624		1770	5074		1770	5085	1514
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	81	2	54	30	2	26	72	2404	31	7	837	164
RTOR Reduction (vph)	0	0	50	0	25	0	0	0	0	0	0	57
Lane Group Flow (vph)	0	83	4	0	34	0	72	2435	0	7	837	107
Confl. Peds. (#/hr)			77			18			3			9
Confl. Bikes (#/hr)			1			1						1
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		8.8	8.8		7.5		8.2	91.8		1.4	85.0	85.0
Effective Green, g (s)		8.8	8.8		7.5		8.2	91.8		1.4	85.0	85.0
Actuated g/C Ratio		0.07	0.07		0.06		0.06	0.71		0.01	0.65	0.65
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		120	73		93		111	3583		19	3324	989
v/s Ratio Prot		c0.05			c0.02		c0.04	c0.48		0.00	0.16	
v/s Ratio Perm			0.00									0.07
v/c Ratio		0.69	0.05		0.36		0.65	0.68		0.37	0.25	0.11
Uniform Delay, d1		59.3	56.7		58.9		59.5	10.8		63.9	9.3	8.4
Progression Factor		1.00	1.00		1.00		1.21	0.25		1.00	1.00	1.00
Incremental Delay, d2		14.7	0.2		2.5		7.7	0.9		4.4	0.2	0.2
Delay (s)		73.9	56.9		61.4		79.8	3.6		68.2	9.5	8.6
Level of Service		E	E		E		E	A		E	A	A
Approach Delay (s)		67.2			61.4			5.8			9.8	
Approach LOS		E			E			A			A	

Intersection Summary				
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	75.2%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	4	112	27	0	4	89	1024	21	4	1900	271
Future Volume (vph)	167	4	112	27	0	4	89	1024	21	4	1900	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.87		0.98		1.00	1.00		1.00	1.00	0.91
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1375		1715		1770	5067		1770	5085	1443
Flt Permitted		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1375		1715		1770	5067		1770	5085	1443
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	176	4	118	28	0	4	94	1078	22	4	2000	285
RTOR Reduction (vph)	0	0	110	0	31	0	0	1	0	0	0	74
Lane Group Flow (vph)	0	180	8	0	1	0	94	1099	0	4	2000	211
Confl. Peds. (#/hr)			27			21			3			27
Confl. Bikes (#/hr)			2									
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		9.0	9.0		4.8		12.0	76.1		1.4	65.5	65.5
Effective Green, g (s)		9.0	9.0		4.8		12.0	76.1		1.4	65.5	65.5
Actuated g/C Ratio		0.07	0.07		0.04		0.09	0.59		0.01	0.50	0.50
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		122	95		63		163	2966		19	2562	727
v/s Ratio Prot		c0.10			c0.00		c0.05	0.22		0.00	c0.39	
v/s Ratio Perm			0.01									0.15
v/c Ratio		1.48	0.09		0.02		0.58	0.37		0.21	0.78	0.29
Uniform Delay, d1		60.5	56.6		60.3		56.6	14.3		63.8	26.4	18.7
Progression Factor		1.00	1.00		1.00		0.84	0.80		1.00	1.00	1.00
Incremental Delay, d2		252.7	0.3		0.1		3.0	0.3		2.0	2.4	1.0
Delay (s)		313.2	56.9		60.5		50.4	11.7		65.8	28.8	19.8
Level of Service		F	E		E		D	B		E	C	B
Approach Delay (s)		211.7			60.5			14.8			27.8	
Approach LOS		F			E			B			C	

Intersection Summary				
HCM 2000 Control Delay	38.3	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	65.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	2	54	30	2	26	73	2573	31	7	990	165
Future Volume (vph)	82	2	54	30	2	26	73	2573	31	7	990	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.68		0.95		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1084		1624		1770	5075		1770	5085	1514
Flt Permitted		0.95	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1084		1624		1770	5075		1770	5085	1514
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	85	2	56	31	2	27	75	2653	32	7	1021	170
RTOR Reduction (vph)	0	0	52	0	24	0	0	0	0	0	0	59
Lane Group Flow (vph)	0	87	4	0	36	0	75	2685	0	7	1021	111
Confl. Peds. (#/hr)			77			18			3			9
Confl. Bikes (#/hr)			1			1						1
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		8.8	8.8		7.6		8.4	91.7		1.4	84.7	84.7
Effective Green, g (s)		8.8	8.8		7.6		8.4	91.7		1.4	84.7	84.7
Actuated g/C Ratio		0.07	0.07		0.06		0.06	0.71		0.01	0.65	0.65
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		120	73		94		114	3579		19	3313	986
v/s Ratio Prot		c0.05			c0.02		c0.04	c0.53		0.00	0.20	
v/s Ratio Perm			0.00									0.07
v/c Ratio		0.72	0.05		0.38		0.66	0.75		0.37	0.31	0.11
Uniform Delay, d1		59.4	56.7		58.9		59.4	12.0		63.9	9.9	8.5
Progression Factor		1.00	1.00		1.00		1.19	0.23		1.00	1.00	1.00
Incremental Delay, d2		18.3	0.2		2.6		7.7	1.1		4.4	0.2	0.2
Delay (s)		77.7	56.9		61.6		78.2	3.9		68.2	10.1	8.7
Level of Service		E	E		E		E	A		E	B	A
Approach Delay (s)		69.6			61.6			5.9			10.3	
Approach LOS		E			E			A			B	

Intersection Summary				
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	80.0%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	4	117	28	0	4	93	1306	22	4	2246	282
Future Volume (vph)	174	4	117	28	0	4	93	1306	22	4	2246	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.87		0.98		1.00	1.00		1.00	1.00	0.91
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1776	1375		1717		1770	5070		1770	5085	1443
Flt Permitted		0.95	1.00		0.96		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1776	1375		1717		1770	5070		1770	5085	1443
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	4	123	29	0	4	98	1375	23	4	2364	297
RTOR Reduction (vph)	0	0	114	0	32	0	0	1	0	0	0	66
Lane Group Flow (vph)	0	187	9	0	1	0	98	1397	0	4	2364	231
Confl. Peds. (#/hr)			27			21			3			27
Confl. Bikes (#/hr)			2									
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		9.0	9.0		4.8		12.6	76.1		1.4	64.9	64.9
Effective Green, g (s)		9.0	9.0		4.8		12.6	76.1		1.4	64.9	64.9
Actuated g/C Ratio		0.07	0.07		0.04		0.10	0.59		0.01	0.50	0.50
Clearance Time (s)		5.0	5.0		5.0		5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)		2.5	2.5		3.1		1.5	4.0		1.5	4.0	4.0
Lane Grp Cap (vph)		122	95		63		171	2967		19	2538	720
v/s Ratio Prot		c0.11			c0.00		c0.06	0.28		0.00	c0.46	
v/s Ratio Perm			0.01									0.16
v/c Ratio		1.53	0.10		0.02		0.57	0.47		0.21	0.93	0.32
Uniform Delay, d1		60.5	56.7		60.3		56.1	15.4		63.8	30.5	19.4
Progression Factor		1.00	1.00		1.00		1.01	0.73		1.00	1.00	1.00
Incremental Delay, d2		276.6	0.3		0.1		2.7	0.5		2.0	7.7	1.2
Delay (s)		337.1	57.0		60.5		59.6	11.8		65.8	38.2	20.6
Level of Service		F	E		E		E	B		E	D	C
Approach Delay (s)		225.9			60.5			15.0			36.3	
Approach LOS		F			E			B			D	

Intersection Summary				
HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5	
Intersection Capacity Utilization	72.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	0	186	0	0	3	329	2247	9	0	809	126
Future Volume (veh/h)	247	0	186	0	0	3	329	2247	9	0	809	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	255	0	192	0	0	3	339	2316	9	0	834	130
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	650	0	449	0	0	306	392	3857	15	1	2629	407
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.19	0.23	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	2816	0	1392	0	0	1583	3442	5228	20	1774	4434	687
Grp Volume(v), veh/h	255	0	192	0	0	3	339	1501	824	0	636	328
Grp Sat Flow(s),veh/h/ln	1408	0	1392	0	0	1583	1721	1695	1858	1774	1695	1731
Q Serve(g_s), s	10.5	0.0	14.4	0.0	0.0	0.2	12.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	14.4	0.0	0.0	0.2	12.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	650	0	449	0	0	306	392	2501	1371	1	2010	1026
V/C Ratio(X)	0.39	0.00	0.43	0.00	0.00	0.01	0.86	0.60	0.60	0.00	0.32	0.32
Avail Cap(c_a), veh/h	713	0	480	0	0	341	662	2501	1371	136	2010	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.46	0.46	0.46	0.00	0.98	0.98
Uniform Delay (d), s/veh	46.7	0.0	36.2	0.0	0.0	42.4	49.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.0	1.6	0.5	0.9	0.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	0.0	17.3	0.0	0.0	0.2	8.6	0.3	0.6	0.0	0.2	0.4
LnGrp Delay(d),s/veh	46.9	0.0	36.5	0.0	0.0	42.4	50.8	0.5	0.9	0.0	0.4	0.8
LnGrp LOS	D		D			D	D	A	A		A	A
Approach Vol, veh/h		447			3			2664			964	
Approach Delay, s/veh		42.4			42.4			7.0			0.5	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	100.4		29.6	18.8	81.6		29.6
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		16.4	14.3	2.0		2.2
Green Ext Time (p_c), s	0.0	65.4		0.8	0.5	54.3		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	0	286	0	0	20	331	971	13	4	1846	143
Future Volume (veh/h)	189	0	286	0	0	20	331	971	13	4	1846	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	197	0	298	0	0	21	345	1011	14	4	1923	149
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	664	0	485	0	0	333	403	3526	49	13	2752	212
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.16	0.91	0.91	0.01	1.00	1.00
Sat Flow, veh/h	2770	0	1425	0	0	1583	3442	5166	71	1774	4805	370
Grp Volume(v), veh/h	197	0	298	0	0	21	345	663	362	4	1354	718
Grp Sat Flow(s),veh/h/ln	1385	0	1425	0	0	1583	1721	1695	1847	1774	1695	1785
Q Serve(g_s), s	8.0	0.0	23.1	0.0	0.0	1.4	12.7	3.2	3.2	0.3	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	23.1	0.0	0.0	1.4	12.7	3.2	3.2	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.04	1.00		0.21
Lane Grp Cap(c), veh/h	664	0	485	0	0	333	403	2314	1261	13	1942	1023
V/C Ratio(X)	0.30	0.00	0.61	0.00	0.00	0.06	0.86	0.29	0.29	0.31	0.70	0.70
Avail Cap(c_a), veh/h	678	0	492	0	0	341	662	2314	1261	136	1942	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.92	0.92	0.92	0.61	0.61	0.61
Uniform Delay (d), s/veh	44.8	0.0	37.2	0.0	0.0	41.1	53.8	2.0	2.0	63.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.0	0.0	0.0	3.2	0.3	0.5	3.7	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.0	25.1	0.0	0.0	1.1	10.1	2.8	3.2	0.3	0.6	1.3
LnGrp Delay(d),s/veh	44.9	0.0	38.9	0.0	0.0	41.1	57.0	2.3	2.6	67.5	1.3	2.5
LnGrp LOS	D		D			D	E	A	A	E	A	A
Approach Vol, veh/h		495			21			1370			2076	
Approach Delay, s/veh		41.3			41.1			16.2			1.8	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	93.2		31.8	19.2	79.0		31.8
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	5.2		25.1	14.7	2.0		3.4
Green Ext Time (p_c), s	0.0	60.0		0.4	0.5	52.0		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	0	186	0	0	3	329	2318	9	0	815	127
Future Volume (veh/h)	253	0	186	0	0	3	329	2318	9	0	815	127
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	261	0	192	0	0	3	339	2390	9	0	840	131
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	650	0	449	0	0	306	392	3858	15	1	2629	408
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.19	0.23	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	2816	0	1392	0	0	1583	3442	5229	20	1774	4434	687
Grp Volume(v), veh/h	261	0	192	0	0	3	339	1549	850	0	641	330
Grp Sat Flow(s),veh/h/ln	1408	0	1392	0	0	1583	1721	1695	1859	1774	1695	1731
Q Serve(g_s), s	10.7	0.0	14.4	0.0	0.0	0.2	12.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	14.4	0.0	0.0	0.2	12.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	650	0	449	0	0	306	392	2501	1371	1	2010	1026
V/C Ratio(X)	0.40	0.00	0.43	0.00	0.00	0.01	0.86	0.62	0.62	0.00	0.32	0.32
Avail Cap(c_a), veh/h	713	0	480	0	0	341	662	2501	1371	136	2010	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.40	0.40	0.40	0.00	0.98	0.98
Uniform Delay (d), s/veh	46.8	0.0	36.2	0.0	0.0	42.4	49.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.0	1.4	0.5	0.9	0.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.0	17.3	0.0	0.0	0.2	8.4	0.3	0.6	0.0	0.2	0.4
LnGrp Delay(d),s/veh	47.0	0.0	36.5	0.0	0.0	42.4	50.6	0.5	0.9	0.0	0.4	0.8
LnGrp LOS	D		D			D	D	A	A		A	A
Approach Vol, veh/h		453			3			2738			971	
Approach Delay, s/veh		42.6			42.4			6.8			0.5	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	100.4		29.6	18.8	81.6		29.6
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		16.4	14.3	2.0		2.2
Green Ext Time (p_c), s	0.0	66.8		0.8	0.5	55.2		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	0	286	0	0	20	331	980	13	4	1908	148
Future Volume (veh/h)	190	0	286	0	0	20	331	980	13	4	1908	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	198	0	298	0	0	21	345	1021	14	4	1988	154
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	664	0	485	0	0	333	403	3526	48	13	2753	212
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.16	0.91	0.91	0.01	1.00	1.00
Sat Flow, veh/h	2770	0	1425	0	0	1583	3442	5166	71	1774	4806	370
Grp Volume(v), veh/h	198	0	298	0	0	21	345	670	365	4	1399	743
Grp Sat Flow(s),veh/h/ln	1385	0	1425	0	0	1583	1721	1695	1847	1774	1695	1786
Q Serve(g_s), s	8.0	0.0	23.1	0.0	0.0	1.4	12.7	3.2	3.2	0.3	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	23.1	0.0	0.0	1.4	12.7	3.2	3.2	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.04	1.00		0.21
Lane Grp Cap(c), veh/h	664	0	485	0	0	333	403	2314	1261	13	1942	1023
V/C Ratio(X)	0.30	0.00	0.61	0.00	0.00	0.06	0.86	0.29	0.29	0.31	0.72	0.73
Avail Cap(c_a), veh/h	678	0	492	0	0	341	662	2314	1261	136	1942	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.92	0.92	0.92	0.57	0.57	0.57
Uniform Delay (d), s/veh	44.8	0.0	37.2	0.0	0.0	41.1	53.8	2.1	2.1	63.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.0	0.0	0.0	3.2	0.3	0.5	3.5	1.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	0.0	25.1	0.0	0.0	1.1	10.1	2.8	3.2	0.3	0.7	1.3
LnGrp Delay(d),s/veh	45.0	0.0	38.9	0.0	0.0	41.1	57.0	2.3	2.6	67.2	1.3	2.6
LnGrp LOS	D		D			D	E	A	A	E	A	A
Approach Vol, veh/h		496			21			1380			2146	
Approach Delay, s/veh		41.3			41.1			16.1			1.9	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	93.2		31.8	19.2	79.0		31.8
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	5.2		25.1	14.7	2.0		3.4
Green Ext Time (p_c), s	0.0	61.5		0.4	0.5	53.1		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	0	206	0	0	3	361	2472	9	0	968	151
Future Volume (veh/h)	270	0	206	0	0	3	361	2472	9	0	968	151
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	278	0	212	0	0	3	372	2548	9	0	998	156
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	659	0	469	0	0	310	425	3843	14	1	2571	401
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.20	0.25	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	2816	0	1394	0	0	1583	3442	5231	18	1774	4430	691
Grp Volume(v), veh/h	278	0	212	0	0	3	372	1651	906	0	763	391
Grp Sat Flow(s),veh/h/ln	1408	0	1394	0	0	1583	1721	1695	1859	1774	1695	1730
Q Serve(g_s), s	11.5	0.0	15.9	0.0	0.0	0.2	13.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.7	0.0	15.9	0.0	0.0	0.2	13.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	659	0	469	0	0	310	425	2491	1366	1	1968	1004
V/C Ratio(X)	0.42	0.00	0.45	0.00	0.00	0.01	0.88	0.66	0.66	0.00	0.39	0.39
Avail Cap(c_a), veh/h	713	0	496	0	0	341	662	2491	1366	136	1968	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.24	0.24	0.24	0.00	0.96	0.96
Uniform Delay (d), s/veh	46.8	0.0	35.5	0.0	0.0	42.1	48.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.0	1.5	0.3	0.6	0.0	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	18.7	0.0	0.0	0.2	8.5	0.2	0.4	0.0	0.3	0.6
LnGrp Delay(d),s/veh	47.0	0.0	35.8	0.0	0.0	42.1	49.5	0.3	0.6	0.0	0.6	1.1
LnGrp LOS	D		D			D	D	A	A		A	A
Approach Vol, veh/h		490			3			2929			1154	
Approach Delay, s/veh		42.1			42.1			6.7			0.7	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	100.0		30.0	20.0	80.0		30.0
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		17.9	15.5	2.0		2.2
Green Ext Time (p_c), s	0.0	70.8		0.9	0.5	57.9		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	0	316	0	0	21	361	1229	14	4	2172	169
Future Volume (veh/h)	218	0	316	0	0	21	361	1229	14	4	2172	169
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	227	0	329	0	0	22	376	1280	15	4	2262	176
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	675	0	507	0	0	340	436	3511	41	13	2685	206
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.13	0.68	0.68	0.01	1.00	1.00
Sat Flow, veh/h	2768	0	1428	0	0	1583	3442	5179	61	1774	4807	369
Grp Volume(v), veh/h	227	0	329	0	0	22	376	838	457	4	1587	851
Grp Sat Flow(s),veh/h/ln	1384	0	1428	0	0	1583	1721	1695	1849	1774	1695	1786
Q Serve(g_s), s	9.2	0.0	25.6	0.0	0.0	1.4	13.9	13.7	13.7	0.3	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	25.6	0.0	0.0	1.4	13.9	13.7	13.7	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	675	0	507	0	0	340	436	2299	1254	13	1894	997
V/C Ratio(X)	0.34	0.00	0.65	0.00	0.00	0.06	0.86	0.36	0.36	0.31	0.84	0.85
Avail Cap(c_a), veh/h	676	0	508	0	0	341	662	2299	1254	136	1894	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.84	0.84	0.84	0.37	0.37	0.37
Uniform Delay (d), s/veh	44.9	0.0	36.6	0.0	0.0	40.6	55.7	9.0	9.0	63.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.0	0.0	0.0	4.5	0.4	0.7	2.3	1.8	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	27.3	0.0	0.0	1.1	10.9	10.4	11.3	0.3	0.8	1.8
LnGrp Delay(d),s/veh	45.0	0.0	39.0	0.0	0.0	40.7	60.1	9.3	9.6	66.0	1.8	3.7
LnGrp LOS	D		D			D	E	A	A	E	A	A
Approach Vol, veh/h		556			22			1671			2442	
Approach Delay, s/veh		41.5			40.7			20.8			2.5	
Approach LOS		D			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	92.6		32.4	20.5	77.1		32.4
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	15.7		27.6	15.9	2.0		3.4
Green Ext Time (p_c), s	0.0	59.2		0.1	0.5	58.1		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	0	206	0	0	3	361	2543	9	0	974	152
Future Volume (veh/h)	276	0	206	0	0	3	361	2543	9	0	974	152
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	285	0	212	0	0	3	372	2622	9	0	1004	157
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	659	0	469	0	0	310	425	3843	13	1	2571	401
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.20	0.25	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	2816	0	1394	0	0	1583	3442	5231	18	1774	4429	691
Grp Volume(v), veh/h	285	0	212	0	0	3	372	1698	933	0	768	393
Grp Sat Flow(s),veh/h/ln	1408	0	1394	0	0	1583	1721	1695	1859	1774	1695	1730
Q Serve(g_s), s	11.8	0.0	15.9	0.0	0.0	0.2	13.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.0	0.0	15.9	0.0	0.0	0.2	13.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	659	0	469	0	0	310	425	2491	1366	1	1968	1004
V/C Ratio(X)	0.43	0.00	0.45	0.00	0.00	0.01	0.88	0.68	0.68	0.00	0.39	0.39
Avail Cap(c_a), veh/h	713	0	496	0	0	341	662	2491	1366	136	1968	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.18	0.18	0.18	0.00	0.96	0.96
Uniform Delay (d), s/veh	46.9	0.0	35.5	0.0	0.0	42.1	48.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.0	1.1	0.3	0.5	0.0	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	18.7	0.0	0.0	0.2	8.3	0.2	0.4	0.0	0.3	0.6
LnGrp Delay(d),s/veh	47.1	0.0	35.8	0.0	0.0	42.1	49.1	0.3	0.5	0.0	0.6	1.1
LnGrp LOS	D		D			D	D	A	A		A	A
Approach Vol, veh/h		497			3			3003			1161	
Approach Delay, s/veh		42.3			42.1			6.4			0.7	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	100.0		30.0	20.0	80.0		30.0
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		17.9	15.5	2.0		2.2
Green Ext Time (p_c), s	0.0	71.6		0.9	0.5	58.4		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	0	316	0	0	21	361	1238	14	4	2234	174
Future Volume (veh/h)	219	0	316	0	0	21	361	1238	14	4	2234	174
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	228	0	329	0	0	22	376	1290	15	4	2327	181
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	675	0	507	0	0	340	436	3512	41	13	2685	206
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.13	0.68	0.68	0.01	1.00	1.00
Sat Flow, veh/h	2768	0	1428	0	0	1583	3442	5179	60	1774	4808	368
Grp Volume(v), veh/h	228	0	329	0	0	22	376	844	461	4	1630	878
Grp Sat Flow(s),veh/h/ln	1384	0	1428	0	0	1583	1721	1695	1849	1774	1695	1786
Q Serve(g_s), s	9.3	0.0	25.6	0.0	0.0	1.4	13.9	13.9	13.9	0.3	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	25.6	0.0	0.0	1.4	13.9	13.9	13.9	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	675	0	507	0	0	340	436	2299	1254	13	1894	997
V/C Ratio(X)	0.34	0.00	0.65	0.00	0.00	0.06	0.86	0.37	0.37	0.31	0.86	0.88
Avail Cap(c_a), veh/h	676	0	508	0	0	341	662	2299	1254	136	1894	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.84	0.84	0.84	0.32	0.32	0.32
Uniform Delay (d), s/veh	44.9	0.0	36.6	0.0	0.0	40.6	55.7	9.0	9.0	63.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.0	0.0	0.0	4.5	0.4	0.7	2.0	1.8	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	27.3	0.0	0.0	1.1	10.8	10.4	11.3	0.3	0.9	2.0
LnGrp Delay(d),s/veh	45.1	0.0	39.0	0.0	0.0	40.7	60.1	9.4	9.7	65.7	1.8	3.9
LnGrp LOS	D		D			D	E	A	A	E	A	A
Approach Vol, veh/h		557			22			1681			2512	
Approach Delay, s/veh		41.5			40.7			20.8			2.7	
Approach LOS		D			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	92.6		32.4	20.5	77.1		32.4
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	15.9		27.6	15.9	2.0		3.4
Green Ext Time (p_c), s	0.0	59.6		0.1	0.5	58.6		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	0	186	0	0	3	329	2298	9	0	816	127
Future Volume (veh/h)	251	0	186	0	0	3	329	2298	9	0	816	127
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	259	0	192	0	0	3	339	2369	9	0	841	131
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	650	0	449	0	0	306	392	3858	15	1	2630	407
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.19	0.23	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	2816	0	1392	0	0	1583	3442	5229	20	1774	4435	687
Grp Volume(v), veh/h	259	0	192	0	0	3	339	1535	843	0	642	330
Grp Sat Flow(s),veh/h/ln	1408	0	1392	0	0	1583	1721	1695	1859	1774	1695	1731
Q Serve(g_s), s	10.6	0.0	14.4	0.0	0.0	0.2	12.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	14.4	0.0	0.0	0.2	12.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	650	0	449	0	0	306	392	2501	1371	1	2010	1026
V/C Ratio(X)	0.40	0.00	0.43	0.00	0.00	0.01	0.86	0.61	0.61	0.00	0.32	0.32
Avail Cap(c_a), veh/h	713	0	480	0	0	341	662	2501	1371	136	2010	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.41	0.41	0.41	0.00	0.98	0.98
Uniform Delay (d), s/veh	46.8	0.0	36.2	0.0	0.0	42.4	49.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.0	1.4	0.5	0.9	0.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.0	17.3	0.0	0.0	0.2	8.5	0.3	0.6	0.0	0.2	0.4
LnGrp Delay(d),s/veh	47.0	0.0	36.5	0.0	0.0	42.4	50.6	0.5	0.9	0.0	0.4	0.8
LnGrp LOS	D		D			D	D	A	A		A	A
Approach Vol, veh/h		451			3			2717			972	
Approach Delay, s/veh		42.5			42.4			6.9			0.5	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	100.4		29.6	18.8	81.6		29.6
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		16.4	14.3	2.0		2.2
Green Ext Time (p_c), s	0.0	66.4		0.8	0.5	54.9		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	0	286	0	0	20	331	982	13	4	1894	146
Future Volume (veh/h)	190	0	286	0	0	20	331	982	13	4	1894	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	198	0	298	0	0	21	345	1023	14	4	1973	152
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	664	0	485	0	0	333	403	3526	48	13	2754	211
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.16	0.91	0.91	0.01	1.00	1.00
Sat Flow, veh/h	2770	0	1425	0	0	1583	3442	5167	71	1774	4808	368
Grp Volume(v), veh/h	198	0	298	0	0	21	345	671	366	4	1388	737
Grp Sat Flow(s),veh/h/ln	1385	0	1425	0	0	1583	1721	1695	1847	1774	1695	1786
Q Serve(g_s), s	8.0	0.0	23.1	0.0	0.0	1.4	12.7	3.2	3.2	0.3	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	23.1	0.0	0.0	1.4	12.7	3.2	3.2	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.04	1.00		0.21
Lane Grp Cap(c), veh/h	664	0	485	0	0	333	403	2314	1261	13	1942	1023
V/C Ratio(X)	0.30	0.00	0.61	0.00	0.00	0.06	0.86	0.29	0.29	0.31	0.71	0.72
Avail Cap(c_a), veh/h	678	0	492	0	0	341	662	2314	1261	136	1942	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.92	0.92	0.92	0.58	0.58	0.58
Uniform Delay (d), s/veh	44.8	0.0	37.2	0.0	0.0	41.1	53.8	2.1	2.1	63.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.0	0.0	0.0	3.2	0.3	0.5	3.6	1.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	0.0	25.1	0.0	0.0	1.1	10.1	2.8	3.2	0.3	0.6	1.3
LnGrp Delay(d),s/veh	45.0	0.0	38.9	0.0	0.0	41.1	57.0	2.3	2.6	67.3	1.3	2.6
LnGrp LOS	D		D			D	E	A	A	E	A	A
Approach Vol, veh/h		496			21			1382			2129	
Approach Delay, s/veh		41.3			41.1			16.1			1.9	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	93.2		31.8	19.2	79.0		31.8
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	5.2		25.1	14.7	2.0		3.4
Green Ext Time (p_c), s	0.0	61.2		0.4	0.5	52.9		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	0	206	0	0	3	361	2523	9	0	975	152
Future Volume (veh/h)	274	0	206	0	0	3	361	2523	9	0	975	152
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	282	0	212	0	0	3	372	2601	9	0	1005	157
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	659	0	469	0	0	310	425	3843	13	1	2571	401
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.20	0.25	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	2816	0	1394	0	0	1583	3442	5231	18	1774	4430	690
Grp Volume(v), veh/h	282	0	212	0	0	3	372	1685	925	0	769	393
Grp Sat Flow(s),veh/h/ln	1408	0	1394	0	0	1583	1721	1695	1859	1774	1695	1730
Q Serve(g_s), s	11.7	0.0	15.9	0.0	0.0	0.2	13.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.9	0.0	15.9	0.0	0.0	0.2	13.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	659	0	469	0	0	310	425	2491	1366	1	1968	1004
V/C Ratio(X)	0.43	0.00	0.45	0.00	0.00	0.01	0.88	0.68	0.68	0.00	0.39	0.39
Avail Cap(c_a), veh/h	713	0	496	0	0	341	662	2491	1366	136	1968	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.20	0.20	0.20	0.00	0.96	0.96
Uniform Delay (d), s/veh	46.9	0.0	35.5	0.0	0.0	42.1	48.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.0	1.2	0.3	0.6	0.0	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	18.7	0.0	0.0	0.2	8.3	0.2	0.4	0.0	0.3	0.6
LnGrp Delay(d),s/veh	47.1	0.0	35.8	0.0	0.0	42.1	49.2	0.3	0.6	0.0	0.6	1.1
LnGrp LOS	D		D			D	D	A	A		A	A
Approach Vol, veh/h		494			3			2982			1162	
Approach Delay, s/veh		42.2			42.1			6.5			0.7	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	100.0		30.0	20.0	80.0		30.0
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		17.9	15.5	2.0		2.2
Green Ext Time (p_c), s	0.0	71.4		0.9	0.5	58.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	0	316	0	0	21	361	1240	14	4	2220	172
Future Volume (veh/h)	219	0	316	0	0	21	361	1240	14	4	2220	172
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	228	0	329	0	0	22	376	1292	15	4	2312	179
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	675	0	507	0	0	340	436	3512	41	13	2686	205
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.13	0.68	0.68	0.01	1.00	1.00
Sat Flow, veh/h	2768	0	1428	0	0	1583	3442	5179	60	1774	4809	367
Grp Volume(v), veh/h	228	0	329	0	0	22	376	846	461	4	1620	871
Grp Sat Flow(s),veh/h/ln	1384	0	1428	0	0	1583	1721	1695	1849	1774	1695	1786
Q Serve(g_s), s	9.3	0.0	25.6	0.0	0.0	1.4	13.9	13.9	13.9	0.3	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	25.6	0.0	0.0	1.4	13.9	13.9	13.9	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	675	0	507	0	0	340	436	2299	1254	13	1894	998
V/C Ratio(X)	0.34	0.00	0.65	0.00	0.00	0.06	0.86	0.37	0.37	0.31	0.86	0.87
Avail Cap(c_a), veh/h	676	0	508	0	0	341	662	2299	1254	136	1894	998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.84	0.84	0.84	0.33	0.33	0.33
Uniform Delay (d), s/veh	44.9	0.0	36.6	0.0	0.0	40.6	55.7	9.0	9.0	63.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.0	0.0	0.0	4.5	0.4	0.7	2.1	1.8	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	27.3	0.0	0.0	1.1	10.8	10.4	11.3	0.3	0.9	1.9
LnGrp Delay(d),s/veh	45.1	0.0	39.0	0.0	0.0	40.7	60.1	9.4	9.7	65.8	1.8	3.9
LnGrp LOS	D		D			D	E	A	A	E	A	A
Approach Vol, veh/h		557			22			1683			2495	
Approach Delay, s/veh		41.5			40.7			20.8			2.6	
Approach LOS		D			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	92.6		32.4	20.5	77.1		32.4
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	15.9		27.6	15.9	2.0		3.4
Green Ext Time (p_c), s	0.0	59.4		0.1	0.5	58.5		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	0	186	0	0	3	329	2267	9	0	808	126
Future Volume (veh/h)	249	0	186	0	0	3	329	2267	9	0	808	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	257	0	192	0	0	3	339	2337	9	0	833	130
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	650	0	449	0	0	306	392	3858	15	1	2629	408
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.19	0.23	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	2816	0	1392	0	0	1583	3442	5229	20	1774	4433	688
Grp Volume(v), veh/h	257	0	192	0	0	3	339	1515	831	0	636	327
Grp Sat Flow(s),veh/h/ln	1408	0	1392	0	0	1583	1721	1695	1858	1774	1695	1731
Q Serve(g_s), s	10.6	0.0	14.4	0.0	0.0	0.2	12.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	14.4	0.0	0.0	0.2	12.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	650	0	449	0	0	306	392	2501	1371	1	2010	1026
V/C Ratio(X)	0.40	0.00	0.43	0.00	0.00	0.01	0.86	0.61	0.61	0.00	0.32	0.32
Avail Cap(c_a), veh/h	713	0	480	0	0	341	662	2501	1371	136	2010	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.43	0.43	0.43	0.00	0.98	0.98
Uniform Delay (d), s/veh	46.8	0.0	36.2	0.0	0.0	42.4	49.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.0	1.5	0.5	0.9	0.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	0.0	17.3	0.0	0.0	0.2	8.5	0.3	0.6	0.0	0.2	0.4
LnGrp Delay(d),s/veh	46.9	0.0	36.5	0.0	0.0	42.4	50.7	0.5	0.9	0.0	0.4	0.8
LnGrp LOS	D		D			D	D	A	A		A	A
Approach Vol, veh/h		449			3			2685			963	
Approach Delay, s/veh		42.5			42.4			6.9			0.5	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	100.4		29.6	18.8	81.6		29.6
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		16.4	14.3	2.0		2.2
Green Ext Time (p_c), s	0.0	65.8		0.8	0.5	54.5		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	0	286	0	0	20	331	969	13	4	1860	145
Future Volume (veh/h)	189	0	286	0	0	20	331	969	13	4	1860	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	197	0	298	0	0	21	345	1009	14	4	1938	151
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	664	0	485	0	0	333	403	3526	49	13	2751	213
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.16	0.91	0.91	0.01	1.00	1.00
Sat Flow, veh/h	2770	0	1425	0	0	1583	3442	5165	72	1774	4803	372
Grp Volume(v), veh/h	197	0	298	0	0	21	345	662	361	4	1365	724
Grp Sat Flow(s),veh/h/ln	1385	0	1425	0	0	1583	1721	1695	1847	1774	1695	1785
Q Serve(g_s), s	8.0	0.0	23.1	0.0	0.0	1.4	12.7	3.2	3.2	0.3	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	23.1	0.0	0.0	1.4	12.7	3.2	3.2	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.04	1.00		0.21
Lane Grp Cap(c), veh/h	664	0	485	0	0	333	403	2314	1261	13	1942	1022
V/C Ratio(X)	0.30	0.00	0.61	0.00	0.00	0.06	0.86	0.29	0.29	0.31	0.70	0.71
Avail Cap(c_a), veh/h	678	0	492	0	0	341	662	2314	1261	136	1942	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.92	0.92	0.92	0.60	0.60	0.60
Uniform Delay (d), s/veh	44.8	0.0	37.2	0.0	0.0	41.1	53.8	2.0	2.0	63.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.0	0.0	0.0	3.2	0.3	0.5	3.7	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.0	25.1	0.0	0.0	1.1	10.1	2.7	3.1	0.3	0.6	1.3
LnGrp Delay(d),s/veh	44.9	0.0	38.9	0.0	0.0	41.1	57.0	2.3	2.6	67.4	1.3	2.5
LnGrp LOS	D		D			D	E	A	A	E	A	A
Approach Vol, veh/h		495			21			1368			2093	
Approach Delay, s/veh		41.3			41.1			16.2			1.8	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	93.2		31.8	19.2	79.0		31.8
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	5.2		25.1	14.7	2.0		3.4
Green Ext Time (p_c), s	0.0	60.3		0.4	0.5	52.2		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	0	206	0	0	3	361	2492	9	0	967	151
Future Volume (veh/h)	272	0	206	0	0	3	361	2492	9	0	967	151
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	280	0	212	0	0	3	372	2569	9	0	997	156
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	659	0	469	0	0	310	425	3843	13	1	2571	401
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.20	0.25	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	2816	0	1394	0	0	1583	3442	5231	18	1774	4429	691
Grp Volume(v), veh/h	280	0	212	0	0	3	372	1664	914	0	763	390
Grp Sat Flow(s),veh/h/ln	1408	0	1394	0	0	1583	1721	1695	1859	1774	1695	1730
Q Serve(g_s), s	11.6	0.0	15.9	0.0	0.0	0.2	13.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.8	0.0	15.9	0.0	0.0	0.2	13.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	659	0	469	0	0	310	425	2491	1366	1	1968	1004
V/C Ratio(X)	0.43	0.00	0.45	0.00	0.00	0.01	0.88	0.67	0.67	0.00	0.39	0.39
Avail Cap(c_a), veh/h	713	0	496	0	0	341	662	2491	1366	136	1968	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.22	0.22	0.22	0.00	0.96	0.96
Uniform Delay (d), s/veh	46.8	0.0	35.5	0.0	0.0	42.1	48.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.0	1.4	0.3	0.6	0.0	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	18.7	0.0	0.0	0.2	8.5	0.2	0.4	0.0	0.3	0.5
LnGrp Delay(d),s/veh	47.0	0.0	35.8	0.0	0.0	42.1	49.4	0.3	0.6	0.0	0.6	1.1
LnGrp LOS	D		D			D	D	A	A		A	A
Approach Vol, veh/h		492			3			2950			1153	
Approach Delay, s/veh		42.2			42.1			6.6			0.7	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	100.0		30.0	20.0	80.0		30.0
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	0.0	2.0		17.9	15.5	2.0		2.2
Green Ext Time (p_c), s	0.0	71.0		0.9	0.5	58.0		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	0	316	0	0	21	361	1227	14	4	2186	171
Future Volume (veh/h)	218	0	316	0	0	21	361	1227	14	4	2186	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	227	0	329	0	0	22	376	1278	15	4	2277	178
Adj No. of Lanes	2	0	1	0	1	0	2	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	675	0	507	0	0	340	436	3511	41	13	2684	207
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.13	0.68	0.68	0.01	1.00	1.00
Sat Flow, veh/h	2768	0	1428	0	0	1583	3442	5179	61	1774	4805	370
Grp Volume(v), veh/h	227	0	329	0	0	22	376	837	456	4	1597	858
Grp Sat Flow(s),veh/h/ln	1384	0	1428	0	0	1583	1721	1695	1849	1774	1695	1785
Q Serve(g_s), s	9.2	0.0	25.6	0.0	0.0	1.4	13.9	13.7	13.7	0.3	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	25.6	0.0	0.0	1.4	13.9	13.7	13.7	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	675	0	507	0	0	340	436	2299	1254	13	1894	997
V/C Ratio(X)	0.34	0.00	0.65	0.00	0.00	0.06	0.86	0.36	0.36	0.31	0.84	0.86
Avail Cap(c_a), veh/h	676	0	508	0	0	341	662	2299	1254	136	1894	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.84	0.84	0.84	0.36	0.36	0.36
Uniform Delay (d), s/veh	44.9	0.0	36.6	0.0	0.0	40.6	55.7	8.9	8.9	63.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.0	0.0	0.0	4.5	0.4	0.7	2.2	1.8	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	27.3	0.0	0.0	1.1	10.9	10.4	11.3	0.3	0.8	1.9
LnGrp Delay(d),s/veh	45.0	0.0	39.0	0.0	0.0	40.7	60.2	9.3	9.6	66.0	1.8	3.8
LnGrp LOS	D		D			D	E	A	A	E	A	A
Approach Vol, veh/h		556			22			1669			2459	
Approach Delay, s/veh		41.5			40.7			20.9			2.6	
Approach LOS		D			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	92.6		32.4	20.5	77.1		32.4
Change Period (Y+Rc), s	4.0	4.5		4.5	4.0	4.5		4.5
Max Green Setting (Gmax), s	10.0	79.0		28.0	25.0	64.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	15.7		27.6	15.9	2.0		3.4
Green Ext Time (p_c), s	0.0	59.3		0.1	0.5	58.2		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	655	1	296	5	2363	767	179	686	1
Future Volume (veh/h)	0	0	5	655	1	296	5	2363	767	179	686	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	669	0	302	5	2411	0	183	700	1
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	731	0	491	18	2978	927	191	3582	5
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.01	0.59	0.00	0.22	1.00	1.00
Sat Flow, veh/h	0	-55882	0	3538	0	1549	1774	5085	1583	1774	5244	7
Grp Volume(v), veh/h	0	0	0	669	0	302	5	2411	0	183	453	248
Grp Sat Flow(s),veh/h/ln	0	1863	0	1769	0	1549	1774	1695	1583	1774	1695	1861
Q Serve(g_s), s	0.0	0.0	0.0	24.0	0.0	21.6	0.4	48.6	0.0	13.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	24.0	0.0	21.6	0.4	48.6	0.0	13.3	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	731	0	491	18	2978	927	191	2316	1272
V/C Ratio(X)	0.00	0.00	0.00	0.91	0.00	0.62	0.28	0.81	0.00	0.96	0.20	0.20
Avail Cap(c_a), veh/h	0	29	0	789	0	516	164	2978	927	191	2316	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.4	0.0	38.0	63.9	21.2	0.0	50.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.0	0.0	1.4	3.0	2.5	0.0	50.9	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	19.2	0.0	14.5	0.3	31.1	0.0	13.9	0.1	0.2
LnGrp Delay(d),s/veh	0.0	0.0	0.0	64.4	0.0	39.3	66.9	23.7	0.0	101.6	0.2	0.3
LnGrp LOS				E		D	E	C		F	A	A
Approach Vol, veh/h		0			971			2416			884	
Approach Delay, s/veh		0.0			56.6			23.8			21.2	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	80.6		0.0	5.3	93.3		31.4
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	14.0	69.0		2.0	12.0	71.0		29.0
Max Q Clear Time (g_c+I1), s	15.3	50.6		0.0	2.4	2.0		26.0
Green Ext Time (p_c), s	0.0	17.5		0.0	0.0	58.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	622	18	244	10	1004	564	291	1839	0
Future Volume (veh/h)	0	0	1	622	18	244	10	1004	564	291	1839	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	641	0	246	10	1014	0	294	1858	0
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	708	0	598	33	2643	823	321	3468	0
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.20	0.02	0.52	0.00	0.06	0.23	0.00
Sat Flow, veh/h	0	-55882	0	3548	0	1562	1774	5085	1583	1774	5253	0
Grp Volume(v), veh/h	0	0	0	641	0	246	10	1014	0	294	1858	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1562	1774	1695	1583	1774	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	22.9	0.0	15.1	0.7	15.6	0.0	21.4	41.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	22.9	0.0	15.1	0.7	15.6	0.0	21.4	41.9	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	708	0	598	33	2643	823	321	3468	0
V/C Ratio(X)	0.00	0.00	0.00	0.91	0.00	0.41	0.30	0.38	0.00	0.92	0.54	0.00
Avail Cap(c_a), veh/h	0	29	0	846	0	659	123	2643	823	368	3468	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.8	0.0	29.6	63.0	18.7	0.0	60.1	32.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.8	0.0	0.2	1.9	0.4	0.0	17.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	18.0	0.0	10.7	0.7	11.8	0.0	16.8	25.9	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	61.6	0.0	29.8	64.8	19.2	0.0	77.9	32.6	0.0
LnGrp LOS				E		C	E	B		E	C	
Approach Vol, veh/h		0			887			1024			2152	
Approach Delay, s/veh		0.0			52.8			19.6			38.8	
Approach LOS					D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.5	72.1		0.0	6.4	93.1		30.4
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	27.0	54.0		2.0	9.0	72.0		31.0
Max Q Clear Time (g_c+I1), s	23.4	17.6		0.0	2.7	43.9		24.9
Green Ext Time (p_c), s	0.1	31.8		0.0	0.0	25.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	655	1	296	5	2434	767	179	692	1
Future Volume (veh/h)	0	0	5	655	1	296	5	2434	767	179	692	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	669	0	302	5	2484	0	183	706	1
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	731	0	491	18	2978	927	191	3582	5
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.01	0.59	0.00	0.22	1.00	1.00
Sat Flow, veh/h	0	-55882	0	3538	0	1549	1774	5085	1583	1774	5244	7
Grp Volume(v), veh/h	0	0	0	669	0	302	5	2484	0	183	456	251
Grp Sat Flow(s),veh/h/ln	0	1863	0	1769	0	1549	1774	1695	1583	1774	1695	1861
Q Serve(g_s), s	0.0	0.0	0.0	24.0	0.0	21.6	0.4	51.4	0.0	13.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	24.0	0.0	21.6	0.4	51.4	0.0	13.3	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	731	0	491	18	2978	927	191	2316	1272
V/C Ratio(X)	0.00	0.00	0.00	0.91	0.00	0.62	0.28	0.83	0.00	0.96	0.20	0.20
Avail Cap(c_a), veh/h	0	29	0	789	0	516	164	2978	927	191	2316	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.4	0.0	38.0	63.9	21.8	0.0	50.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.0	0.0	1.4	3.0	2.9	0.0	50.9	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	19.2	0.0	14.5	0.3	32.9	0.0	13.9	0.1	0.2
LnGrp Delay(d),s/veh	0.0	0.0	0.0	64.4	0.0	39.3	66.9	24.7	0.0	101.6	0.2	0.3
LnGrp LOS				E		D	E	C		F	A	A
Approach Vol, veh/h		0			971			2489			890	
Approach Delay, s/veh		0.0			56.6			24.8			21.1	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	80.6		0.0	5.3	93.3		31.4
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	14.0	69.0		2.0	12.0	71.0		29.0
Max Q Clear Time (g_c+I1), s	15.3	53.4		0.0	2.4	2.0		26.0
Green Ext Time (p_c), s	0.0	15.0		0.0	0.0	60.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	622	18	244	10	1013	564	291	1901	0
Future Volume (veh/h)	0	0	1	622	18	244	10	1013	564	291	1901	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	641	0	246	10	1023	0	294	1920	0
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	708	0	598	33	2643	823	321	3468	0
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.20	0.02	0.52	0.00	0.06	0.23	0.00
Sat Flow, veh/h	0	-55882	0	3548	0	1562	1774	5085	1583	1774	5253	0
Grp Volume(v), veh/h	0	0	0	641	0	246	10	1023	0	294	1920	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1562	1774	1695	1583	1774	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	22.9	0.0	15.1	0.7	15.7	0.0	21.4	43.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	22.9	0.0	15.1	0.7	15.7	0.0	21.4	43.5	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	708	0	598	33	2643	823	321	3468	0
V/C Ratio(X)	0.00	0.00	0.00	0.91	0.00	0.41	0.30	0.39	0.00	0.92	0.55	0.00
Avail Cap(c_a), veh/h	0	29	0	846	0	659	123	2643	823	368	3468	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.65	0.65	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.8	0.0	29.6	63.0	18.8	0.0	60.1	32.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.8	0.0	0.2	1.9	0.4	0.0	17.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	18.0	0.0	10.7	0.7	11.9	0.0	16.7	26.6	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	61.6	0.0	29.8	64.8	19.2	0.0	77.3	33.3	0.0
LnGrp LOS				E		C	E	B		E	C	
Approach Vol, veh/h		0			887			1033			2214	
Approach Delay, s/veh		0.0			52.8			19.6			39.1	
Approach LOS					D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.5	72.1		0.0	6.4	93.1		30.4
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	27.0	54.0		2.0	9.0	72.0		31.0
Max Q Clear Time (g_c+I1), s	23.4	17.7		0.0	2.7	45.5		24.9
Green Ext Time (p_c), s	0.1	32.1		0.0	0.0	24.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	702	1	316	5	2604	814	191	847	1
Future Volume (veh/h)	0	0	5	702	1	316	5	2604	814	191	847	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	717	0	322	5	2657	0	195	864	1
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	766	0	506	18	2929	912	191	3533	4
Arrive On Green	0.00	0.00	0.00	0.22	0.00	0.22	0.01	0.58	0.00	0.22	1.00	1.00
Sat Flow, veh/h	0	-55882	0	3538	0	1550	1774	5085	1583	1774	5246	6
Grp Volume(v), veh/h	0	0	0	717	0	322	5	2657	0	195	558	307
Grp Sat Flow(s),veh/h/ln	0	1863	0	1769	0	1550	1774	1695	1583	1774	1695	1862
Q Serve(g_s), s	0.0	0.0	0.0	25.9	0.0	23.0	0.4	60.3	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.9	0.0	23.0	0.4	60.3	0.0	14.0	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	766	0	506	18	2929	912	191	2283	1254
V/C Ratio(X)	0.00	0.00	0.00	0.94	0.00	0.64	0.28	0.91	0.00	1.02	0.24	0.24
Avail Cap(c_a), veh/h	0	29	0	789	0	516	164	2929	912	191	2283	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.1	0.0	37.5	63.9	24.5	0.0	51.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	17.8	0.0	1.9	3.0	5.3	0.0	68.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	20.8	0.0	15.3	0.3	38.4	0.0	18.7	0.1	0.3
LnGrp Delay(d),s/veh	0.0	0.0	0.0	67.9	0.0	39.4	66.9	29.8	0.0	119.2	0.2	0.4
LnGrp LOS				E		D	E	C		F	A	A
Approach Vol, veh/h		0			1039			2662			1060	
Approach Delay, s/veh		0.0			59.0			29.9			22.2	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	79.4		0.0	5.3	92.1		32.6
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	14.0	69.0		2.0	12.0	71.0		29.0
Max Q Clear Time (g_c+I1), s	16.0	62.3		0.0	2.4	2.0		27.9
Green Ext Time (p_c), s	0.0	6.6		0.0	0.0	63.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	682	19	261	10	1274	626	310	2176	0
Future Volume (veh/h)	0	0	1	682	19	261	10	1274	626	310	2176	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	703	0	264	10	1287	0	313	2198	0
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	759	0	638	33	2515	783	340	3394	0
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.02	0.49	0.00	0.06	0.22	0.00
Sat Flow, veh/h	0	-55882	0	3548	0	1563	1774	5085	1583	1774	5253	0
Grp Volume(v), veh/h	0	0	0	703	0	264	10	1287	0	313	2198	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1563	1774	1695	1583	1774	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	25.2	0.0	15.7	0.7	22.3	0.0	22.8	51.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.2	0.0	15.7	0.7	22.3	0.0	22.8	51.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	759	0	638	33	2515	783	340	3394	0
V/C Ratio(X)	0.00	0.00	0.00	0.93	0.00	0.41	0.30	0.51	0.00	0.92	0.65	0.00
Avail Cap(c_a), veh/h	0	29	0	846	0	676	123	2515	783	368	3394	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.49	0.49	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.1	0.0	27.7	63.0	22.2	0.0	59.9	36.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.3	0.0	0.2	1.9	0.7	0.0	15.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	20.0	0.0	11.1	0.7	15.9	0.0	16.8	29.9	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	64.4	0.0	27.8	64.8	23.0	0.0	75.3	37.3	0.0
LnGrp LOS				E		C	E	C		E	D	
Approach Vol, veh/h		0			967			1297			2511	
Approach Delay, s/veh		0.0			54.4			23.3			42.0	
Approach LOS					D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.9	68.8		0.0	6.4	91.3		32.3
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	27.0	54.0		2.0	9.0	72.0		31.0
Max Q Clear Time (g_c+I1), s	24.8	24.3		0.0	2.7	53.1		27.2
Green Ext Time (p_c), s	0.1	28.5		0.0	0.0	18.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	702	1	316	5	2675	814	191	853	1
Future Volume (veh/h)	0	0	5	702	1	316	5	2675	814	191	853	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	717	0	322	5	2730	0	195	870	1
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	766	0	506	18	2929	912	191	3533	4
Arrive On Green	0.00	0.00	0.00	0.22	0.00	0.22	0.01	0.58	0.00	0.22	1.00	1.00
Sat Flow, veh/h	0	-55882	0	3538	0	1550	1774	5085	1583	1774	5246	6
Grp Volume(v), veh/h	0	0	0	717	0	322	5	2730	0	195	562	309
Grp Sat Flow(s),veh/h/ln	0	1863	0	1769	0	1550	1774	1695	1583	1774	1695	1862
Q Serve(g_s), s	0.0	0.0	0.0	25.9	0.0	23.0	0.4	63.9	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.9	0.0	23.0	0.4	63.9	0.0	14.0	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	766	0	506	18	2929	912	191	2283	1254
V/C Ratio(X)	0.00	0.00	0.00	0.94	0.00	0.64	0.28	0.93	0.00	1.02	0.25	0.25
Avail Cap(c_a), veh/h	0	29	0	789	0	516	164	2929	912	191	2283	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.1	0.0	37.5	63.9	25.2	0.0	51.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	17.8	0.0	1.9	3.0	6.9	0.0	67.9	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	20.8	0.0	15.3	0.3	40.9	0.0	18.7	0.1	0.3
LnGrp Delay(d),s/veh	0.0	0.0	0.0	67.9	0.0	39.4	66.9	32.1	0.0	119.1	0.2	0.4
LnGrp LOS				E		D	E	C		F	A	A
Approach Vol, veh/h		0			1039			2735			1066	
Approach Delay, s/veh		0.0			59.0			32.2			22.0	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	79.4		0.0	5.3	92.1		32.6
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	14.0	69.0		2.0	12.0	71.0		29.0
Max Q Clear Time (g_c+I1), s	16.0	65.9		0.0	2.4	2.0		27.9
Green Ext Time (p_c), s	0.0	3.1		0.0	0.0	64.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	35.7
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	682	19	261	10	1283	626	310	2238	0
Future Volume (veh/h)	0	0	1	682	19	261	10	1283	626	310	2238	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	703	0	264	10	1296	0	313	2261	0
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	759	0	636	33	2520	785	338	3394	0
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.02	0.50	0.00	0.13	0.45	0.00
Sat Flow, veh/h	0	-55882	0	3548	0	1563	1774	5085	1583	1774	5253	0
Grp Volume(v), veh/h	0	0	0	703	0	264	10	1296	0	313	2261	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1563	1774	1695	1583	1774	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	25.2	0.0	15.7	0.7	22.4	0.0	22.7	45.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.2	0.0	15.7	0.7	22.4	0.0	22.7	45.5	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	759	0	636	33	2520	785	338	3394	0
V/C Ratio(X)	0.00	0.00	0.00	0.93	0.00	0.42	0.30	0.51	0.00	0.93	0.67	0.00
Avail Cap(c_a), veh/h	0	29	0	846	0	674	123	2520	785	368	3394	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.1	0.0	27.7	63.0	22.2	0.0	55.8	24.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.3	0.0	0.2	1.9	0.8	0.0	15.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	20.0	0.0	11.1	0.7	16.0	0.0	16.5	26.6	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	64.4	0.0	27.9	64.8	22.9	0.0	70.9	25.0	0.0
LnGrp LOS				E		C	E	C		E	C	
Approach Vol, veh/h		0			967			1306			2574	
Approach Delay, s/veh		0.0			54.4			23.3			30.6	
Approach LOS					D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.8	68.9		0.0	6.4	91.3		32.3
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	27.0	54.0		2.0	9.0	72.0		31.0
Max Q Clear Time (g_c+I1), s	24.7	24.4		0.0	2.7	47.5		27.2
Green Ext Time (p_c), s	0.1	28.5		0.0	0.0	23.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	655	1	296	5	2414	767	179	693	1
Future Volume (veh/h)	0	0	5	655	1	296	5	2414	767	179	693	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	669	0	302	5	2463	0	183	707	1
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	731	0	491	18	2978	927	191	3582	5
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.01	0.59	0.00	0.22	1.00	1.00
Sat Flow, veh/h	0	-55882	0	3538	0	1549	1774	5085	1583	1774	5244	7
Grp Volume(v), veh/h	0	0	0	669	0	302	5	2463	0	183	457	251
Grp Sat Flow(s),veh/h/ln	0	1863	0	1769	0	1549	1774	1695	1583	1774	1695	1861
Q Serve(g_s), s	0.0	0.0	0.0	24.0	0.0	21.6	0.4	50.6	0.0	13.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	24.0	0.0	21.6	0.4	50.6	0.0	13.3	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	731	0	491	18	2978	927	191	2316	1272
V/C Ratio(X)	0.00	0.00	0.00	0.91	0.00	0.62	0.28	0.83	0.00	0.96	0.20	0.20
Avail Cap(c_a), veh/h	0	29	0	789	0	516	164	2978	927	191	2316	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.4	0.0	38.0	63.9	21.6	0.0	50.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.0	0.0	1.4	3.0	2.8	0.0	50.9	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	19.2	0.0	14.5	0.3	32.3	0.0	13.9	0.1	0.2
LnGrp Delay(d),s/veh	0.0	0.0	0.0	64.4	0.0	39.3	66.9	24.4	0.0	101.6	0.2	0.3
LnGrp LOS				E		D	E	C		F	A	A
Approach Vol, veh/h		0			971			2468			891	
Approach Delay, s/veh		0.0			56.6			24.5			21.1	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	80.6		0.0	5.3	93.3		31.4
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	14.0	69.0		2.0	12.0	71.0		29.0
Max Q Clear Time (g_c+I1), s	15.3	52.6		0.0	2.4	2.0		26.0
Green Ext Time (p_c), s	0.0	15.8		0.0	0.0	59.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	622	18	244	10	1015	564	291	1887	0
Future Volume (veh/h)	0	0	1	622	18	244	10	1015	564	291	1887	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	641	0	246	10	1025	0	294	1906	0
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	708	0	598	33	2643	823	321	3468	0
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.20	0.02	0.52	0.00	0.06	0.23	0.00
Sat Flow, veh/h	0	-55882	0	3548	0	1562	1774	5085	1583	1774	5253	0
Grp Volume(v), veh/h	0	0	0	641	0	246	10	1025	0	294	1906	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1562	1774	1695	1583	1774	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	22.9	0.0	15.1	0.7	15.8	0.0	21.4	43.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	22.9	0.0	15.1	0.7	15.8	0.0	21.4	43.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	708	0	598	33	2643	823	321	3468	0
V/C Ratio(X)	0.00	0.00	0.00	0.91	0.00	0.41	0.30	0.39	0.00	0.92	0.55	0.00
Avail Cap(c_a), veh/h	0	29	0	846	0	659	123	2643	823	368	3468	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.66	0.66	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.8	0.0	29.6	63.0	18.8	0.0	60.1	32.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.8	0.0	0.2	1.9	0.4	0.0	17.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	18.0	0.0	10.7	0.7	12.0	0.0	16.7	26.4	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	61.6	0.0	29.8	64.8	19.2	0.0	77.5	33.1	0.0
LnGrp LOS				E		C	E	B		E	C	
Approach Vol, veh/h		0			887			1035			2200	
Approach Delay, s/veh		0.0			52.8			19.7			39.1	
Approach LOS					D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.5	72.1		0.0	6.4	93.1		30.4
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	27.0	54.0		2.0	9.0	72.0		31.0
Max Q Clear Time (g_c+I1), s	23.4	17.8		0.0	2.7	45.1		24.9
Green Ext Time (p_c), s	0.1	32.0		0.0	0.0	24.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	37.1
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	702	1	316	5	2655	814	191	854	1
Future Volume (veh/h)	0	0	5	702	1	316	5	2655	814	191	854	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	717	0	322	5	2709	0	195	871	1
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	766	0	506	18	2929	912	191	3533	4
Arrive On Green	0.00	0.00	0.00	0.22	0.00	0.22	0.01	0.58	0.00	0.22	1.00	1.00
Sat Flow, veh/h	0	-55882	0	3538	0	1550	1774	5085	1583	1774	5246	6
Grp Volume(v), veh/h	0	0	0	717	0	322	5	2709	0	195	563	309
Grp Sat Flow(s),veh/h/ln	0	1863	0	1769	0	1550	1774	1695	1583	1774	1695	1862
Q Serve(g_s), s	0.0	0.0	0.0	25.9	0.0	23.0	0.4	62.8	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.9	0.0	23.0	0.4	62.8	0.0	14.0	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	766	0	506	18	2929	912	191	2283	1254
V/C Ratio(X)	0.00	0.00	0.00	0.94	0.00	0.64	0.28	0.92	0.00	1.02	0.25	0.25
Avail Cap(c_a), veh/h	0	29	0	789	0	516	164	2929	912	191	2283	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.1	0.0	37.5	63.9	25.0	0.0	51.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	17.8	0.0	1.9	3.0	6.4	0.0	67.9	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	20.8	0.0	15.3	0.3	39.9	0.0	18.7	0.1	0.3
LnGrp Delay(d),s/veh	0.0	0.0	0.0	67.9	0.0	39.4	66.9	31.4	0.0	119.1	0.2	0.4
LnGrp LOS				E		D	E	C		F	A	A
Approach Vol, veh/h		0			1039			2714			1067	
Approach Delay, s/veh		0.0			59.0			31.4			22.0	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	79.4		0.0	5.3	92.1		32.6
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	14.0	69.0		2.0	12.0	71.0		29.0
Max Q Clear Time (g_c+I1), s	16.0	64.8		0.0	2.4	2.0		27.9
Green Ext Time (p_c), s	0.0	4.1		0.0	0.0	64.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	35.3
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	682	19	261	10	1285	626	310	2224	0
Future Volume (veh/h)	0	0	1	682	19	261	10	1285	626	310	2224	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	703	0	264	10	1298	0	313	2246	0
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	759	0	638	33	2515	783	340	3394	0
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.02	0.49	0.00	0.06	0.22	0.00
Sat Flow, veh/h	0	-55882	0	3548	0	1563	1774	5085	1583	1774	5253	0
Grp Volume(v), veh/h	0	0	0	703	0	264	10	1298	0	313	2246	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1563	1774	1695	1583	1774	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	25.2	0.0	15.7	0.7	22.5	0.0	22.8	52.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.2	0.0	15.7	0.7	22.5	0.0	22.8	52.4	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	759	0	638	33	2515	783	340	3394	0
V/C Ratio(X)	0.00	0.00	0.00	0.93	0.00	0.41	0.30	0.52	0.00	0.92	0.66	0.00
Avail Cap(c_a), veh/h	0	29	0	846	0	676	123	2515	783	368	3394	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.46	0.46	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.1	0.0	27.7	63.0	22.3	0.0	59.9	37.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.3	0.0	0.2	1.9	0.8	0.0	14.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	20.0	0.0	11.1	0.7	16.0	0.0	16.6	30.4	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	64.4	0.0	27.8	64.8	23.0	0.0	74.6	37.8	0.0
LnGrp LOS				E		C	E	C		E	D	
Approach Vol, veh/h		0			967			1308			2559	
Approach Delay, s/veh		0.0			54.4			23.4			42.3	
Approach LOS					D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.9	68.8		0.0	6.4	91.3		32.3
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	27.0	54.0		2.0	9.0	72.0		31.0
Max Q Clear Time (g_c+I1), s	24.8	24.5		0.0	2.7	54.4		27.2
Green Ext Time (p_c), s	0.1	28.3		0.0	0.0	17.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.6
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	655	1	296	5	2383	767	179	685	1
Future Volume (veh/h)	0	0	5	655	1	296	5	2383	767	179	685	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	669	0	302	5	2432	0	183	699	1
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	731	0	491	18	2978	927	191	3582	5
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.01	0.59	0.00	0.22	1.00	1.00
Sat Flow, veh/h	0	-55882	0	3538	0	1549	1774	5085	1583	1774	5244	8
Grp Volume(v), veh/h	0	0	0	669	0	302	5	2432	0	183	452	248
Grp Sat Flow(s),veh/h/ln	0	1863	0	1769	0	1549	1774	1695	1583	1774	1695	1861
Q Serve(g_s), s	0.0	0.0	0.0	24.0	0.0	21.6	0.4	49.4	0.0	13.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	24.0	0.0	21.6	0.4	49.4	0.0	13.3	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	731	0	491	18	2978	927	191	2316	1272
V/C Ratio(X)	0.00	0.00	0.00	0.91	0.00	0.62	0.28	0.82	0.00	0.96	0.20	0.20
Avail Cap(c_a), veh/h	0	29	0	789	0	516	164	2978	927	191	2316	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.4	0.0	38.0	63.9	21.4	0.0	50.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.0	0.0	1.4	3.0	2.6	0.0	50.9	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	19.2	0.0	14.5	0.3	31.7	0.0	13.9	0.1	0.2
LnGrp Delay(d),s/veh	0.0	0.0	0.0	64.4	0.0	39.3	66.9	24.0	0.0	101.6	0.2	0.3
LnGrp LOS				E		D	E	C		F	A	A
Approach Vol, veh/h		0			971			2437			883	
Approach Delay, s/veh		0.0			56.6			24.1			21.2	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	80.6		0.0	5.3	93.3		31.4
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	14.0	69.0		2.0	12.0	71.0		29.0
Max Q Clear Time (g_c+I1), s	15.3	51.4		0.0	2.4	2.0		26.0
Green Ext Time (p_c), s	0.0	16.8		0.0	0.0	59.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	622	18	244	10	1002	564	291	1853	0
Future Volume (veh/h)	0	0	1	622	18	244	10	1002	564	291	1853	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	641	0	246	10	1012	0	294	1872	0
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	708	0	598	33	2643	823	321	3468	0
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.20	0.02	0.52	0.00	0.06	0.23	0.00
Sat Flow, veh/h	0	-55882	0	3548	0	1562	1774	5085	1583	1774	5253	0
Grp Volume(v), veh/h	0	0	0	641	0	246	10	1012	0	294	1872	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1562	1774	1695	1583	1774	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	22.9	0.0	15.1	0.7	15.5	0.0	21.4	42.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	22.9	0.0	15.1	0.7	15.5	0.0	21.4	42.2	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	708	0	598	33	2643	823	321	3468	0
V/C Ratio(X)	0.00	0.00	0.00	0.91	0.00	0.41	0.30	0.38	0.00	0.92	0.54	0.00
Avail Cap(c_a), veh/h	0	29	0	846	0	659	123	2643	823	368	3468	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.8	0.0	29.6	63.0	18.7	0.0	60.1	32.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.8	0.0	0.2	1.9	0.4	0.0	17.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	18.0	0.0	10.7	0.7	11.8	0.0	16.8	26.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	61.6	0.0	29.8	64.8	19.1	0.0	77.7	32.8	0.0
LnGrp LOS				E		C	E	B		E	C	
Approach Vol, veh/h		0			887			1022			2166	
Approach Delay, s/veh		0.0			52.8			19.6			38.9	
Approach LOS					D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.5	72.1		0.0	6.4	93.1		30.4
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	27.0	54.0		2.0	9.0	72.0		31.0
Max Q Clear Time (g_c+I1), s	23.4	17.5		0.0	2.7	44.2		24.9
Green Ext Time (p_c), s	0.1	31.9		0.0	0.0	25.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	37.1
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	702	1	316	5	2624	814	191	846	1
Future Volume (veh/h)	0	0	5	702	1	316	5	2624	814	191	846	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	717	0	322	5	2678	0	195	863	1
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	766	0	506	18	2929	912	191	3533	4
Arrive On Green	0.00	0.00	0.00	0.22	0.00	0.22	0.01	0.58	0.00	0.22	1.00	1.00
Sat Flow, veh/h	0	-55882	0	3538	0	1550	1774	5085	1583	1774	5246	6
Grp Volume(v), veh/h	0	0	0	717	0	322	5	2678	0	195	558	306
Grp Sat Flow(s),veh/h/ln	0	1863	0	1769	0	1550	1774	1695	1583	1774	1695	1862
Q Serve(g_s), s	0.0	0.0	0.0	25.9	0.0	23.0	0.4	61.3	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.9	0.0	23.0	0.4	61.3	0.0	14.0	0.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	766	0	506	18	2929	912	191	2283	1254
V/C Ratio(X)	0.00	0.00	0.00	0.94	0.00	0.64	0.28	0.91	0.00	1.02	0.24	0.24
Avail Cap(c_a), veh/h	0	29	0	789	0	516	164	2929	912	191	2283	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.1	0.0	37.5	63.9	24.7	0.0	51.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	17.8	0.0	1.9	3.0	5.7	0.0	68.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	20.8	0.0	15.3	0.3	39.1	0.0	18.7	0.1	0.3
LnGrp Delay(d),s/veh	0.0	0.0	0.0	67.9	0.0	39.4	66.9	30.4	0.0	119.2	0.2	0.4
LnGrp LOS				E		D	E	C		F	A	A
Approach Vol, veh/h		0			1039			2683			1059	
Approach Delay, s/veh		0.0			59.0			30.5			22.2	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	79.4		0.0	5.3	92.1		32.6
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	14.0	69.0		2.0	12.0	71.0		29.0
Max Q Clear Time (g_c+I1), s	16.0	63.3		0.0	2.4	2.0		27.9
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	63.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	682	19	261	10	1272	626	310	2190	0
Future Volume (veh/h)	0	0	1	682	19	261	10	1272	626	310	2190	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	703	0	264	10	1285	0	313	2212	0
Adj No. of Lanes	0	1	0	2	0	1	1	3	1	1	3	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	759	0	638	33	2515	783	340	3394	0
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.02	0.49	0.00	0.06	0.22	0.00
Sat Flow, veh/h	0	-55882	0	3548	0	1563	1774	5085	1583	1774	5253	0
Grp Volume(v), veh/h	0	0	0	703	0	264	10	1285	0	313	2212	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1774	0	1563	1774	1695	1583	1774	1695	0
Q Serve(g_s), s	0.0	0.0	0.0	25.2	0.0	15.7	0.7	22.2	0.0	22.8	51.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.2	0.0	15.7	0.7	22.2	0.0	22.8	51.5	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	1	0	759	0	638	33	2515	783	340	3394	0
V/C Ratio(X)	0.00	0.00	0.00	0.93	0.00	0.41	0.30	0.51	0.00	0.92	0.65	0.00
Avail Cap(c_a), veh/h	0	29	0	846	0	676	123	2515	783	368	3394	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.48	0.48	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.1	0.0	27.7	63.0	22.2	0.0	59.9	36.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.3	0.0	0.2	1.9	0.7	0.0	15.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	20.0	0.0	11.1	0.7	15.8	0.0	16.7	30.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	64.4	0.0	27.8	64.8	23.0	0.0	75.1	37.4	0.0
LnGrp LOS				E		C	E	C		E	D	
Approach Vol, veh/h		0			967			1295			2525	
Approach Delay, s/veh		0.0			54.4			23.3			42.1	
Approach LOS					D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.9	68.8		0.0	6.4	91.3		32.3
Change Period (Y+Rc), s	4.0	4.5		3.0	4.0	4.5		4.5
Max Green Setting (Gmax), s	27.0	54.0		2.0	9.0	72.0		31.0
Max Q Clear Time (g_c+I1), s	24.8	24.2		0.0	2.7	53.5		27.2
Green Ext Time (p_c), s	0.1	28.5		0.0	0.0	18.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

APPENDIX I

TRAFFIC SIGNAL WARRANT ANALYSES

Existing Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE March 2016
CALC GT DATE March 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Sepulveda Boulevard — Critical Approach Speed 35 mph
Minor St: Duncan Avenue-Duncan Drive — Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Existing Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

APPROACH LANES	One	2 or More	5:15 PM	Hour
Both Approaches - Major Street		✓	3739	
Higher Approach - Minor Street	✓		52	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

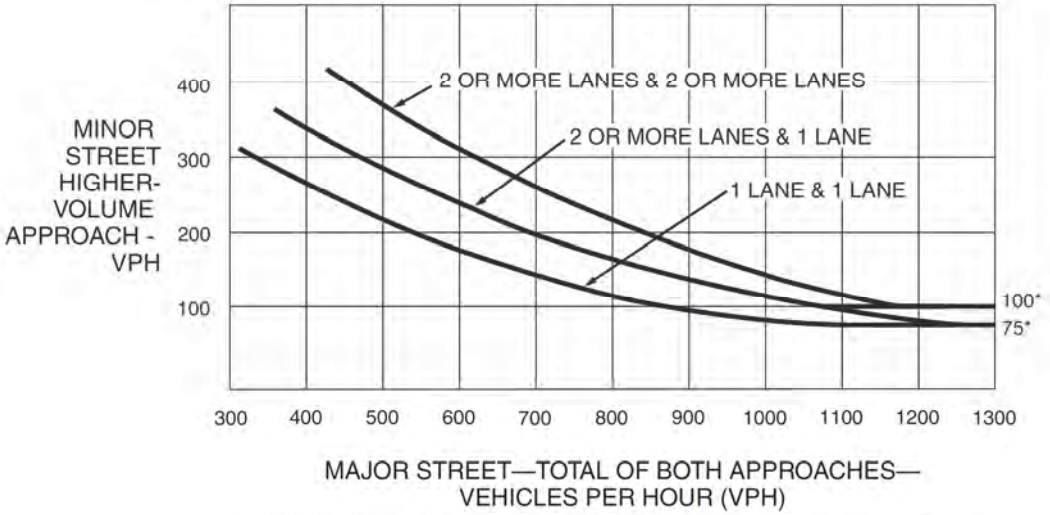
Existing Conditions

Figure 4C-3. Warrant 3, Peak Hour

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Existing Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System (All Parts Must Be Satisfied) **SATISFIED YES ☐ NO ☐**

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning. OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		Yes ☐ No ☐

WARRANT 7 - Crash Experience Warrant (All Parts Must Be Satisfied) **SATISFIED YES ☐ NO ☑**

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☑
5 OR MORE	Refer to accompanying Appendix Table D, Collision Data Summary.		
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network (All Parts Must Be Satisfied) **SATISFIED YES ☐ NO ☐**

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		
Appears as Major Route on an Official Plan		
Any Major Route Characteristics Met, Both Streets		Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future with Combined Project Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE March 2016
CALC GT DATE March 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Sepulveda Boulevard — Critical Approach Speed 35 mph
Minor St: Duncan Avenue-Duncan Drive — Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)															Hour
	U	R	U	R												
APPROACH LANES	1		2 or More													
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)												
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)												

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)															Hour
	U	R	U	R												
APPROACH LANES	1		2 or More													
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)												
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)												

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future with Combined Project Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☑ NO ☐**

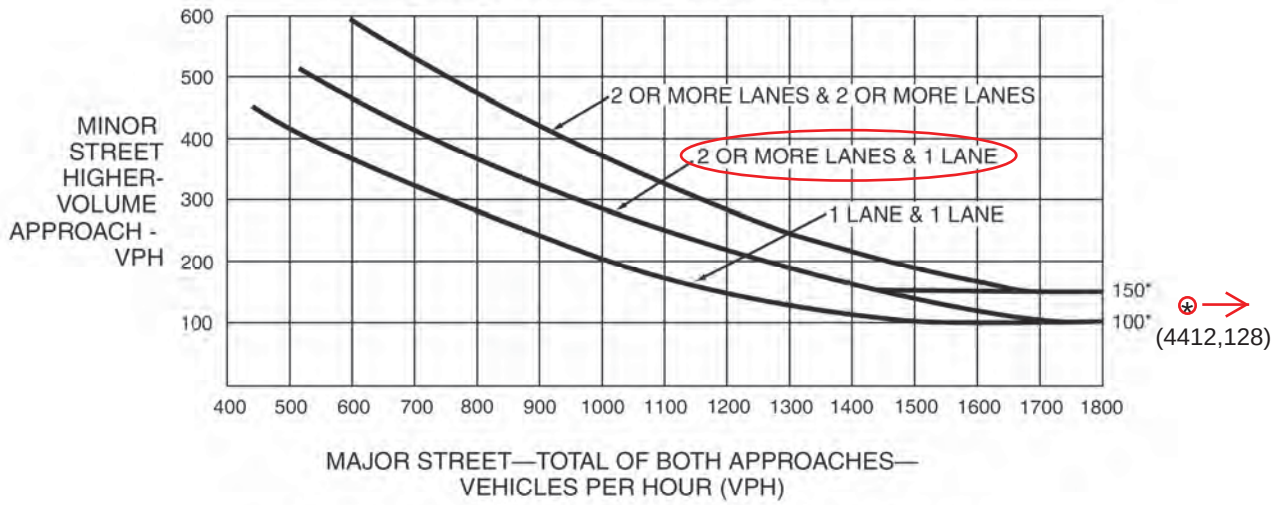
APPROACH LANES	One	2 or More	5:15 PM	Hour
Both Approaches - Major Street		✓	4412	
Higher Approach - Minor Street	✓		128	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future with Combined Project Conditions

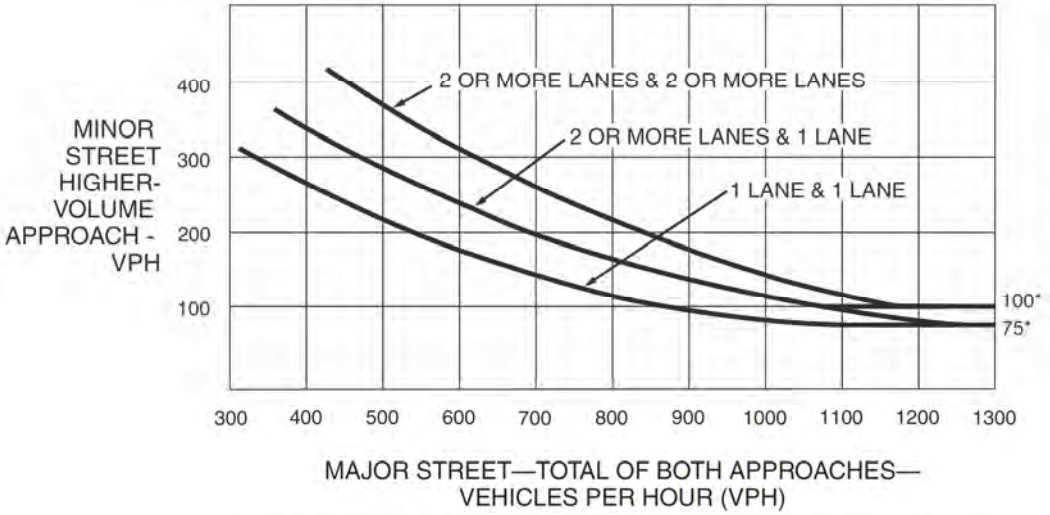
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Existing Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE March 2016
CALC GT DATE March 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Sepulveda Boulevard-Pacific Coast Hwy — Critical Approach Speed 35 mph
Minor St: Keats Street — Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } **RURAL (R)**
☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Existing Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

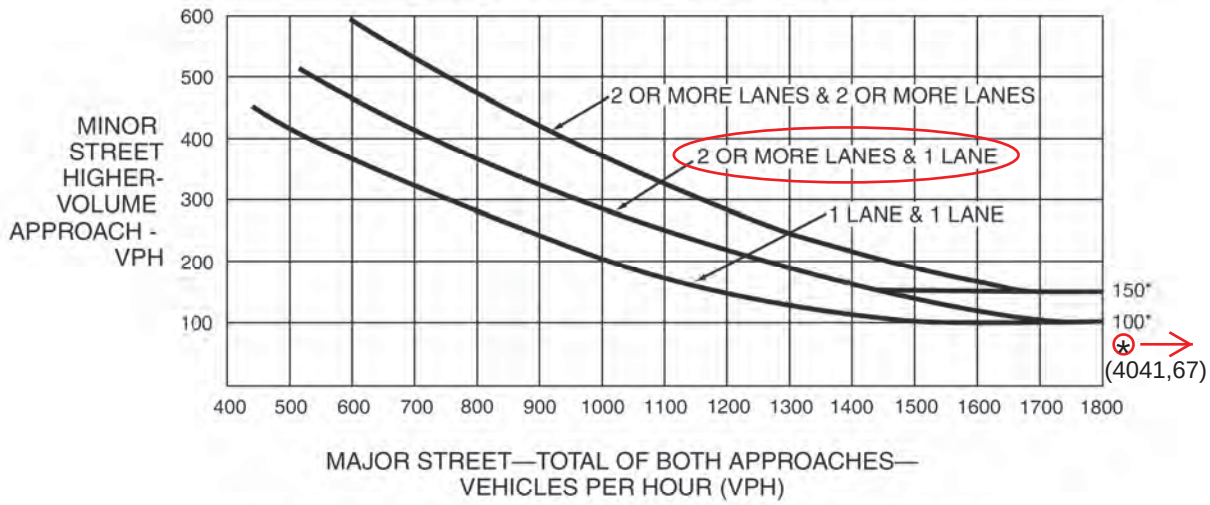
APPROACH LANES	One	2 or More	7:30 AM	Hour
Both Approaches - Major Street		✓	4041	
Higher Approach - Minor Street	✓		67	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Existing Conditions

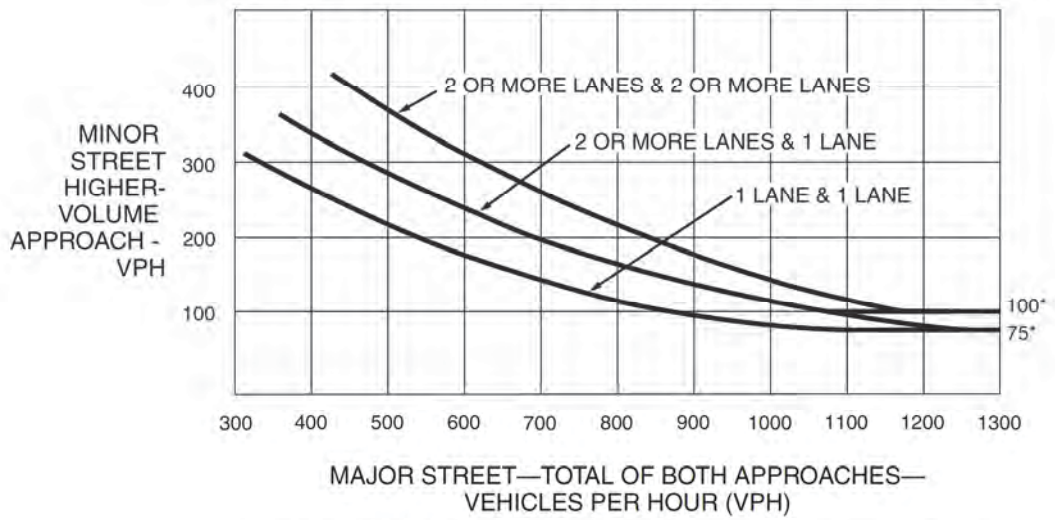
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Existing Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System (All Parts Must Be Satisfied) **SATISFIED YES ☐ NO ☐**

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant (All Parts Must Be Satisfied) **SATISFIED YES ☐ NO ☑**

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☑
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☑ No ☐
5 OR MORE	Refer to accompanying Appendix Table D - Collision Data Summary.		
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network (All Parts Must Be Satisfied) **SATISFIED YES ☐ NO ☐**

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future with Combined Project Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE March 2016
CALC GT DATE March 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Sepulveda Boulevard-Pacific Coast Hwy — Critical Approach Speed 35 mph
Minor St: Keats Street — Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future with Combined Project Conditions

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☑ NO ☐**

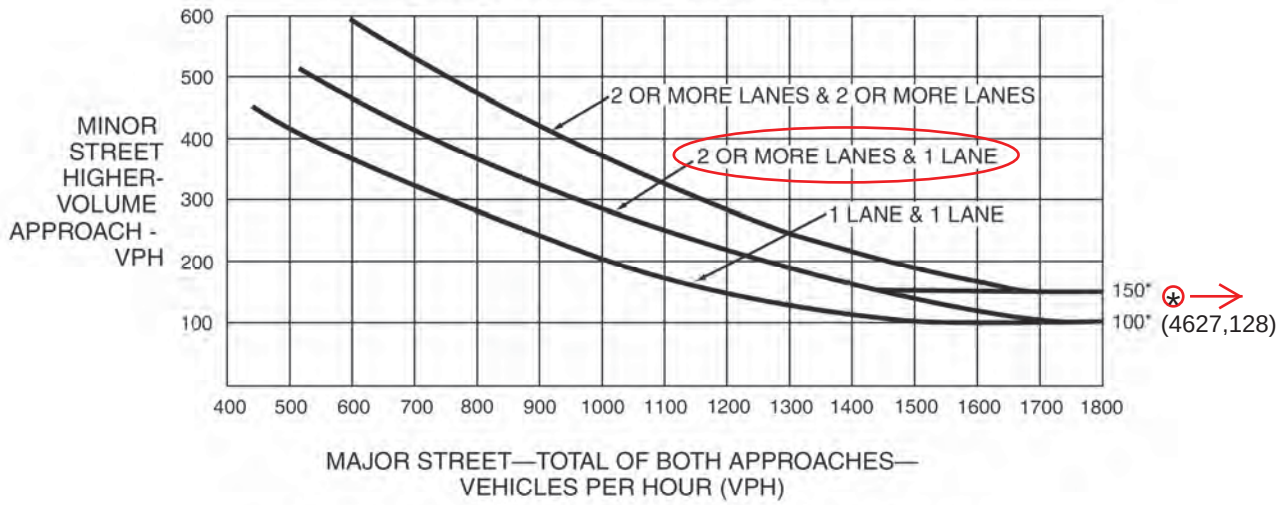
APPROACH LANES	One	2 or More	5:00 PM	Hour
Both Approaches - Major Street		✓	4627	
Higher Approach - Minor Street	✓		148	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Future with Combined Project Conditions

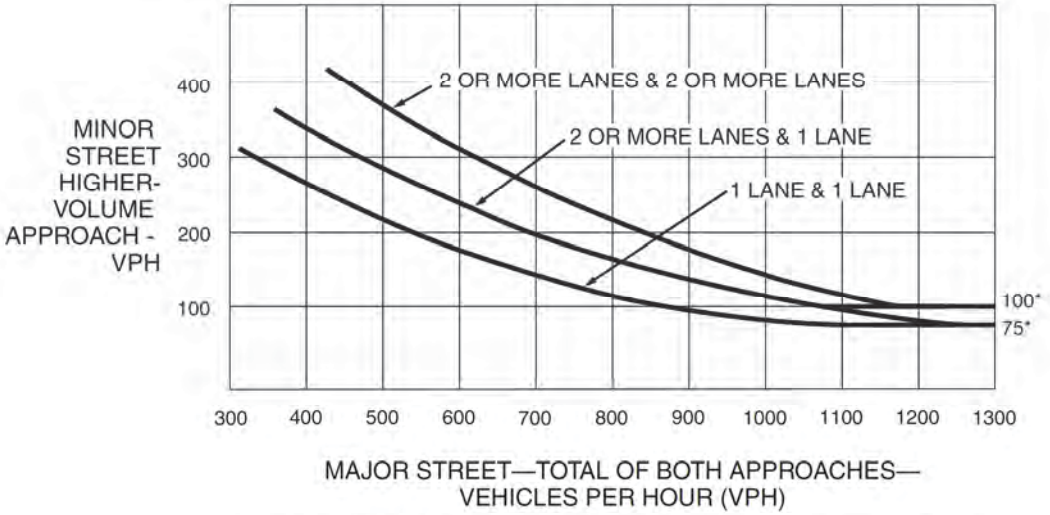
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.